

**Application Number** 07/2016/0310/OUT

**Address** Land To The North of Altcar Lane  
Leyland

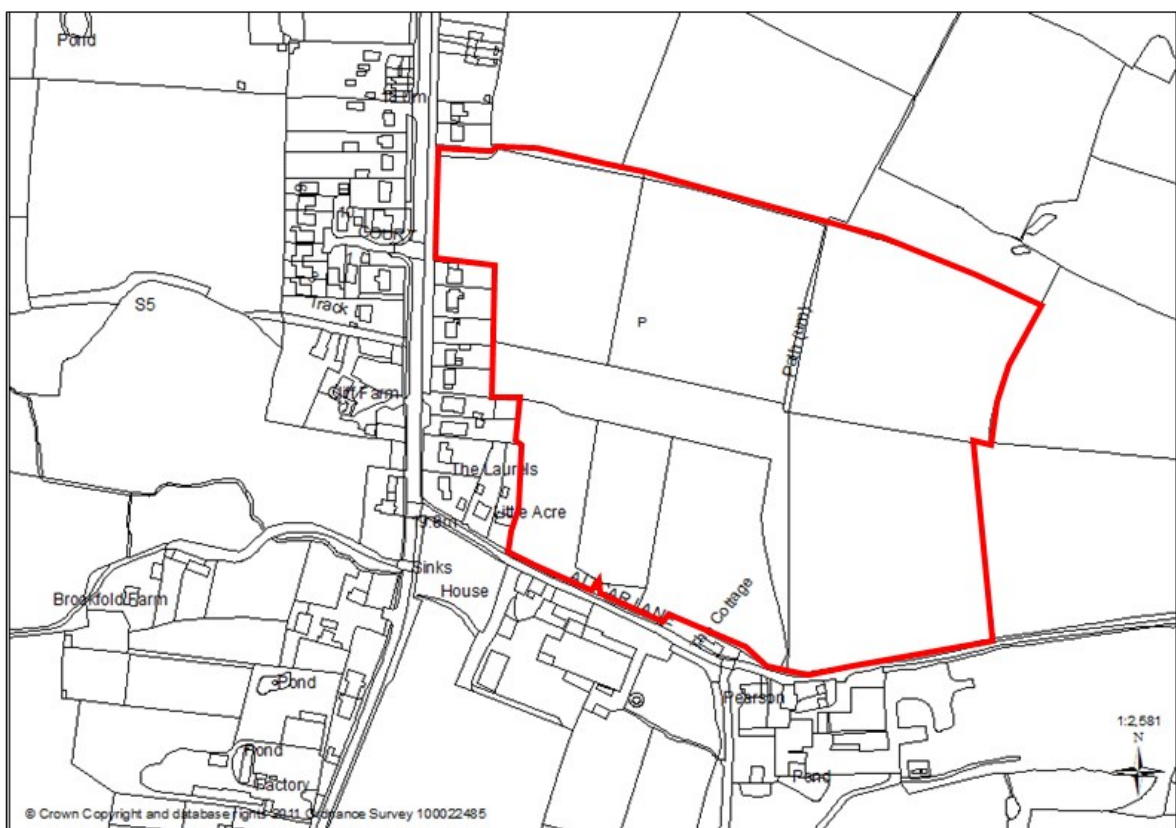
**Applicant** Homes and Communities Agency

**Agent** Mr Matthew Stopforth  
4th Floor, Bridgewater House  
Whitworth Street  
Manchester  
M1 6LT

**Development** Outline application for a residential development (approx 200 dwellings) with access off Leyland Lane (Access applied for)

**Officer Recommendation** That Members be minded to approve the application and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure off site highway works, starter homes, and a financial contribution towards local highway improvements and Worden Park.

Date application valid 27.04.2016  
Target Determination Date 27.07.2016  
Extension of Time



## **1.0 Report Summary**

1.1 Planning permission is sought for the construction of up to 200 dwellings on part of land at Altcar Lane. Following the endorsement of the Masterplan for up to 600 dwellings in March

2016 planning permission is now sought for 200 dwellings to be developed on part of the site known as Site "P" in the South Ribble Local Plan.

1.2 The current outline application with "access only" applied for, would provide for 200 dwellings of which 80 units would contribute towards the Government initiative for Starter Homes. Further, the delivery of this site for residential development supports the aims and objectives of the Lancashire, Preston and South Ribble City Deal. The City Deal's approach to residential development which is pro-growth seeks to deliver over 17,000 dwellings and associated infrastructure.

1.3 The most significant issue is that of the delivery of the extension to Worden Park, the application site does not encompass this land which is in the ownership of a third party. However, a financial contribution to support the vision and delivery of the extension has been secured which if required could be utilised to support projects within Worden Park itself.

1.4 The proposed development would not have an undue impact upon the amenities of neighbouring properties and there would not be any significant highway safety, flooding or amenity implications. Issues of ecology, surface water, flood risk, construction and design would be controlled through appropriate conditions. The proposed development is deemed to accord with the NPPF and, policies 1, 4, 5, 6, 17, 22, 26 and 29 of the Central Lancashire Core Strategy and policies A1, D1, F1, G7, G10, G13, G14, G16 and G17 of the South Ribble Local Plan.

