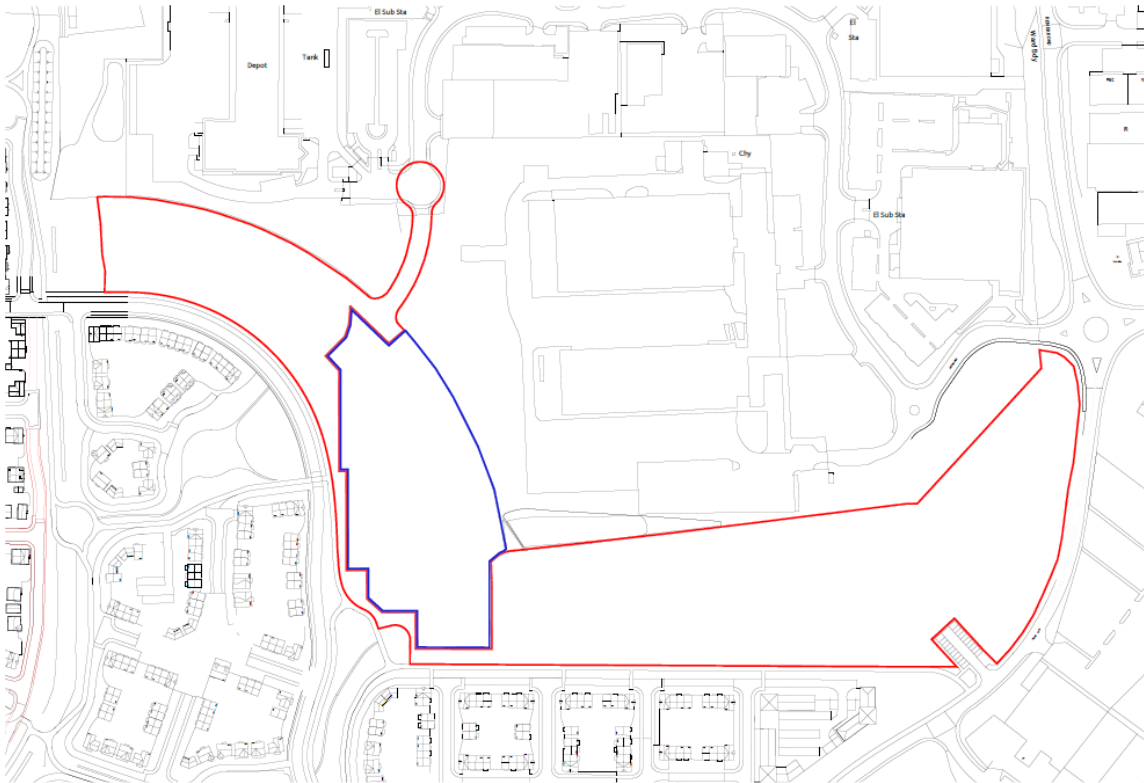


Application Number	07/2021/00354/FUL
Address	Titan Business Park Leyland Test Track Moss Side Leyland PR26 7EW
Applicant	Providence Gate Titon Limited and Property Capital Limited
Agent	Mr Graeme Thorpe 2 Lockside Office Park Lockside Road Preston PR2 2YS
Development	Hybrid application for a development of a business park/commercial buildings (Class B1), a petrol filling station (Sui Generis) and restaurant drive thru together with associated roads and landscaping, comprising of: (a) Outline application for development of a petrol filling station and restaurant drive thru (access applied for) (b) Reserved matters application for a development of a business park/commercial buildings (Classes B1) pursuant to the parent consent (07/2017/3361/ORM) with access road and landscaping (Lower and Upper Titan) (c) Full application for additional access to the site from Ashton Way
Officer Recommendation Officer Name	1) Approval with Conditions (if highway matters satisfactorily resolved prior to the Committee meeting) <u>OR</u> 2) Deferral (if highway matters not satisfactorily resolved prior to the Committee meeting) (Note - A written update sheet is to be provided prior to the date of the Committee meeting confirming if highway matters have been resolved) Mr Chris Sowerby
Date application valid	29.03.2021
Target Determination Date	11.05.2022
Extension of Time	11.04.2022



1. REPORT SUMMARY

1.1 The application relates to a 4.5 hectare parcel of land, irregular in shape, that formed part of the wider former Leyland Test Track site. The site vast majority of the site is allocated as a 'Major Site for Development' under Policy C2 of the South Ribble Local Plan. The only section of the site not allocated under Policy C2 is a small slither of land to the north into the Moss Side Industrial Estate (Policy E2: Protection of Employment Areas and Sites) from which an access to the site is proposed onto Ashton Way.

