

**Application Number** 07/2021/00671/FUL

**Address**  
Wingnut Ltd  
Tomlinson Road  
Leyland  
Lancashire  
PR25 2DY

**Applicant** CH Holdings Limited

**Agent**  
  
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United Kingdom

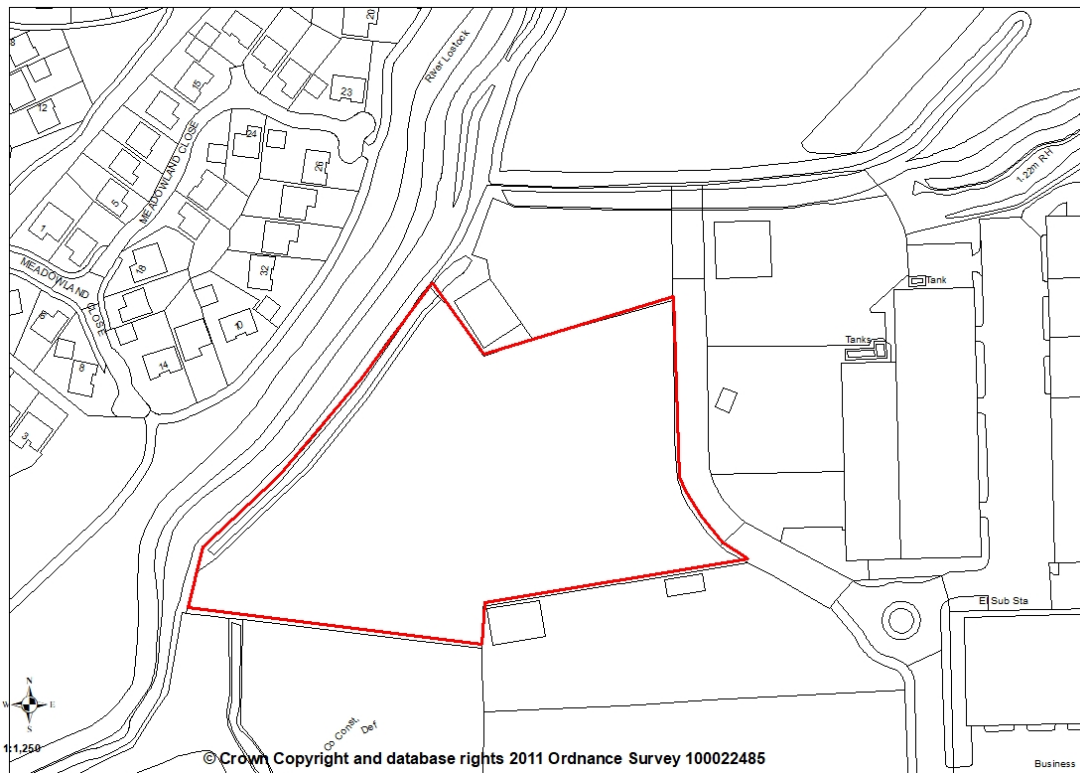
**Development** Erection of 13no. industrial units (for use classes B2/B8/E(C)/E (G)) with associated parking and servicing

**Officer Recommendation** **Approval with Conditions**  
**Officer Name** **Emma Sheppard**

Date application valid 22.06.2021  
Target Determination Date 21.09.2021

Extension of Time

**Location Plan**



## 1. Introduction

1.1 The application is being presented to Committee due to the development resulting in floor space greater than 1000 square metres

## 2. Report Summary

2.1 The application proposes the development of a partially vacant site with an existing yard area. Part of the site is currently used for external storage with the site lying within the designated Tomlinson Road Industrial Estate. The proposal is for the construction of 13no. new industrial units with associated parking, servicing and manoeuvring areas. The units are to be sited to the periphery of the site with the access road and parking along the spine of the site. It is to be noted that the site benefits from an extant permission, 07/2019/2044/FUL, for 8no industrial units.