1.5 Therefore, the officer recommendation is approval subject to conditions and the completion of the Section 106 agreement associated with off-site highway works, housing and the delivery of the park extension.

## **2.0 Site and Surrounding Area**

2.1 The application site is located approximately 2km south of Leyland town centre on land to the north of Altcar Lane, Leyland. To the north and east lies agricultural land which is allocated for housing. Altcar Lane forms the southern boundary with open countryside beyond. The rear gardens of properties on Leyland Lane and Altcar Lane form the western boundary.

An old orchard exists to the south west of the site and the area is characterised by small fields with established hedges and trees. There are a number of drainage ditches across the site.

2.2 The site is affected by 2 definitive PROW's. Public Footpath number 46 runs east from Leyland Lane along the northern boundary of the site boundary. This path joins Footpath 20 which runs north from Altcar Lane and continues north of the application site to meet with Shaw Brook Road.

2.3 There are two locally designated Biological Heritage Sites (BHS) in proximity to the application site: Shaw, Altcar and Ruin Woods BHS, approximately 230m to the west; and Brickfield Wood BHS, approximately 570m to the northwest of the site.

2.4 Cliffs Farmhouse a Grade II Listed Building is located some 100m to the west of the application site.

## **3.0 Planning History**

3.1 The application site measuring 9.41 ha forms part of a wider area of 30.4ha for which a Master plan has been endorsed by the Planning Committee in March 2016 for up to 600 residential properties.

## **4.0 Screening Opinion**

4.1 As the development is over 5ha and over 150 dwellings, a Screening Opinion was requested under Regulation 5(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015). The Council advised that *“the development is unlikely to have significant effects on the environment by virtue of the scale, size and nature”*. Therefore, after careful consideration it was determined an EIA was not required.

## **5.0 Proposal**

5.1 Planning permission is sought for residential development of up to 200 houses with detailed access off Leyland Lane with all other matters reserved. The application site comprises 9.4ha located within a wider parcel of land allocated for residential use under Policy D1 of the Local Plan.

5.2 The application is also accompanied by the approved illustrative Masterplan which illustrates a vehicular loop connection to the east between the proposed Homes and Communities Agency access junction and a separate Redrow Homes access junction. A total of 80 dwellings would be provided under the Starter Homes initiative.

## **6.0 Summary of Supporting Documents**

6.1 The applicant has provided the following documents and reports in support of the application:

Planning Statement  
Transport Assessment  
Design and Access Statement  
A Phase 1 Geotechnical and Geo environmental Desk Study  
Flood Risk Assessment  
Surface Water Quality Assessment  
Arboricultural Report  
Ecological Report dated March 2016.  
Historic Environment Desk Based Assessment

## **7.0 Summary of Publicity**

7.1 The application has been advertised in the newspaper and by Site Notices and a total of 68 neighbouring properties have been consulted.

7.2 Revised plans were received which sought to address some of the concerns raised by Highways and the neighbours were re-consulted.

7.3 The Masterplan was subject to consultation during October and November 2015. The proposals were exhibited at Leyland library, the Civic Centre, and the Councils website for a six week period during which two drop in sessions were held.

## **8.0 Letters of objection**

8.1 A letter from the local ward council Cllr Bell has been received which raises the following summarised issues:

- Concern about the access on to Leyland Lane and the impact that this would have on the existing residents.
- Is the pedestrian crossing in the best location?
- The need for footpaths along Leyland Lane.
- Currently there is no bus stop so why would there be a need to move one.
- Flooding in the garden areas has been a real concern.

- Concern is raised about the impact of the proposed houses and need to protect the adjacent residents from overlooking and whether a buffer zone could be provided along the back gardens of the properties on Leyland Lane and Altcar Lane.
- The need to provide a variety of housing including bungalows.

8.1.1 A total of 27 letters of objection have been received raising the following summarised points:

### **8.2 Ecology**

- There is an old orchard which contains a rare apple tree, field boundaries and trees should be respected.
- Concern about the loss of wildlife, ponds on the site have been filled which has led to the loss of newts previously on site.

### **8.3 Design**

- The application provides the opportunity for innovative design.
- A green buffer zone is required to protect the properties which back on the site from Leyland Lane.
- Properties should be in keeping with existing detached properties and match materials.
- A maximum of 200 dwellings should be agreed and not increased.
- The South Ribble Local Plan estimates 430 dwellings for the whole of the site therefore, the proposed 200 should come off this total figure.
- There is a need for bungalows.
- The site allocation stated 430 but the Masterplan provided for 500-600.
- Design and size of the development threatens wildlife and loss of agriculture an important industry.
- Appendix A states that there would be 172 dwellings however, this figure is incorrect as there would be an increase by 14% to 200 dwellings.
- Development should respect the existing built form and provide bungalows which would respect the privacy of adjacent residents.
- There should be a buffer zone- (landscape) to both Altcar Lane and Leyland Lane.
- There are inaccuracies in the supporting documentation.
- Concern about privacy due to the possibility of three storey blocks or character properties. A strong planting scheme is required.