1.2 The site is bounded to the west and south by sections of the wider former Leyland Test Track site that have outline planning permission for residential development.

1.3 The application is in hybrid and comprises of a development of a business park/commercial buildings (Class B1), a petrol filling station (Sui Generis) and restaurant drive thru together with associated roads and landscaping. The proposal comprises of:

- (a) Outline application for development of a petrol filling station and restaurant drive thru (access applied for)
- (b) Reserved matters application for a development of a business park/commercial buildings (Classes B1) pursuant to the parent consent (07/2017/3361/ORM) with access road and landscaping (Lower and Upper Titan)
- (c) Full application for additional access to the site from Ashton Way

1.4 The proposed petrol filling station and restaurant drive thru subject to the 'outline' element of this application are located along the eastern boundary of the site on a 0.6 hectare parcel of land. The Reserved matters element of the application comprises of two parcels of land (Upper Titan and Lower Titan) with an intervening 1.2 hectare parcel of land to come forward as a separate application in the future.

1.5 Across the Reserved matters parcels 70 small to large-sized light industrial (B1) units and a detached office building are proposed within clusters. Dedicated car parking and delivery areas are proposed to the front of the units with landscaping proposed to be concentrated along site boundaries as well as along the internal access roads. The southern

boundary also incorporates a surface water drainage swale within the 150m long landscaped buffer zone with a slither of landscaped planted buffer, incorporating a SUDs pond, also connecting Lower and Upper Titan.,

1.6 The proposed buildings range from 7.2m – 9.2m in height and would all be constructed in a similar design, with a mixture of glazing and variety of grey composite panelling.

1.7 The smallest of the proposed units types have been assigned 2.5 car parking spaces each, with the mid-sized units being assigned 6 car parking spaces each and the larger units having 9 car parking spaces assigned to them. Cycle storage and a refuse store are provided for each cluster of units.

1.8 Along the northern boundary with the FedEx delivery depot a 2m high bund with 2.7m high acoustic fencing on top is detailed, as approved on the parent consent. Along the southern boundary the gaps between the gable end of units is proposed to be filled with a line of acoustic fencing 3m in height.

1.9 The Reserved Matters element of the proposal adheres to the requirements of the Test Track Development Masterplan and Design Code which detailed a series of clusters of buildings, with units of various sizes, strong landscaping, uses of sustainable drainage systems and direct no vehicular access to the residential sections of the wider development. The petrol filling station and restaurant drive thru proposed in outline and shown indicatively on submitted plans, whilst a different form of employment use, are complimentary uses and continues the theme of strong landscaping with the size and scale of buildings aligning to that contained within the adopted Masterplan and Design Code.

1.10 With accesses off Titan Way and Ashton Way and buffer landscaping proposed along the southern and western boundaries with future residential phases of the wider former Test Track development the proposal would be read as an extension of the Moss Side Industrial Estate. A mixture of buildings scales are present within the Moss Side Industrial Estate, ranging from very large warehouse and production units to small business starter units. With this variety present the scale and siting of the proposed buildings will not be unduly prominent.

1.11 As the petrol filling station and drive thru restaurant are only proposed in outline no elevational plans have been provided for this element. The design, layout and scale of this part of the development would be given consideration as part of a future Reserved Matters application.

1.12 With the proposed landscape buffering and internal estate road loop within the residential section, a minimum distance of 55m would be present between the side elevation of the proposed commercial buildings and future residential dwellinghouses. This inter-relationship is as detailed on the adopted Masterplan and is considered to be acceptable.

1.13 Due to insufficient time to detail highway comments prior to agenda closing following receipt of comments from LCC Highways a written update sheet is to be provided prior to the date of the Planning Committee meeting covering the matter of highway issues.

1.14 The noise impact and necessary mitigation associated with the light industrial units and the safeguarding of residential phases from existing adjacent uses within the Moss Side Industrial Estate have already been given full consideration as part of the parent consent on the wider site. This application fully adheres to details agreed on the parent consent with the agreed noise mitigation measures (i.e. installation of bund and acoustic fencing) incorporated into the proposed plans, with the B1 use by definition *“being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit”*. Environmental Health have

considered the submission and comment that the required mitigation measures have been included and raise no objections to the proposal.

1.15 The application accords with Policies 1, 3, 10, 17 and 22 of the Core Strategy and Policies C2, E2, F1, G13 and G17 of the South Ribble Local Plan, together with the adopted Master Plan for the Test Track site. For these reasons, and those contained within the report, the application is recommended for approval subject to the resolution of highway matters.