2.2 The site is accessed off Tomlinson Road which in turn is accessed off Golden Hill Lane. As Golden Hill Lane is part of an Air Quality Management Area, an Air Quality Assessment was submitted with the application. Consideration has been given to the impact of the additional traffic the proposal will introduce and measures to mitigate those impacts. Mitigation measures can also be secured by condition and can include the promotion of cycling, public transport and walking together with the provision of Electric Vehicle Recharge Points and cycle storage.

2.3 Consideration has also been given to the potential to impact on neighbouring residents on the opposite side of the River Lostock in terms of noise and disturbance. As the proposal will provide for internal business use rather than external storage, it is considered this will be to the benefit of neighbouring residents, particularly as a number of conditions are proposed.

2.4 Another main issue is the site's proximity to the River Lostock and potential flood risk but both the Environment Agency and the Local Lead Flood Authority are satisfied with the proposals, providing conditions are imposed relating to the submission of a drainage scheme. And in accordance with the amended plans removing the boundary fencing.

2.5 On balance, it is considered potential impact of the development can be controlled by conditions and/or suitable mitigation measures and the benefits this scheme will bring in terms of employment opportunities and a betterment for the site as a whole. The application is therefore recommended for approval subject to the imposition of conditions.

### **3. Application Site and Surrounding Area**

2.1 The application relates to an irregular shaped parcel of land, approximately 1.29 hectares within the Tomlinson Road Industrial Estate accessed from Golden Hill Lane to the north-western outskirts of Leyland town centre.

2.2 The site is bordered to the west by the River Lostock with residential properties beyond on Meadowland Close whilst to the north is the Farington Hall Estates where the land is allocated for Employment uses.

### **4. Planning History**

07/2019/2044/FUL – Erection of 8no single storey industrial units (classes B1, B2 and B8) with associated access road and car parking - Approved subject to conditions

07/1982/0512 Proposed Industrial Unit – Approved

07/2000/0383 Erection of industrial building – Approved

### **5. Proposal**

5.1 The application proposes the erection of 13no. new industrial units for B2, B8 and E Use Classes together with associated access road and car parking. For clarity, there was some discrepancy with regards to the proposed use of the units. The agent has agreed to the use of the units to be restricted to B2/B8/E(c)/E(g).

5.2 Four of the units (Units 1 – 4) are to have a floor area of 288 sq metres. Two units (Units 5 & 8) will have a floor area of 558 sq metres. Units 6 & 7 propose a floor area of 614 sq m with three units (Units 9, 10 and 11) approximately 349sq metres and three units (Units 12 & 13) 424 sq metres. All units will consist of a large workshop/storage area, staff facilities and office space.

5.3 Units 1-4 will incorporate a shallow pitched roof with an overall ridge height of 7.6m. Units 5-8 propose a shallow pitch roof with an overall ridge height of 8.1m. Units 9-13 will incorporate a shallow pitched roof with overall ridge height of 8m.

5.4 Each unit will have one disabled parking space adjacent to the unit, amounting to 13 spaces together with a parking area for 72 vehicles adjacent to the new access road and 8 cycle spaces and a 25m turning circle.

5.5 Each unit will be constructed in facing brick to the lower part of the walls and with powder coated cladding panels to the upper walls. The latter is to be powder coated in a jade green colour. The units are to be clad with panels to the roof in goosewing grey. Grey uPVC windows and pedestrian doors are proposed with a powder coated steel roller shutter door to the main elevations.

### **6. Representations**

74no neighbouring properties were notified and a site notice posted with three letters of representation being received, objecting to the proposal on the following grounds:

- Concerns over parking along Tomlinson Road
- Overbearing impact upon residential properties on Meadowland Close

- Increase in noise
- Possible damage from pollution
- Removal of fence to satisfy the Environment Agency is reckless with direct views from Meadowland Close to the development and safety issues
- The proposed development is situated adjacent to and within metres of a biological heritage site

## **7. Consultation Replies**

*United Utilities* - Following review of the submitted Flood Risk Assessment, Ref: 2021.115, Dated: 03.06.2021, by: Graham Schofield Associates, the proposals are acceptable in principle to United Utilities. However, there is insufficient information on the detail of the drainage design, therefore drainage conditions to be imposed.