### **8.4 Traffic**

- Pedestrians along Altcar Lane could have problems given the single track lane and concealed access.
- Robust traffic calming is required due to traffic increasing their speed on Leyland Lane, Question methodology of TA and the six accidents as they are dismissed.
- Concern about additional traffic the proposed central island not a good idea. Although speed 40mph more traffic calming required as this is being exceeded.
- Noise of traffic, access from drive ways on Leyland Lane very difficult
- During construction issues of-pollution, congestion, traffic, problems for existing residents exiting driveways from Leyland Road
- Queries Traffic Assessment – Bus service No.113 no longer available
- Shaw Brook Lane and Altcar Lane should be considered as potential access points.
- Difficult safe entry and access from driveways on Leyland Lane which would be made worse by the development.
- Nuisance lights shining in to homes due to location of entry point. Consideration should be given to the reposition of the southern entry point and alter the speed limit to 30mph.
- Severe traffic due to construction nuisance. There would be a log jam of traffic once the development has been constructed.

## **8.5 Revised Plans**

- Consideration should be given to a roundabout being constructed adjacent to the access with Lanchester Court.
- Speed cameras and fines should be provided to enforce the 30mph proposed speed limit.
- The 30mph proposal should be moved further south to south of Hollins Lane.
- The National Speed limit signs should be removed
- Concern is expressed about the noise, nuisance and headlights shining into the properties opposite the proposed site entrance.
- The Masterplan was a joint venture with the two developers, but this has now become two separate applications .The Planning Committee should insist that the main access is from the roundabout as part of the Redrow Homes application.

## **8.6 Drainage**

- Ditches to be retained and cleared. Concern about the construction of swales.
- Flooding, EA does not recognise the area is prone to flooding.
- Flooding pluvial needs to be addressed as the site is laid with clay.
- Flood Risk Report is wrong the residents have provided photo evidence to prove the area floods.
- Flooding, drainage – inability to cope.

## **8.7 Other Matters**

- Present Infrastructure schools doctors dentists oversubscribed. Chorley AE closed, all schools oversubscribed.
- No proven need for the housing why build more especially as Buckshaw Village provides for this need.
- Brown field site should be considered for further housing  Detrimental value to home.

## **9.0 Summary of Consultations**

**9.1 LCC Highways:** Summarised under the following headings:

### **9.1.1 Site access proposals:**

Site access by a priority controlled junction on Leyland Lane to the north of Lanchester Way. Visibility splays have been provided, new sections of footway to each side of the junction. The footway to the south stops at a relocated bus stop and to the north extended to the existing footway at the Schleswig Way Roundabout. A Pedestrian Refuge island would be located on the frontage of 523 Leyland Lane and there would be provision for a 30mph zone on Leyland Lane.

The submitted access drawings are acceptable in principle but may need to be amended at a detailed design stage which would be subject to a Section 278 Highways Agreement. Require the developer to improve connectivity by a Section 106 so that the existing Public Rights of Ways (PROWs) north of the site are upgraded to include a 3m wide lit shared route.

### **9.1.2 Accessibility by Sustainable Transport:**

The site requires connectivity to the existing built environment and the developer must provide an integrated network of functional and safe routes for pedestrian /cycle access. The site would have reasonably good access to bus services and the district centre at Seven Stars however; there is concern about the wider Leyland Area. The bus service has been reduced which needs to be reflected in a reviewed Traffic Assessment (TA).

### **9.1.3 Traffic Impacts:**

Originally, LCC were not satisfied with the parameters used in the traffic analysis and concern was raised that within the TA that there is lack of full consideration of committed development traffic within the area. In particular that that the local impacts of the Moss Side Test Track traffic

in the junction capacity assessment have not realistically been provided. The applicant has provided a further briefing note which seeks to address the concerns raised and LCC Highways has acknowledged that the issues can be addressed through the following mechanisms: conditions; a Section 106 agreement for a financial contribution and through the Highways Act in particular Section 38 or Section 278.

#### **9.1.4 Internal Layout:**

Although the application is in outline form with “access only” applied for at this stage any internal layout requires a number of elements to ensure that the road is adoptable. A number of comments have been made to ensure that the applicant is mindful of aspects such as the design of driveways, the number of garages, parking spaces, design of turning heads and service verges etc.

#### **9.1.5 Travel Planning:**

The Framework Travel Plan that has been submitted should be conditioned and a financial contribution is required. A sustainable transport contribution of £260 per unit is required to deliver the sustainable measures required within the TA.

**9.1.6 Environment Agency:** Originally responded to advise that they had no comment to make as the application boundary, which is smaller than the Masterplan boundary, is entirely within Flood Zone 1, and it is not adjacent to the designated Main River, Shaw Brook.

However, a resident’s photographs of the recent flooding were forwarded to them and they responded as follows:

*“We are aware that properties on Leyland Lane experienced flooding in December 2015, but they were not subject to fluvial flooding from Shaw Brook. We are aware of surface water drainage issues at the site at this location, however this is a matter for the LLFA as surface water drainage issues for major developments are now under their remit.*

*We would recommend you ensure that the FRA addresses the known surface water flooding issues in this location and with positive drainage, for example, the planning proposals have the opportunity to improve the existing drainage issues experienced by the residents on Leyland Lane.*

*We are happy to work with UU and LCC, but we will still be working within our statutory remit, i.e. in relation to impacts on fluvial/tidal flood risk. If a surface water outfall is proposed into the Main River, for example, we will need to be satisfied that flood risk will not be exacerbated elsewhere before an Environmental Permit will be issued.”*

**9.1.7 United Utilities:** No objection subject to the following conditions controlling foul and surface water and that the surface water drainage to be carried out in accordance with the details set out in the FRA dated April 2016. A further condition to ensure the management and maintenance regime for Sustainable Drainage Systems is controlled.