1.16 The associated parent consent (07/2017/3361/ORM) includes conditions relating to acoustic mitigation measures, employment and training opportunities, ecological matters, construction management, tree protection, flood risk, contaminated land, electric vehicle charging points, extraction/ventilation system details, access constriction, external lighting and estate road construction which do not need to be re-imposed on the Reserved matters element.

2. APPLICATION SITE AND SURROUNDING AREA

2.1 The application relates to a 4.5 hectare parcel of land, irregular in shape, that formed part of the wider former Leyland Test Track site.

2.2 The vast majority of the site is allocated as a 'Major Site for Development' under Policy C2 of the South Ribble Local Plan. The only section of the site not allocated under Policy C2 is a small slither of land to the north into the Moss Side Industrial Estate (Policy E2: Protection of Employment Areas and Sites) from which an access to the site is proposed onto Ashton Way.

2.3 The site is bounded to the west and south by sections of the wider former Leyland Test Track site that have outline planning permission for residential development.

2.4 To the north and east are a number of industrial and storage and distribution uses including a FedEx depot and MI Vehicle Integration Ltd.

3. SITE HISTORY

3.1 In November 2019 planning permission (07/2017/3361/ORM) was granted for a hybrid planning application on the wider former Leyland Test Track site comprising of full and outline development, together with Environmental Impact Assessment (EIA) development, for:

Part A FULL - Site enabling works, the development of highway and drainage infrastructure for the full application site (the proposed development site) and the provision of car park accessed off Titan Way (Phase 1); together with the construction of 197 dwellings and associated internal access roads, public open space, green infrastructure, an acoustic barrier and highway infrastructure (Phase 2)

Part B OUTLINE - for the remainder of the proposed development site for the development of between 653 and 753 new homes, up to 5,000 sqm of Business Park (Use Classes B1); up to 15,000 sqm of Use Class B2 and up to 8,000 sqm Industrial Estate (Use Class B8), local centre comprising up to 3,000 sqm of accommodation for occupation within any combination of uses within Classes A1,A2,A3, A4,A5,B1 or D1 (including health centre/clinic) (which shall not exceed 2,500 sqm of main town centre uses), a primary school (1.646ha) and associated public open space and green infrastructure (Phases 3-5 and education, employment and local centre phases) (Amended Plans)

3.2 The element of this permission which was granted 'full' planning permission has since been implemented, with the construction of residential properties and associated infrastructure on-going.

4. PROPOSAL

4.1 The application is in hybrid and comprises of a development of a business park/commercial buildings (Class B1), a petrol filling station (Sui Generis) and restaurant drive thru together with associated roads and landscaping. The proposal comprises of:

- (d) Outline application for development of a petrol filling station and restaurant drive thru (access applied for)
- (e) Reserved matters application for a development of a business park/commercial buildings (Classes B1) pursuant to the parent consent (07/2017/3361/ORM) with access road and landscaping (Lower and Upper Titan)
- (f) Full application for additional access to the site from Ashton Way

4.2 A further 1.2hectares of the employment phase of the Test Track development (Mid Titan), located centrally in the phase, is to come forward as a separate application in the future.

4.3 The proposed petrol filling station and restaurant drive thru subject to the 'outline' element of this application are located along the eastern boundary of the site on a 0.6 hectare parcel of land at the roundabout junction between Ashton Way, Titan Way, Comet Road and Reiver Road. Access would be shared with a section of the proposed business park/commercial buildings (Lower Titan) from Titan Way. As this element of the proposal is in outline, with only the matter of 'access' applied for the detailing on the plans for this section of the site is indicative.

4.4 The Reserved matters element of the application comprises of two parcels of land (Upper Titan and Lower Titan) with an intervening parcel of land to come forward as a separate application in the future.

4.5 'Lower Titan' comprises of 50 light industrial units, small to large-sized, within clusters and detached office building to be served off Titan Way. Dedicated car parking and delivery areas are proposed to the front of the units with landscaping proposed to be concentrated along the southern and eastern boundaries together with the southern side of the internal access road. Along the southern boundary the gaps between the gable end of units is proposed to be filled with a line of acoustic fencing 3m in height. The southern boundary also incorporates a surface water drainage swale within the 150m long landscaped buffer zone.