*County Highways* – No objections subject to conditions given extant permission.

*Arboricultural Officer* - No objections to the development.

*Lead Local Flood Authority (LLFA)* consider the development to be acceptable subject to the imposition of a condition requiring the submission of the final design details of the sustainable drainage scheme and a construction phase surface water management plan

*Environmental Health* comment that the applicant has applied for B2/B8/E (g) consent (industrial use), for all proposed units. Due to the location of residential properties across the river there are likely to be exposed to an adverse impact created from noise, dust and odours. No objections received subject to conditions being imposed in respect of sound insulation; the submission of details of all extraction, filters, plant equipment, external ventilation stacks; a restriction on the hours of construction; details of any piling activities; an invasive species assessment; details of all external lighting; that electric vehicle recharge points are provided; that secure cycle storage is provided; a restriction on the hours of operation of the premises; that no work activity shall be undertaken outside of the units; a restriction on the hours of deliveries and that all doors/windows remain closed except for ingress and egress. An AQA was submitted with the application. This was conducted in February 2020. Since then, South Ribble have produced a Planning Advisory Note. This, in conjunction with the increase in the number of units proposed, a condition is to be imposed ensuring the submission of an updated Air Quality Assessment.

*Environment Agency* raised original objections as the proposal involves building within 8 metres of the Main River Lostock. Amended plans were received to address the EA's concerns. This involved the removal of the boundary fencing to allow for the minimum 8m required distance between the extent of the development and the top of the bank. The EA withdrew the objection and request several conditions and informatives to be imposed as part of an approval

*GMEU* (Greater Manchester Ecology Unit) raise no objections subject to conditions

## **8. Policy Background**

*Central Lancashire Core Strategy*

Policy 17: Design of New Buildings

Policy 29: Water Management

*South Ribble Local Plan*

Policy E2: Protection of Employment Areas and Sites

Policy G14: Unstable or Contaminated Land

Policy G15: Derelict Land Reclamation

Policy G16: Biodiversity and Nature Conservation

Policy G17: Design Criteria for New Development

Policy F1: Car Parking

## **9. Material Considerations**

### **9.1 Principle**

9.1.1 The application site is within an existing employment site where Policy E2 seeks to protect the land for employment uses including business, general industrial or storage and distribution. Therefore, the proposal for 13no industrial units is fully in accordance with this policy and it must be recognised that the proposed scheme will generate employment on a site which is considered sustainable, close to the Leyland Town Centre, on a public transport route and within an existing Industrial Estate.

9.1.2 However, consideration must also be given to other development plan policies, recognising that the site is adjacent to the River Lostock, classified as a Main River; a Wildlife Corridor; that the land is within the buffer zone of Hall Lane Landfill Tips A and B; a Hazardous Installation Consultation Zone, close to an Air Quality Management Area and the residential properties that are located to the west beyond the intervening river.

### **9.2 Visual Amenity**

9.2.1 In line with Core Strategy policy 17, the design of new buildings will be expected to take account of the character and appearance of the local area, including, inter alia, siting, layout, massing, scale, design, materials, building to plot ratio and landscaping.

9.2.2 Policy G17 of the Local Plan reiterates this and states that the proposal should 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.

9.2.3 The proposed units vary in individual sizes but all incorporate a maximum height of 8.1m. They are to be constructed of red multi-facing brickwork to the lower portion with the upper wall sections to be clad with Kingspan panels coloured jade green and a goosewing grey clad roof with grey powder coated fascias, rainwater goods and openings.