Water pressure is low in the area and recommend the application provides 24 hour water storage capacity.

#### **9.1.8 LCC Local Lead Flooding Authority (LLFA):**

The applicant has not provided evidence to demonstrate why discharge options especially infiltration cannot be utilised. The proposed drainage strategy is contrary to the Planning Practice Guidance hierarchy. The Flood Risk Assessment states that no geotechnical survey has been undertaken at this stage and therefore it is unknown whether infiltration techniques would be feasible.

They have advised that no objection to the proposed development subject to conditions controlling the following aspects:

- A surface water drainage scheme to be submitted and agreed;
- A sustainable drainage scheme including management and maintenance;
- A surface water management and maintenance lifetime plan;
- Finished floor levels and; Informative notes are advised with regard to Land Drainage Consent and Highway Drainage Consent.

Further advice states that there should be no development within 8 metres of an open/culverted watercourse as access for maintenance would be restricted.

The applicant has provided additional information to address their original concerns have responded advising that they have no objection to the scheme.

**9.10 LCC Waste and Minerals:** No comments received.

**9.11 LCC Education:** Based upon the latest assessment, (2016 School Census and resulting projections) taking into account all approved applications, LCC will be seeking a contribution for 76 primary school places. However, LCC will not be seeking a contribution for secondary school places. Calculated at the current rates, this would result in a claim of:

Primary places: £13,474.53 x 76 places = £1,024,064.28

**9.12 Electricity North West:** No comments received

**9.13 South Ribble:**

**9.13.1 Strategic Housing Manager:** The application details provide for 30% affordable housing on the site in line with current policy. However, recent discussions had agreed 20% Starter Homes and 10% other product or 10% commuted sum. Such a mix would support the Councils home ownership priorities but also enables the housing need of those not eligible for the Starter Homes to be met in other ways.

The HCA has now advised that they wish to pursue a Direct Commissioning model, which would result in providing all affordable housing as Starter Homes, but would deliver 40% affordable housing on site. This would provide an additional 20 affordable units within the application site. At the present time, there are no specific proposals for the type and size of Starter Homes, and it will be likely that the Council will be able to influence size and type of properties to meet local housing need.

These Starter Homes would support affordable home ownership in Leyland.

**9.13.2 Environmental Health** Recommend the following conditions: surface and foul water construction and site preparation, hours of construction, wheel wash facilities, deliveries, pilling, invasive species, contamination.

**9.13.3 Parks:** Satisfied with the proposals associated with the delivery of the extension of Worden Park.

**9.13.4 Trees:** No objection to the development. Protective fencing for trees identified for retention on drawing number 60445720-TS-02 should be erected in accordance with BS 5837 2012 prior to commencement and left in situ until the development is completed.

Any incursion into the root protection areas (RPA's) should be discussed prior to the incursion with the project arboculturalist and the authority.

Any tree works to allow for either access or development should be completed prior to commencement in accordance with BS 3998 2010.

**9.14 Ecology Services:** A detailed ecological assessment has been provided with the application. No further ecological surveys are required prior to determination. The development would potentially result in losses of bird nesting habitat hedgerow, potentially mature trees and fruit trees. Mitigation on site is recommended.

Concern is expressed about the loss of the 9 ha low ecological value grassland and to address this aspect two recommendations are proposed more ecological mitigation for grassland flora is required and an off-site contribution to a larger area of grassland to recreate appropriate environments. Conditions and informative notes are recommended to control the following aspects: lighting design strategy, re-assess impact upon protected species if site not developed by 2017, protection of nesting birds, survey of the apple trees and take grafts if appropriate, landscape and ecological enhancement plan to be submitted.

The applicant has submitted further information to address the concerns about the loss of the low ecological value grassland and has advised that at least 1ha of locally appropriate species diverse grassland would be provided along the retained hedgerows and Amenity Open Space. Furthermore, a contribution towards mitigation for off-site grassland/meadow planting (particularly looking to provide suitable habitat for brown hare and farmland ground nesting birds) at land adjacent to Worden Park (Worden Park Extension Area) would be provided.

**9.15 Ramblers:** No comments received

**9.16 Chorley Borough Council:** The proposed development is acceptable and will preserve the appearance of the adjacent listed building (Grade 11 Listed Farm Cliffs Farmhouse on the western side of Leyland Lane). A condition for a Geophysical survey of the site to be carried out prior to development to ascertain the presence or otherwise of buried archaeology.

**9.17 Police Architectural Liaison Unit:** Raise the following comments- Secured by Design a Police initiative to ensure physical forced entry is reduced should be implemented throughout the scheme. Specific issues include the layout of the design of properties to encourage natural surveillance; perimeter fencing – rear and sides to be protected 1.8m timber fencing and lockable gates.

**9.18 Public Rights of Way:** No comments received

**9.19 Archaeology:** The site has the potential for previously unrecorded archaeological remains and recommend a programme of geophysical surveying to be the subject of a condition.