4.6 'Upper Titan' comprises of 20 light industrial units, small to large-sized, within clusters to be served off a new access connection onto Ashton Way. Dedicated car parking and delivery areas are proposed to the front of the units with landscaping proposed to be concentrated along the southern, west and eastern boundaries together with the southern side of the internal access road. Along the northern boundary with the FedEx delivery depot a 2m high bund with 2.7m high acoustic fencing on top is detailed, as approved on the parent consent. Connecting Lower and Upper Titan a slither of landscaped planted buffer is proposed which also incorporates a SUDs pond.

4.7 The proposed buildings range from 7.2m – 9.2m in height and would all be constructed in a similar design, with a mixture of glazing and variety of grey composite panelling.

4.8 The smallest of the proposed units types have been assigned 2.5 car parking spaces each, with the mid-sized units being assigned 6 car parking spaces each and the larger units having 9 car parking spaces assigned to them. Cycle storage and a refuse store are provided for each cluster of units.

4.9 The application is accompanied by a Design and Access Statement, an Ecology Report, an Tree Impact Assessment, a Construction Environmental Management Plan, a Travel Plan, an Air Quality Assessment, a Drainage Statement, a Flood Risk Assessment, a Crime Impact Assessment, a Utilities Statement and an Employment Skills Statement.

4.10 The application has been amended since originally submitted in order to bring the proposal in accordance with the requirements of the parent consent (07/2021/3361/ORM) on the wider Test Track site by restricting the use of the business park element to B1 uses. The 'Central Titan' section of the site has also been removed with the applicant intending to submit an application covering this section at a later date.

5. REPRESENTATIONS

5.1 Two letters of objection were received from planning consultants, one acting on behalf of a nearby business within the Moss Side Industrial Estate and the other for a shopping centre in Preston City Centre, to the application as originally submitted. A summary of the points raised follows:

Policy Issues

- ☐ Unrestricted Class E uses on the site could impact on nearby centres (*note: - the amended submission now no longer applies for Class E use*)

Noise Issues

- ☐ The parent consent (07/2017/3361/ORM) required noise mitigation measures to be included within the Reserved Matters submission of the employment phase to safeguard the new residential development from noise from the existing operations at the FedEx depot to the north (*note: - the submission, as amended, includes acoustic fencing along the northern boundary shared with the FedEx depot as approved on the parent consent*)

5.2 Following the submission of amended plans the planning consultant acting on behalf of a FedEx has confirmed that the change in the application type addresses most of their concerns and have requested that a condition or informative be imposed to confirm that the detail of the acoustic fencing that is shown by a black dashed line on the submitted drawings are the same as those detailed under the parent consent (07/2017/3361/ORM).

6. CONSULTATION REPLIES

County Highways have raised no objections in principle to the proposal subject to a number of minor modifications. A written update sheet is to be provided prior to the date of the Planning Committee meeting covering the matter of highway issues.

Environmental Health raised concerns initially regarding the inclusion of general industrial and storage and distribution uses within the original proposal due to the potential impact on the amenities of the future occupiers of the residential development to the south and west. The proposal however has since been amended to remove general industrial and storage and distribution uses, with the application reverting back to the B1 (light industrial) use consented on the site under the parent consent (07/2017/3361/ORM). Environmental Health have since raised no objections to the proposal following the amendment made to the proposed uses with noise mitigation secured on the parent consent considered to be acceptable.

Ecology raised issue with the area of landscaping being slightly less than that indicated on the Masterplan however discussions have taken place as to what changes can be made to maximise the biological and ecological value within the submitted defined area. The additional measures can be secured by way of a suitably worded landscaping condition

which is to include only native tree species together with the installation of bird boxes and bat boxes.

The Local Lead Flood Authority (LLFA) has raised no objections to the proposal subject to the imposition of drainage conditions including the securing works are undertaken in accordance with the submitted Flood Risk Assessment, the agreement of the final Sustainable Drainage Strategy and the agreement of a Construction Surface Water Management Plan.

United Utilities have raised no objections to the proposal subject to the imposition of standard conditions relating to foul and surface water drainage.

The Environment Agency have raised no objections to the proposal subject to the imposition of conditions relating to drainage details and the inclusion of oil separators within the development.

The Local Authority's **Arboriculturist** has raised no objections to the proposal, commenting that the landscaping mitigation is suitable. Conditions relating to protective fencing during construction, securing of submitted landscaping details and restrictions to work during bird nesting season have been recommended.

Lancashire Fire and Rescue Service have raised no objections to the proposal, highlighting requirements that must be adhered to as part of Building Regulation approval.