9.2.4 The buildings along Tomlinson Road are of varying designs and materiality ensuring the proposed would not be at odds given there is no uniformity in this regard. The units are utilitarian in this regard and would complement the aesthetics of the wider industrial area. Furthermore, the proposed units are sited towards the head of this industrial estate and would be partially screened from the main street frontage by virtue of existing built form. Having regard to its proposed functional use and wider industrial context, it is considered that the proposed buildings would not harm the character and visual appearance of the street scene.

### **9.3 Residential Amenity**

9.3.1 Paragraph 185 of the NPPF states planning decisions should 'ensure new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential

adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life....’

9.3.2 Core Strategy Policy 17 relates to the design of new buildings with criteria d) stating that the new development needs to ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.

9.3.3 Policy G17 seeks to ensure that the amenity of neighbouring residents is not impacted on and Core Strategy Policy 17 seek to ensure that new development is sympathetic to surrounding land uses and occupiers, and, avoids demonstrable harm to the amenities of the local area and ensures that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.

9.3.4 The closest residential property, 10 Meadowland Close, is approximately 38m from the application site boundary with the proposed units being a further 3m off the boundary. The two uses are separated by the River Lostock which has a number of trees growing along its banks on both sides. Due to the separation distance and the nature of the intervening land, it is considered the proposal will have no undue impact on residential properties in terms of loss privacy, have an overbearing impact or create overshadowing. Additionally, the units have no doors or windows other than those in the main front elevation which front onto the access road and turning circle.

9.3.5 Occupants of Meadowland Close have objected to the proposal on ground of residential amenity, commenting that the height of proposed development will cause overshadowing to properties on Meadowland Close. The units are 7.72m in height and, as referred to above, the nature of the intervening land together with the separation distance, retaining a distance of approximately 40m, will alleviate any potential direct overshadowing.

9.3.6 Residents have also objected in terms of noise, commenting that there have been multiple complaints of noise from the industrial estate which is present during very early morning hours. The building of more industrial capacity in this location will increase noise.

9.3.7 This is something that Environmental Health have raised, commenting that the applicant has applied for B2 consent (industrial use), for all proposed units. Due to the location of residential properties across the river they are likely to be exposed to an adverse impact created from either noise, dust or odour. It is imperative that suitable controls are put in place now during the development to protect the amenities of local residents. These measures can be secured by suitably worded conditions and relate to sound insulation; submission of details of any plant equipment; hours of construction; piling; installation of any external floodlighting; operating hours; hours of deliveries and that all doors and windows remain closed other than for ingress and egress.

9.3.8 It is considered that, with the inclusion of these conditions, the proposed development should have no undue impact on the neighbouring residential properties and the situation should improve from that which exists at present.

## **9.4 Flood Risk**

9.4.1 The proposed development is classed as a ‘Major’ development and the application site boundary is within the 20m buffer zone to a main river, the River Lostock. The application site lies within Flood Zone 1 defined by the Planning Practice Guidance as having a low probability of flooding. Both the Lead Local Flood Authority and the Environment Agency were consulted on the application.

9.4.2 The LLFA advised that, although in Flood Zone 1, the scale of development may present risks of flooding on-site and/or off-site if surface water run-off is not effectively managed. They raise no objections subject to the imposition of several conditions relating to

a final Sustainable Drainage scheme; the submission of a Construction Phase Surface Water Management Plan and the submission of an Operation and Maintenance Plan & Verification Report of Constructed Sustainable Drainage System therefore satisfying the principles of the NPPF and the PPG. The agent submitted updated information with regards to the SuDs. The LLFA subsequently confirmed that the additional details did not address certain criteria within the condition with the agent agreeing to the original pre-commencement condition to be imposed.

9.4.3 The LLFA also require informative notes be included on the decision notice advising the applicant that permission is required to connect to the River Lostock and the granting of planning permission does not mean that an Environmental Permit will be given and therefore the applicant should obtain an Environmental Permit from The Environment Agency before starting any works on site.