## **10. Policy Background**

### 10.1 National Planning Policy Framework

10.1.1 The overarching theme of the NPPF is one of a presumption in favour of sustainable development with three dimensions: economic; social and environmental. The Framework recognises that the planning system can contribute to this by providing a supply of housing required to encourage vibrant and healthy communities (Paragraph 7).

10.1.2 The Framework states that *“housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.”* Paragraph 47 of the NPPF states that local planning authorities should identify a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements.

10.1.3 Paragraph 173: ensuring viability and deliverability. Pursuing sustainable development requires careful attention to viability. Plans should be deliverable.



## 10.2 Central Lancashire Core Strategy

**Policy 1: Locating Growth** focuses growth and investment on brownfield sites in the main urban areas, whilst protecting the character of suburban and rural areas.

**Policy 4: Housing Delivery** provides for and manages the delivery of new housing. For South Ribble this amounts to 417 dwelling pa.

**Policy 5: Housing Density** seeks to secure housing densities which are in keeping with the local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area.

**Policy 6: Housing Quality** seeks to improve the quality of housing by facilitating the greater provision of accessible housing and neighbourhoods and use of higher standards of construction.

**Policy 7: Affordable Housing** seeks to ensure sufficient provision of affordable and special housing to meet needs.

**Policy 17: Design of New Buildings** expects the design and new buildings to take account of the character and appearance of the local area; be sympathetic to surrounding land uses and occupiers; ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa; minimise opportunity for crime; provide landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, provide open space and enhance the public realm; be adaptable to climate change and adopt the principles of sustainable construction including sustainable drainage systems and ensure that contaminated land is addressed through appropriate remediation and mitigation measures.

**Policy 22: Biodiversity and Geodiversity** seeks to conserve, protect, enhance and manage the biological and geological assets of an area.

**Policy 26: Crime & Community Safety** plans for reduced levels of crime and improved community safety, including the inclusion of Secured by Design principles in new developments.

**Policy 27: Sustainable Resources and New Development** seeks to ensure sustainable resources are incorporated into new development.

## 10.3 South Ribble Local Plan 2012-2026

**Policy A1: Developer Contributions** expects new development to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community.

**Policy D1: Allocation of Housing Land** identifies and allocates land for residential development, as required by the NPPF.

**Policy D2: Phasing, Delivery and Monitoring** housing sites are phased through indicative timescales identified in the Local plan to meet the scale of development required over the Plan period and ensure that the scale and timing of development is coordinated with the provision of new infrastructure that is required.

**Policy F1: Parking Standards** requires developments to provide car parking in accordance with the parking standards adopted by the Council.

**Policy G9: Worden Park** The extension to Worden Park is directly linked to the development of the allocated housing site at Leyland Lane and Altcar Lane (Site P).

**Policy G10: Green Infrastructure Provision in Residential Developments** requires all new residential development resulting in a net gain of five dwellings or more to provide sufficient green infrastructure to meet the recreational needs of the development, in accordance with the standards set out in the Central Lancashire Open Space and Playing Pitch SPD.

**Policy G11: Playing Pitch Provision** requires all new residential development resulting in a net gain of five dwellings or more to provide playing pitches in South Ribble at a standard provision of 1.14ha per population. Contributions will also be sought to fund or improve associated facilities.

**Policy G13: Trees, Woodlands & Development** has a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site.

**Policy G16: Biodiversity & Nature Conservation** seeks to protect, conserve and enhance the borough's biodiversity and ecological network resources.

**Policy G17: Design Criteria for New Development** permits new development provided that the development does not have a detrimental impact on neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses.

#### **10.4 Supplementary Planning Documents**

- Affordable Housing
- Design Guide
- Open Space and Playing Pitch

### **11.0 Other Material Considerations**

#### **11.1 Principle of Development**

The site has been identified for residential development. Table 1 of Policy D1 in the South Ribble Local Plan adopted in 2015, allocates sites for new housing and the application site forms part of Site "P" which measure 30.4 Ha.

The Policy requirements as set out in the Local Plan for Site P state:

*"A comprehensive development and masterplan is required for this site due to its size. Development could provide approximately 430 homes, including on site affordable housing. The Development would also be expected to provide land and the delivery of the extension to Worden Park in line with Policy G9 as well as provide for Section 106 or CIL contributions towards local infrastructure schemes."*

Two developers, the Homes and Communities Agency (HCA) and Redrow Homes undertook extensive consultation and submitted a draft Masterplan for the whole of Site P. The Masterplan which provided for up to 600 dwellings was endorsed by the Planning Committee in March 2016 for Development Control purposes.

Concern has again been raised by residents about the increase in housing numbers. During the Masterplan process the increase in the housing figures was raised and examined. The Local Plan identified that the estimated number of dwellings for the site is 430 dwellings which equates to a gross density of 14 dwellings per hectare. This is extremely low compared to the Planning Policy Guidance Note 3 standard of 30 dwellings per hectare which was revoked in 2012. The Master Plan identified that the capacity could be nearer to 500 to 600 dwellings equating to 16 to 19 dwellings per hectare. Both of these figures would still be low. It should be noted however that a substantial area of the site would be given over to public open space so the net figures would be higher. By comparison the density of the development at Victoria Park Avenue to the immediate North West of the Master Plan site across the roundabout is 25 dwellings per hectare. It is therefore considered that the principle of the increase in the figures has been agreed through the endorsement of the Master Plan by the Planning Committee in March 2016.