7. MATERIAL CONSIDERATIONS

Policy Considerations

7.1 i) NPPF

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

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

7.2 ii) Core Strategy Policy Considerations

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

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

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

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

7.3 iii) South Ribble Local Plan

7.3.1 The vast majority of the site is allocated as a 'Major Site for Development' under Policy C2 of the South Ribble Local Plan. The only section of the site not allocated under Policy C2 is a small slither of land to the north into the Moss Side Industrial Estate (Policy E2: Protection of Employment Areas and Sites) from which an access to the site is proposed onto Ashton Way.

7.3.2 Policy C2 requires the submission and agreement of a Masterplan, phasing and infrastructure delivery schedule and Design Code prior to the granting of development on the former Test Track site. These documents have previously been provided and approved in 2017 prior to the approval of the parent consent.

7.4 Test Track Development Masterplan and Design Code (adopted 2017)

7.4.1 The Reserved Matters element of the proposal adheres to the requirements of the Test Track Development Masterplan and Design Code which detailed a series of clusters of buildings, with units of various sizes, strong landscaping, uses of sustainable drainage systems and direct no vehicular access to the residential sections of the wider development.

7.4.2 The petrol filling station and restaurant drive thru proposed in outline and shown indicatively on submitted plans, whilst a different form of employment use, are complimentary uses and continues the theme of strong landscaping with the size and scale of buildings aligning to that contained within the adopted Masterplan and Design Code.

7.5 Character and Design

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

7.5.2 With accesses off Titan Way and Ashton Way and buffer landscaping proposed along the southern and western boundaries with future residential phases of the wider former Test Track development the proposal would be read as an extension of the Moss Side Industrial Estate. A mixture of buildings scales are present within the Moss Side Industrial Estate, ranging from very large warehouse and production units to small business starter units. With this variety present the scale and siting of the proposed buildings will not be unduly prominent.

7.5.3 The landscaping buffer proposed along the western and southern boundaries would soften the views of the development from future residential plots on the wider former Test Track site and whilst elements of the built development would still remain visible through the landscaping this inter-relationship was considered acceptable within the approved Masterplan.

7.5.4 As the petrol filling station and drive thru restaurant are only proposed in outline no elevational plans have been provided for this element. The design, layout and scale of this part of the development would be given consideration as part of a future Reserved Matters application.

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

7.6 Relationship To Neighbours

7.6.1 Whilst the phases of residential development to the south and west on the wider test track site have not received detailed approval yet, with the proposed landscape buffering and internal estate road loop within the residential section, a minimum distance of 55m would be

present between the side elevation of the proposed commercial buildings and future residential dwellinghouses.

7.6.2 The above minimum spatial separation distance is considered to be sufficient to prevent the proposal for having an undue impact on the amenities of future residents in terms of overshadowing / overdominance.

7.6.3 No residential properties exist or are to be constructed adjacent to the section of the site subject to the outline element of this application.

7.7 Highway Issues

7.7.1 Due to insufficient time to detail highway comments prior to agenda closing following receipt of comments from LCC Highways a written update sheet is to be provided prior to the date of the Planning Committee meeting covering the matter of highway issues.

7.8 Noise/Disturbance Issues

7.8.1 The noise impact and necessary mitigation associated with the light industrial units and the safeguarding of residential phases from existing adjacent uses within the Moss Side Industrial Estate have already been given full consideration as part of the parent consent on the wider site. This application fully adheres to details agreed on the parent consent with the agreed noise mitigation measures (i.e. installation of bund and acoustic fencing) incorporated into the proposed plans, with the B1 use by definition *"being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit"*. Environmental Health have considered the submission and comment that the required mitigation measures have been included and raise no objections to the proposal.

7.8.2 The proposed petrol filling station and restaurant drive thru subject to the 'outline' element of this application are located along the eastern boundary and would be approximately 400m from the nearest residential properties with intervening built development and landscaping. No concerns have been expressed by Environmental Health to this inter-relationship.

7.9 Ecology and Biodiversity

7.9.1 A comprehensive landscaping scheme has been submitted as part of the proposal, however Ecology raised issue with the area of landscaping being slightly less than that indicated on the Masterplan. Discussions have therefore taken place as to changes that could be made to maximise the biological and ecological value within the submitted defined area. This will require the agreement of an amended landscaping scheme, which is to include only native tree species together with the installation of bird boxes and bat boxes, to be secured by a suitably worded condition.

8.1 CONCLUSION

8.1 The proposed development conforms with the requirements of Policy C2 of the South Ribble Local Plan and the adopted Master Plan for the Test Track site. The proposed development would not be out of character with the local area and there are not highway safety or neighbour amenity issues associated with the proposal. Environmental Health have raised no objections to the proposal.