9.4.4 The Environment Agency (EA) initially objected as the proposal involves building within 8 metres of the Main River Lostock. As originally submitted, the EA considered it would be unlikely that they would grant a flood risk activity permit for this application. Therefore, amended plans were submitted to address the EA's concerns. This involved the removal of the boundary fencing to allow for the minimum 8m required distance between the extent of the development and the top of the bank. The EA confirmed that, after reviewing the revised plans: 4-1000, Rev E, they could withdraw their original objection.

9.4.5 The previous use of the site to store road planings has the potential to cause contamination to the adjacent watercourse. A Phase 2 Contamination Assessment was submitted. The report identifies the site to be situated on in-filled ground possibly landfilled pre the Control of Pollution Act 1974. The materials are gassing and an assessment allows for the inclusion of inbuilt precautions within the proposed buildings. The report also indicates that the pollutants within the deposited materials and/or from the stockpiles of tarmac on the site are seen to have polluted the discontinuous shallow aquifer. Despite the close proximity of the site to the River Lostock, the assessment for surface waters does not include any surface water monitoring. It is acknowledged that capping of the site by concrete and roads, will decrease the infiltration into the deposited wastes and so decrease the potential for any lateral pollution impacting on the groundwater or surface water. The EA are therefore satisfied that the proposed remediation of the site will reduce the overall risk of pollution. The proposed remediation of the site must comply with the strategy detailed in the submitted desk study by Thomas consulting dated 2021, referenced above and can be conditioned to ensure this is complied with.

9.4.6 The site is adjacent to the Main River Lostock and the application states that surface water from the site will be discharged to the watercourse. The Environmental Permitting (England and Wales) Regulations 2016 require a However, they provided advice to the applicant on The Environmental Permitting (England and Wales) Regulations 2016 and the requirement for a permit to be obtained for any activities which will take place on or within 8 metres from the top of the riverbank of a main river and that the applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted. This advice can be included on the decision notice as an Informative Note.

## **9.5 Access, Highways and Car Parking**

9.5.1 The principle of industrial development on the site was established by application 07/2021/2044/FUL with the development accessed via an unadopted private road off Tomlinson Road. There proposes 70no car parking spaces, including 13no disability spaces; 13no EVPs and 15no cycle spaces.

9.5.2 Given the nature of the development, County Highways were consulted. The internal layout, including parking provision as shown in drawing 4-1000 Rev E, as amended, is considered acceptable for the size and nature of the development. When taking into

consideration the existing land use and the proposed development, it is considered that the level of traffic generated from the development would not have a detrimental impact on the adjacent highway network. It is to be noted that the proposed development will be accessed via an unadopted private road off Tomlinson Road and that the plans do not include a means of access to the adopted road. The applicant is therefore to ensure they have rights over this road to access the site. This is a civil issue.

9.5.3 Taking all of the above into consideration, LCC Highways has no objections to the proposed development and is of the opinion that the proposals should have a negligible impact on highway safety and capacity within the immediate vicinity of the site and is therefore considered acceptable on highways grounds.

## **9.6 Air Quality**

9.6.1 As the proposal will generate additional traffic onto Golden Hill Lane, which forms part of the Air Quality Management Area, an Air Quality Assessment was submitted with the application. It is noted that the AQA was carried out in February 2020 to be submitted in order to discharge the condition on the extant permission. This was never submitted and therefore never formally discharged. This was carried out 2 years ago. Since then, the Council has produced a Planning Advisory Note relating to 'Low Emissions and Air Quality'. Given this, and the uplift in proposed units, it is considered reasonable to request the submission of an updated Air Quality Assessment. This is to be secured through a condition.

## **9.7 Contamination**

9.7.1 The site is within a historic landfill site buffer zone of the Hall Lane Tip. However, as the proposal is for industrial units with associated hard surfacing for parking and servicing, there is no requirement for a contaminated land assessment to be submitted, and Environmental Health have not raised contamination as an issue.