The current application has been brought forward by the HCA and relates to the south west corner of site P adjacent to Altcar Lane for a total of 200 dwellings. In terms of gross density this would relate to approximately 21 dwellings per hectare which is considered to be low compared to other recent builds. Further, measuring residential density in such terms fails to recognise the importance of other factors that affect the feel of a place for example mature trees, landscaping, traffic or the design of the built environment.

Therefore, the principle of development has been established and meets the aims of the National Planning Policy Framework which promotes sustainable development and supports Core Strategy policies 1, 4 and 7, and Local Plan policy D1.

### **11.2 Preston, South Ribble and Lancashire City Deal.**

The Preston, South Ribble and Lancashire City Deal was the first of 20 second wave City Deals to be agreed and was signed in September 2013. The Lancashire Enterprise Partnership, Lancashire County Council, Preston City Council, South Ribble Borough Council and the Homes and Communities Agency are working together to deliver this once in a lifetime opportunity for the area.

New investment of £434 million will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,000 new homes over the next ten years.

Key to the success of City Deal is for development sites to come forward to deliver houses which in turn provides funding towards the costs of the infrastructure. The wider Site P at Altcar Lane is one such site.

The HCA has included their element of the Altcar Lane site (as well as other HCA assets) within the City Deal. As a result, proceeds from the sale of the assets will be invested into the delivery of City Deal infrastructure.

These funds (which will be released after the HCA site is disposed of) will retrospectively fund the infrastructure improvements which South Ribble is already benefitting from as part of the City Deal proposals. Infrastructure delivery is anticipated to relieve transport issues, reducing pressure and improving capacity on the local network.

The HCA element of the development will provide a significant number of residential dwellings, which will help South Ribble deliver part of its requirement towards the City Deal housing target.

It is therefore considered that this site would provide much needed new homes and strongly support the commitment of South Ribble to the delivery of the City Deal.

### **11.3 Employment and Skills**

As well as the outputs for number of homes and infrastructure provision City Deal is also challenged with ensuring job creation and skills development. One key area that can contribute to this is through jobs and skills creation as part of the construction of sites. The Central Lancashire Core Strategy Policy 15 encourages skills and economic inclusion and is the subject of an emerging Supplementary Planning Document. The applicant has agreed to encourage measures towards jobs and skills development as part of the development of the site. There is therefore a condition as part of the recommendation that requires the submission, approval, and implementation of an employment and skills plan as part of the reserved matters application for the development.

#### **11.4 Compliance with Other Policies**

#### **11.5 Access**

The application is in outline with “access only” applied for. Vehicular access is proposed via a new access junction with Leyland Lane on the site’s western boundary. Initially, the proposed access junction comprised a 6m carriageway width with 6m radii at the junction bell-mouth, and 2m footways on either side of the carriageway. Provision was made for a pedestrian refuge island on Leyland Lane in order to improve pedestrian links to the existing footway on the northbound side of the carriageway. ‘Keep Left’ bollards were proposed to deter motorists from crossing onto the opposing carriageway lanes. The Transport Assessment stated that the pedestrian refuge island sought to act as a traffic calming measure to reinforce the residential nature of Leyland Lane.

A number of letters of representation have been received which raise concern about the ability of Leyland Lane to accommodate the extra traffic, that the 40mph speed limit is often exceeded and that there are issues for existing residents to access Leyland Lane. Other concerns have been raised relating to the location of the access which include the potential loss of the hedge and trees to the site boundary and the issue of car lights affecting the residential amenities particularly of the properties to no’s 532, 534 and 536 Leyland Lane.

Following discussions with County Highways the applicant submitted revised plans which provide for a 30mph zone to Leyland Lane between the roundabout known as Schleswig Way to a point approximately 100m south of Altcar Lane, a commitment to upgrade the Bus Stops, traffic calming, an increase in the length of pedestrian footpath to the east side of Leyland Lane and revisions to the design of the access junction.

Further consultation has taken place with residents and although the 30mph speed limit is welcomed concern was expressed about the need to effectively enforce this aspect. Speed cameras and fines should be provided for enforcement purposes. Suggestions were also made about the 30mph zone to be increased. The impact of the proposed access upon one of the mature trees was raised together with the impact of the noise, lighting and disturbance on the properties opposite the site entrance. Residents suggested that consideration should be given to a roundabout being constructed adjacent to the access with Lanchester Court. Residents stated that the Masterplan was a joint venture with the two developers, but this has now become two separate applications. The Planning Committee should still insist that the main access is from the roundabout as part of the Redrow Homes application.

County Highways are in principle satisfied with the design of the access arrangements. A plan indicating the existing trees to the western boundary identifies that one of the trees (T31) could be affected by the location of the proposed access. Until the final detailed design is agreed through the Highways legislation for the proposed access, it is unclear whether the tree would need to be felled. The applicant has considered a number of options: An Arboricultural Method Statement could be provided at detailed stage to understand whether this tree should be removed and it may also be possible to provide a no-dig solution to seek to protect the roots of the tree. The submitted parameters plan proposes extra natural/semi natural areas across the site and through contributions towards the Worden Park Extension it is considered an

appropriate mitigation for the management and removal of some existing trees within the site area has been provided. Conditions controlling these aspects is therefore recommended.