8.2 The proposed development is deemed to be in accord with Policies 1, 3, 10, 17 and 22 of the Core Strategy and Policies C2, E2, F1, G13 and G17 of the South Ribble Local Plan. For these reasons, and those contained within the report, the application is recommended for approval subject to the resolution of highway matters.

8.3 The associated parent consent (07/2017/3361/ORM) includes conditions relating to acoustic mitigation measures, employment and training opportunities, ecological matters,

construction management, tree protection, flood risk, contaminated land, electric vehicle charging points, extraction/ventilation system details, access constriction, external lighting and estate road construction which do not need to be re-imposed on the Reserved matters element.

RECOMMENDATION:

1) Approval with Conditions (if highway matters satisfactorily resolved prior to the Committee meeting)

OR

2) Deferral (if highway matters not satisfactorily resolved prior to the Committee meeting)

RECOMMENDED CONDITIONS:

Conditions Relating to the FULL Element of the Permission

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, within the section of the site subject to application for full planning permission shall be carried out in accordance with the submitted approved plan ref. '20-006 Rev.T' (Proposed Masterplan).

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

3. Prior to the first use of any unit within Block K-M, as identified on the approved Proposed Masterplan ref. "20-006 Rev.T", the access road hereby approved shall be surfaced in materials to be agreed in writing with the Local Planning Authority in consultation with Lancashire County Council as the Highway Authority.

REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan

4. The new estate road/access between the site and Ashton Way shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the western section of site that is to be served by this access.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative as required Policy G17 in the South Ribble Local Plan 2012-2026

Conditions Relating to the OUTLINE Element of the Permission

5. The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990.

6. Access to the development, hereby permitted, shall be carried out in accordance with the approved 'Proposed Masterplan' plan ref. "20-006 Rev.T or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.

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

7. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:

- o the proposed times demolition and construction works will take place
- o the parking of vehicles of site operatives and visitors
- o loading and unloading of plant and materials
- o storage of plant and materials used in constructing the development
- o the location of the site compound
- o suitable wheel washing/road sweeping measures
- o appropriate measures to control the emission of noise during demolition and construction
- o details of all external lighting to be used during the demolition and construction
- o a scheme for recycling/disposing of waste resulting from demolition and construction works
- o 24 Hour emergency contact number
- o Arrangements for turning of vehicles within the site
- o Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures
- o Measures to protect vulnerable road users (pedestrians and cyclists)
- o The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- o Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction
- o Construction vehicle routing

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

Note: Construction Management Plan.

- o There must be no reversing into or from the live highway at any time - all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway.

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

8. The new estate road for the approved development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

9. Foul and surface water shall be drained on separate systems.

REASON: To secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policy 29 in the Central Lancashire Core Strategy

10. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the local planning authority.

The detailed sustainable drainage strategy shall be based upon the site-specific flood risk assessment indicative sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and no surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

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

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

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

- i. Plan identifying areas contributing to the drainage network, including surface water flows from outside the curtilage as necessary;
- ii. Sustainable drainage system layout showing all pipe and structure references, dimensions, design levels;
- iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
- iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;

- v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
- vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
- vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;

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

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

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

11. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the local planning authority.

The details of the plan to be submitted for approval shall include for each phase, as a minimum:

a) Measures taken to ensure surface water flows are retained on-site during construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.

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

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

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 during any construction phase in accordance with Paragraph 167 of the NPPF.

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

The details of the manual to be submitted for approval shall include, as a minimum:

a) A timetable for its implementation;

- b) Details of SuDS components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component;
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

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

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.

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

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

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

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

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

the same species or different species, and shall be agreed in writing by the Local Planning Authority. The replacement tree or shrub must be of similar size to that originally planted.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G8 in the South Ribble Local Plan

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

REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

16. Prior to first occupation of the development hereby approved, a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban areas) 'Excellent' has been submitted to and approved by the Local Planning Authority.

REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

17. Prior to first occupation of the development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban area) 'Excellent' has been submitted to and approved in writing by the Local Planning Authority.

REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy

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

REASON: To enable the Local Planning Authority to retain control over the impact of the development on residential amenity and/or highway safety in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

19. No development shall commence until a grounds level survey, to include existing ground levels and proposed ground and slab levels, has been submitted to and approved in writing by the Local. The development shall be constructed in accordance with the approved levels.

REASON: In order to satisfy the Local Planning Authority that the development will not have a detrimental impact on residential amenity or the character of the area before work commences in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan.

20. For the duration of demolition and construction there shall be no burning of waste material or vegetation on site.

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 the NPPF.