## **9.8 Biodiversity**

9.8.1 The application site is outside of but adjacent to the River Lostock Biological Heritage Site and Wildlife Corridor which are both located on the opposite side of the river. Policy G16 seeks to protect, conserve and enhance the Boroughs Biological and Ecological Network resources. This policy requires that, 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. Where the benefits for development in social or economic terms is 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. Given the nature of the development, GMEU were consulted.

9.8.2 It is noted that in this case, no such survey has been undertaken or report submitted in support of the application although it is noted the following has been submitted:

- Outdoor Lighting Report (TRT Lighting, 3 June 2021)
- Landscape Plan and Materials (Lakeland Garden Design, LGD27\_01\_01 rev -)

9.8.3 The application site abuts the River Lostock, which at the northern end of the site also encompasses a Biological Heritage Site (River Lostock BHS, Farington, 52SW05). From the layout of the scheme it would appear that the existing vegetation to bank top and within the BHS is to be retained.

9.8.4 It is considered that the floodlighting specification is satisfactory with no unnecessary light spillage onto the river corridor with the high density of bird boxes to be conditioned.



9.8.5 It has been noted that there proposes riverbank planting of hornbeam (*Carpinus betulus*). It is recommended that this is replaced with alder (*Alnus glutinosa*) which is both locally native and suitable for a riverbank habitat. A condition is to be imposed ensuring this is implemented.

9.8.6 Comments were also raised with regards to the boundary to the river banktop. A requirement was made that for ecological permeability, mammal gaps are provided. However, since the comments were received, the boundary fencing has been removed to overcome Environment Agency objections. Despite the absence of an ecological submission, subject to conditions, there are no objections from an ecological perspective.

## **9.7 Trees**

9.7.1 A Tree Impact Assessment was submitted with the application and the Councils Arboricultural Officer was consulted on the application. The trees identified for removal are class C and U in accordance with BS5837 2012 rating and should pose no constraints on the development. The site is bordered on western boundaries by woodland scrub along the river Lostock which is to be retained outside the development boundary.

The Council's Arboriculturist therefore raises no objections to the development. The area is industrial land which will offer little to no access to rooting from adjacent trees. The woodland to the rear of the site is protected and any remedial works, not required to facilitate development, would need to be applied for.

It is to be noted that a neighbour contacted the Councils Arboricultural Officer in January alerting him to the removal of two trees. The trees were denoted on the Tree Impact Assessment as being outside of the development boundary and were indicated as trees being dead and therefore considered unreasonable for retention.

## **9.8 Other matters**

9.8.1 The Community Infrastructure Levy was adopted by the Council on 1<sup>st</sup> September 2013. The proposal seeks advertisement consent. In light of the CIL regulations, the Charging Schedule clarifies that industrial development is zero rated, therefore there is no basis for which the Council need to impose a CIL Liability Notice on the proposal.

## **10 CONCLUSION**

10.1 For the reasons set out above, and on balancing the provision of industrial units on this existing industrial estate, close to the Leyland town centre and within a sustainable location against the potential impact of the development in terms of residential amenity, air quality, and flood risk, the proposal is considered acceptable and any potential impacts can be controlled by conditions and/or suitable mitigation measures. The benefits this scheme will bring in terms of employment opportunities and a betterment for the site as a whole is considered to outweigh any negative impact and the application is recommended for approval subject to the imposition of conditions.

### **RECOMMENDATION:**

Approval with Conditions.

### **RECOMMENDED CONDITIONS:**

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.  
Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans:

- Site location plan, 4-500 Rev A
- Proposed site layout, 4-1000 Rev E, as amended
- Proposed elevations, Units 1-4, 4-1002 Rev C
- Proposed elevations, Units 5-8, 4-1004 Rev C
- Proposed elevations, Units 9-13, 4-1006 Rev C
- Proposed floor plans, Units 1-4, 4-1001 Rev C
- Proposed floor plans, Units 5-8, 4-1003 Rev C
- Proposed floor plans, Units 9-13, 4-1005 Rev C
- Proposed GA Sections, 4-1007 Rev C
- Proposed aerial site view, 4-1008 Rev A
- Design Check (R2), Floodlighting details

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development

3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or the provision of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any orders revoking and re-enacting those Orders, this permission shall relate to the use of the premises for purposes within B2/B8/E(c)/E(g) uses and for no other purpose.