It is acknowledged that some of the proposals for example the 30mph would be the subject of the Traffic Regulation Order which is a separate process undertaken by Lancashire County Council. However, the plans do now demonstrate a commitment to this aspect which seeks to address the concerns raised by local residents.

It is further acknowledged that the three properties opposite the site entrance would experience car head lights facing their windows. However, the Masterplan demonstrated a commitment to two separate access points for the whole of the site which was endorsed by the Planning Committee in March 2016. The applicant has worked in consultation with LCC highways before the application was submitted to ensure that in principle this access point was acceptable. LCC Highways advised that the details may be subject to change but would be controlled through the highway legislation.

With regard to the three properties most affected by headlights, it is considered that the residential amenities would not be unduly affected and that this situation is not dissimilar to other parts of the Borough where new development is being planned.

Concern has been raised about the location of the pedestrian crossing and the applicant has advised that the proposed design has taken into account the expected desire line for pedestrians and surrounding driveways along Leyland Lane. The upgrading of the bus stop would be the subject of highway works as part of a Section 278 agreement.

Subject to conditions and the highways legislation controlling these aspects, and other aspects forming part of the Section 106 agreement, the proposal is acceptable in highway terms.

### **11.6 Traffic Safety**

Concern has been expressed by local residents that there are difficulties accessing Leyland Lane from their driveways and the general concern about speed and potential accidents. LCC Highways has advised that the five year data base for injury related vehicular collisions indicates that there have not been any reported incidents at the proposed access. However, there have been 2 reported incidents which appear to be due to driver error and not related to the highway condition, layout or design. The proposed development should have negligible impact upon safety on the immediate vicinity of the site junction. With regard to the suggestion that speed cameras should be implemented to support the proposed 30mph limit Highways has advised that although there isn't a known issue enforcing the 30mph zones as it hasn't been extended, should the Council request one the cost of a camera would be around £25-30k if required.

### **11.7 Other Highway Safety Matters**

Lancashire County Council Highways has requested a number of financial contributions which include:

- Funding towards the support of a Travel Plan Coordinator and implementation of a Travel Plan together with a range of travel plan measures.
- Section 106 monies to upgrade the PROW to be surfaced, 3m wide and lit to the north of the application site to link with Shaw Brook Road.

Concern is raised with regard to the requirement of this development to contribute to the upgrade of the PROW to the north of the site. This aspect should be required as part of the application by Redrow Homes reference 07/2016/0591/OUT currently pending. A condition relating to a Travel Plan should be imposed.

With regard to the initial comments from Country Highways about the lack of full consideration of committed development particularly the proposed development of the Moss Side Test Track the applicant has submitted additional information. Arguing that there is no agreed quantum of

development or planning application submitted for the Test Track the applicant has advised that this meant that it would be difficult to provide realistic data. LCC Highways acknowledge this and have not formally objected to the application. Conditions controlling the site access, construction of estate roads, upgrading of the bus stops, provision for an increase in the pavement from the site to the roundabout, wheel cleaning facilities during the construction process and an interim travel plan to be provided have been requested.

In conclusion, it is considered that the proposed access arrangements for the 200 dwellings would not prejudice highway safety, pedestrian safety or the free flow of traffic. Subject to conditions, controlling a travel plan, construction of the road, off site highway works and a financial contribution for the speed camera, the proposal meets the requirement of criterion (c) of Policy G17 and the aims of the National Planning Policy Framework.

### **11.9 Affordable Housing**

Policy 7 of the Core Strategy is entitled Affordable Housing and states that a target of 30% affordable housing provision is to be sought on new housing schemes on urban sites.

The Central Lancashire Affordable Housing SPD at paragraph 9 states that “The definition of affordable Housing Affordable is set out in annex 2 of the National Planning Policy Framework. It includes Social Rented, Affordable Rented and Intermediate housing provided to eligible households whose needs are not met by the market.”

The Housing and Planning Act published on 24 May 2016 provides for a new broader definition of affordable housing and primary legislation for Starter Homes. Affordable Housing is defined as being for people whose needs are not adequately served by the commercial housing market and now includes Starter Homes. The planning policy guidance advised that “A Starter Home is expected to be well designed and suitable for young first time buyers. Local planning authorities and developers should work together to determine what size and type of Starter Home is most appropriate...” (Paragraph: 011 Reference ID: 55-011-20150327). Although this housing initiative was originally intended for brown field sites the Housing and Planning Act now provides for Starter Homes to be introduced more widely. In fact it is expected that in the regulations to be published this year, a duty will be placed on local authorities to ensure a minimum percentage of Starter Homes on all new build sites over a certain threshold.

The application provides for 200 dwellings and initially the applicant stated that the proposed development would include a provision of 30% on site ‘Starter Home’ dwellings. Starter Homes are part of the recently announced Government Starter Homes Initiative, which aims to help young first-time buyers (aged between 23 years and 40 years) purchase a home with a minimum 20% discount off the market price. The Council’s Strategic Housing Manager had commented on the original proposed scheme stating that recent discussions had agreed 20% Starter Homes and 10% other product or 10% commuted sum. Such a mix supports the Council’s home ownership priorities but also enables the housing need of those not eligible for the Starter Homes to be met in other ways.