21. 17. 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 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 and the NPPF.

Note to Applicant: Mitigation measures may include and are not limited to:

- I. The use of low impact piling, auger piling
- II. Boundary vibration and noise monitoring
- III. Informing neighbouring properties on the times and duration of piling activities.

22. Prior to the commencement of any works on site a Dust Management Plan shall be submitted, for written approval, to the local planning authority. The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control measures to ensure dust and soil does not travel beyond the site boundary. Once agreed the identified control measures shall be implemented and maintained throughout the duration of the site preparation and construction phase of the development.

Reason: In the interests of the amenity and to safeguard the living conditions of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.

23. Prior to the commencement of the development full details of the waste storage facilities within the site shall be submitted to and approved in writing by the local planning authority. Once approved the waste storage facilities shall be provided prior to first use of the development and shall be retained and maintained thereafter.

Reason: To provide effective and sufficient storage facilities for refuse and to safeguard amenities and living conditions of any nearby residents particularly with regards to odour, noise and insects in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.

24. Prior to the first use of the development 10% of parking bays shall be provided with a rapid (30mins) 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.

25. No part of the development hereby approved shall be occupied until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works in the interest of highway safety in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

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

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

27. No development shall commence until an assessment of the risks posed by any contamination, carried out in accordance with British Standard BS10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR 11) (or equivalent British Standard and Model Procedures if replaced), shall have been submitted to and approved in writing by the Local Planning Authority. If any contamination is found, a report specifying the measures to be taken, including timescale, to remediate the site to render it suitable for the approved development shall be submitted to and approved in writing by the Local Planning Authority. The site shall be remediated in accordance with the approved measures and timescale and a verification report shall be submitted to and approved in writing by the Local Planning Authority. If, during the course of development, any contamination is found which has not been previously identified, work shall be suspended and additional measures for its remediation shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved additional measures and a verification report for all the remediation works shall be submitted to the Local Planning Authority within 28 days of the report being completed and approved in writing by the Local Planning Authority.

REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

28. Prior to the commencement of development (other than demolition works), a scheme for the provision of foul water drainage shall be submitted to and be approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved plans during the development and shall be thereafter retained and maintained for the duration of the approved use.

REASON: For the avoidance of doubt and to protect the living conditions of future occupants of the site in accordance with Policy 29 in the Central Lancashire Core Strategy

29. Prior to the commencement of development (other than demolition works), a scheme for the provision of foul water drainage shall be submitted to and be approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved plans during the development and shall be thereafter retained and maintained for the duration of the approved use.

REASON: For the avoidance of doubt and to protect the living conditions of future occupants of the site in accordance with Policy 29 in the Central Lancashire Core Strategy

Conditions Relating to the RESERVED MATTERS Element of the Permission

30. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans numbered 01-DR-009 (Location Plan), 20-006, 01-DR-006 T (Site Materplan), 20-006-FA-DR-L-03-001_P2_General-Arrangement-Plan_00-Ground (Building L), 20-006-FA-DR-L-03-002_P2_General-Arrangement-Plan_RF-Roof-Plan (Building L), 20-006-FA-DR-L-03-003_P3_General-Arrangement-Elevations (Building L), 20-006-FA-DR-BKM-03-001_P2_General-Arrangement-Plan_00-Ground (Building M and K), 20-006-FA-DR-BKM-03-002_P2_General-Arrangement-Plan_RF-Roof-Plan (Building M and K), 20-006-FA-DR-BKM-03-003_P3_General-Arrangement-Elevations (Building M and K), TBP-WHL-Z1-XX-DR-C-9400 Rev P06 January 22 (Drainage Plan), Boundary Fence 10-006-FA-DR-02-003_P1, 20-006-FA-DR-O-03-001 - General-Arrangement-Plan, 20-006-FA-DR-O-03-002 - General-Arrangement-Plan RF-Roof-Plan, 20-006-FA-DR-O-03-003 - General-Arrangement-Elevations, 20-006-FA-DR-R-03-003_P1_General-Arrangement-Elevations, 20-006-FA-DR-A-03-002-P1_General-Arrangement-Plan_RF-Roof-Plan, 20-006-FA-DR-A-03-003 -P1_General-Arrangement-Elevations, 20-006-FA-DR-B-03-001-P1_General-Arrangement-Plan_00-Ground, 20-006-FA-DR-B-03-002-P1_General-Arrangement-Plan_RF-Roof-Plan, 20-006-FA-DR-B-03-003_P1_General-Arrangement-Elevations, 20-006-FA-M3-C-03-001-P1_General-Arrangement-Plan_00-Ground, 20-006-FA-M3-C-03-002-P1_General-Arrangement-Plan_RF-Roof-Plan, 20-006-FA-M3-C-03-003-P1_General-Arrangement-Elevations, 20-006-FA-DR-D-03-001_P1_General-Arrangement-Plan_00-Ground, 20-006-FA-DR-D-03-002_P1_General-Arrangement-Plan_RF-Roof-Plan, 20-006-FA-DR-D-03-003_P1_General-Arrangement-Elevations, 20-006-FA-DR-E-03-001_P1_General-Arrangement-Plan_00-Ground, 20-006-FA-DR-E-03-002_P1_General-Arrangement-Plan_RF-Roof-Plan, 20-006-FA-DR-E-03-003_P1_General-Arrangement-Elevations, 20-006-FA-DR-F-03-001_P1_General-Arrangement-Plan_00-Ground, 20-006-FA-DR-F-03-002_P1_General-Arrangement-Plan_RF-Roof-Plan, 20-006-FA-DR-F-03-003_P1_General-Arrangement-Elevations, 20-006-FA-M3-K-03-001_P1_General-Arrangement-Plan_00-Ground, 20-006-FA-M3-K-03 002_P1_General-Arrangement-Plan_RF-Roof-Plan, 20-006-FA-M3-K-03-003_P1_General-Arrangement-Elevations, 20-006-FA-DR-M-03-003_P1_General-Arrangement-Elevations, 20-006-FA-DR-M-03-002_P1_General-Arrangement-Plan_RF-Roof-Plan and 20-006-FA-DR-M-03-003_P1_General-Arrangement-Elevations_Sheet-01.