Reason: To ensure any future use of the premises does not adversely affect the amenities of the locality in accordance with policy G17 of the Core Strategy and policies E2 and G17 of the South Ribble Local Plan

4. The car parking and manoeuvring scheme and cycle parking to be marked out in accordance with the approved plan 4-1000 Rev E, 'Proposed Site Layout', before the use of the premises hereby permitted first becomes operative with the parking; manoeuvring and cycle parking to be permanently maintained thereafter.

Reason: To allow for the effective use of the parking areas in accordance with Policy G17 in the South Ribble Local Plan.

5. Prior to the commencement of any works on site an assessment for the presence of invasive plants, as identified under the Wildlife and Countryside Act 1981, shall be undertaken and the results submitted to the local planning authority for approval along with a detailed methodology for the removal of any identified invasive plants.

Reason: To prevent the spread of invasive plants and in accordance with policy G16 of the South Ribble Local Plan

6. Prior to first use of the development a sound insulation level of 40 dB Rw shall be provided to all external walls and ceilings. To ensure that this level of attenuation is achieved an assessment must be undertaken, by a qualified acoustician, and a written report produced and submitted to the local planning authority for approval. Upon completion of any attenuation work a follow up assessment must be undertaken to ensure that 40 dB Rw has been achieved, written details of this assessment must be submitted and approved by the local planning authority

Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy

7. Prior to the installation of any extraction, filters, plant equipment and/or external ventilation stacks, to any of the units hereby approved, details shall be submitted for written approval to the local planning authority. Once agreed the approved scheme shall be fully implemented prior to first use of the unit(s) and shall thereafter be retained and maintained in efficient working order in line with the approved scheme for the duration of the approved use. Any changes to the approved scheme must first be agreed with the local planning department.

Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and policy G17 of the South Ribble Local Plan

8. During the site preparation and construction of the development no machinery, plant or powered tools shall be operated outside the hours of 08:00 to 18:00 Monday to Friday 09:00 - 13:00 on Saturdays. No construction shall take place at anytime on Sundays or nationally recognised Bank Holidays.

Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and G17 of the South Ribble Local Plan

9. Prior to the commencement of any works on site, details of all piling activities shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 09:30-17:00 Monday to Friday with no activity on Saturday, Sunday or nationally recognised Bank Holidays.

Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy

10. No external flood lighting or security lights shall be installed to the rear of the buildings hereby permitted or the facades which are adjacent to the residential properties, without first obtaining written permission from the local planning authority.

Reason: In the interests of the amenity and to safeguard the living conditions of the nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy and policy G17 of the South Ribble Local Plan

11. Prior to the first use of the development hereby approved, 10% of parking bays shall be provided with a fast (3-4 hrs) electric vehicle recharge point to the parking area. The parking bay shall be appropriately marked to ensure the sole use by electric vehicles and an adequate charging infrastructure with associated cabling provided for the designated parking bay. The charging point shall be located so that a 3m cable will readily reach the vehicle to be charged when parked in the designated parking bay.

Reason: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy.

12. The proposed development shall only operate within the hours of 7:00am to 7:00pm Monday to Friday, 8:00am to 1:00pm Saturday. No operation shall be carried out on Sundays or Bank Holidays.

Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and policy G17 of the South Ribble Local Plan

13. Deliveries shall be taken from the front of the premises only with no deliveries to take place to the rear of the premises  
  
Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and policy G17 of the South Ribble Local Plan
14. All noise generating or dust producing work activity shall be undertaken inside of the units hereby permitted. During such activities, all doors shall remain closed except for ingress and egress.  
  
Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and policy G17 of the South Ribble Local Plan
15. Prior to the commencement of any works on site an updated Air Quality Assessment (AQA) shall be carried out and submitted for approval to the Local Planning Authority. Where the ambient air quality will be reduced by the development suitable and appropriate mitigation measures shall be detailed within the assessment.  
  
Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and policy G17 of the South Ribble Local Plan
16. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site as detailed in the Tree Impact Plan which has been agreed by the Local Planning Authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the Local Planning Authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.  
  
Reason: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026
17. Notwithstanding the submitted details, and, prior to any above ground works, a revised landscaping plan showing the replacement of hornbeam (*Carpinus betulus*) with alder (*Alnus glutinosa*) to the riverbank shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be implemented in the first planting season following first occupation of any dwelling and maintained thereafter in accordance with the approved details.  
  
Reason: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
18. Prior to first use of the development hereby approved, the bird boxes shown on the landscaping scheme, shall be installed and retained in perpetuity  
  
Reason: To ensure adequate provision is made to conserve and enhance biodiversity and in compliance with Policy 22 of the Central Lancashire Core Strategy and policy G16 of the South Ribble Local Plan 2012-2026

19. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report and Operation and Maintenance Plan for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority. The Verification Report must demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations), and contain information and evidence (including photographs) of details and locations (including national grid reference) of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an final 'operation and maintenance manual' for the sustainable drainage scheme as constructed. Details of appropriate operational, maintenance and access requirements for each sustainable drainage component are to be provided, with reference to published guidance, through an appropriate Operation and Maintenance Plan for the lifetime of the development as constructed. This shall include arrangements for adoption by an appropriate public body or statutory undertaker, and/or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete and in accordance with paragraph 174 of the National Planning Policy Framework and policy 29 of the Central Lancashire Core Strategy

20. No development shall commence in any phase until a detailed, final surface water sustainable drainage scheme for the site has been submitted to, and approved in writing by, the local planning authority. The detailed sustainable drainage scheme shall be based upon the site-specific flood risk assessment and indicative sustainable drainage strategy submitted and sustainable drainage principles set out in the National Planning Policy Framework, Planning Practice Guidance and Defra 2. Technical Standards for Sustainable Drainage Systems and no surface water shall be allowed to discharge to the public sewer, directly or indirectly. Those details shall include, as a minimum:
- a) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Cross section drawings of flow control manhole and attenuation tank.
  - b) If an attenuation pond is specified the cross sectional plan should include the 1 in 30 year and 1 in 100 year + climate change water levels. Detailed plan and cross section drawings of attenuation pond inlets/outlets are also required.
  - c) Detailed plan and cross section of outfall into River Lostock.
  - d) The drainage scheme should be in accordance with The Graham Schofield Associates Flood Risk Assessment and Surface Water Management & Disposal Strategy for Proposed Commercial Development at Tomlinson Road, Leyland ref.2021.115 Issue no.1 dated 3rd June 2021 and demonstrate that the surface water run-off shall not exceed 6.9 litres per second. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
  - e) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change).
  - f) Plan identifying areas contributing to the drainage network

- g) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,
- h) A plan to show overland flow routes and flood water exceedance routes and flood extents.
- i) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- j) Breakdown of attenuation in pipes, manholes and attenuation tank/pond.

The scheme shall be implemented in accordance with the approved details prior to first use of any of the industrial units.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

21. No development shall commence until details of how surface water and pollution prevention will be managed during each construction phase have been submitted to and approved in writing by the Local Planning Authority. Those details shall include for each phase, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.

- b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The development shall be constructed in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere and to ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies and to ensure compliance with policy 29 of the Central Lancashire Core Strategy and the requirements of the NPPF

**Note:**

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

2. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place: \*On or within 8 metres from the top of the riverbank of a main river. For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmentalpermits> or contact The Environment Agency's National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and it is advised to consult with The Environment Agency at the earliest opportunity.

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