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

31. Prior to the first use of any building, any associated parking and manoeuvring areas associated with each building, as identified on Drawing No. 20-006, 01-DR-006 T (Site Materplan) shall be surfaced or paved in accordance with a scheme to be approved in writing with the Local Planning Authority. Car parking space/s shall be marked out and retained for the parking of vehicles and they shall not be used for any other purpose.

REASON: To ensure the provision and retention of adequate on site parking facilities and in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy F1 of the South Ribble Local Plan 2012-2026.

32. No building hereby approved shall be occupied until the mitigation measures indicated within the submitted Noise Impact Assessment 'Miller Goodall' (dated 26th January 2022), including the acoustic fencing that infills the gaps between the units, as detailed on Drawing No. 20-006, 01-DR-006 S (Site Materplan), have been implemented in full. These measures shall be retained within the development at all times thereafter.

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

33. 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 Protection 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

34. Prior to the first use of each building as shown within the development hereby approved, the cycling facilities for each building shall submitted to and approved by the Local Planning Authority. The cycling facilities shall thereafter be provided in accordance with the approved plans prior to first use, and permanently maintained in accordance with the approved details thereafter.

REASON: To ensure the provision and retention of adequate on-site parking facilities and to accord with Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026

35. No development shall commence until details of the landscaping of the site including, wherever possible, the retention of existing trees and hedges have been submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall include native tree planting across the site together with the installation of bat and bird boxes, and shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest.

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

Details submitted shall be compliant with 'BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations' and shall include details of trees and hedges to be retained or removed, root protection zones, barrier fencing, and a method statement for all works in proximity to those trees or hedges to be

retained during the development and construction period. Details shall also indicate the types and numbers of trees and shrubs, their distribution on site, those areas seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

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

36. Notwithstanding the provisions of the Town and Country Planning Act 1990, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, mezzanine floors shall not be installed in any of the units hereby approved without the prior written approval of the Local Planning Authority in consultation with the Highway Authority.

REASON: - In the interests of highway safety and other highway users in accordance with Policy 3 of the Core Strategy.

RELEVANT POLICY

- 1 Locating Growth (Core Strategy Policy)**
- 3 Travel (Core Strategy Policy)**
- 10 Employment Premises and Sites (Core Strategy Policy)**
- 17 Design of New Buildings (Core Strategy Policy)**
- 22 Biodiversity and Geodiversity (Core Strategy Policy)**
- POLC2 Moss Side Test Track, Leyland**
- POLE2 Protection of Employment Areas and Sites**
- POLF1 Car Parking**
- POLG13 Trees, Woodlands and Development**
- POLG17 Design Criteria for New Development**

Note:

1. The detail of the acoustic fencing that is shown by a black dashed line on the submitted Site Masterplan (ref. 20-006, 01-DR-006 T) are the same as those detailed under the parent consent (07/2017/3361/ORM).