The applicant has since advised that to reflect the aspirations of Central Government, Altcar Lane is an ideal site and they propose to provide for 40% of the 200 dwellings to be Starter Homes which would equate to 80 units. Therefore, the applicant has advised that a Direct Commissioning Mechanism would be used to deliver the Starter Homes. This model in which the HCA through commissioning a contractor to deliver the housing, (rather than selling off the land to a developer) enables the HCA to have more control over the rate of build out. Typically, 30 dwellings per annum are constructed on housing sites but through this model it is anticipated that this could increase and thereby provide new housing- both Starter Homes and Market housing at a faster rate.

Proposals for residential development would be liable for the Community Infrastructure Levy which is a mechanism for the delivery of developer contributions towards infrastructure needed to support the development of the area. Infrastructure can include flood

defence, open space, recreation and sport, roads and transport facilities, education and health facilities. Affordable housing is exempt from the charges associated with CIL and as Starter Homes will be included within the definition of Affordable Housing the applicant would not be liable for the requirements of CIL on 40% of the units which would equate to 80 dwellings.

The Strategic Manager has advised that this part of the Altcar Site, through working with the HCA provides the opportunity to become one of the first Councils in the north to deliver Starter Homes in a meaningful way. It is acknowledged that the affordable provision would solely be made up of Starter Homes however; the applicant has increased the policy requirement of 30% affordable to 40% which is welcomed as part of this initiative.

It is recommended that a Section 106 agreement which provides for the type in terms of numbers of bedrooms and location of the Starter Homes to be agreed in detail with the local planning authority prior to the implementation of the development. This would also enable a fresh assessment of housing needs in line with emerging policy to determine the mix of dwellings required.

Therefore, the proposed element of Starter Homes is considered acceptable, meets the anticipated advice associated with emerging policy and reflects both the aspirations of Central Government and this Council to ensure new homes at a discounted price for young first time buyers.

With regard to the issue of housing types the applicant has advised that the type of units would be agreed at the detailed/design/reserved matters but has provided a parameters plan which includes an area of one storey properties directly behind some of the rear gardens on Leyland Lane this aspect is addressed later in the report.

#### **11.10 Delivery of the extension of Worden Park**

Policy G9 of the South Ribble Local Plan links the delivery of o Site P Land north of Altcar Lane to the extension of the Park.

##### **G9 states:**

*The extension of Worden Park is directly linked to the development of the allocated housing site at Leyland Lane and Altcar Lane (site P). The Council will work with developers and relevant partners to ensure the delivery of the park's extension is in line with the delivery of the residential site (P).*

*Development within the borough should also contribute either through CIL or measures delivered through a development to ensure that the extension, as well as the appropriate enhancements and maintenance of the park, is also delivered.*

The park extension is intended to provide improved connectivity and open up the south western corner of the existing park.

The Masterplan identified the northeast corner of Site P as an area that would form the extension to Worden Park. Acknowledging that there were a number of constraints with this part of the site for example the topography, flood zone and ecology the Masterplan provides for the extension to create a very natural landscape with opportunities for new wildlife habitats and links to the Park.

The application site relates wholly to land within the ownership and control of the HCA. The applicant is aware of the Policy requirements associated with Policy G9 but does not have any legal control over this aspect and cannot deliver the Park extension. Therefore, the applicant has in discussion with the Parks department agreed a commuted sum of approximately £100,000 so that when an application which would include the land associated with the Park extension comes forward, provision would exist to contribute to the delivery of the extension in line with Policy G9.

To support the financial contribution the applicant has in consultation with the Councils Parks Department provided plans which demonstrate a vision and aspiration to ensure the successful integration of the extension to the existing Park.

Provision is made for a strong boundary treatment to Shaw Brook Road, tree planting using native species, and improved connectivity through footpaths and a pedestrian bridge. In particular these interventions include resurfacing of part of Shaw Brook Road, the provision of wayfinding for Pedestrians and Cyclists at three points along the route and the provision of security bollards to restrict access to pedestrians, cyclists and residents who require access. The applicant argues that such improvements would also enhance the sustainability between the surrounding areas including the Town Centre and Railway Station.

The South Ribble Local Plan through both policy G9 and D1 makes clear that the delivery of Worden Park is linked to residential development and the Redrow application

Ref.07/2016/0591/OUT which has recently been submitted, encompasses the land associated with the delivery of the Park extension. Mindful of this situation, and should the Redrow site not be developed, provision has been made that the commuted sum can if necessary, be utilised for works to the existing Park.

This too would meet the aims of Policy G9 as the supporting text to the policy states: *Worden Park requires major investment; this includes drainage works to roads and footways, re-surfacing of roads and footways, re-orientation of the main car park, improvement works to sports pitches, restoration of the fountain in the formal gardens, restoration works to Shaw Brook and the weirs and drainage works to the arboretum. The following policy allocates land for an extension to the park and ensures the appropriate enhancements and maintenance is delivered.*

Therefore, subject to the details associated with a commuted sum to be used for the delivery of the extension of Worden Park or within the existing Park forming part of the Section 106 agreement, this aspect is considered acceptable.

### **11.11 Public Open Space**

The Central Lancashire Open Space and Playing Pitch Strategy SPD provides an assessment of the quantity, quality and accessibility of open space provision in the three Central Lancashire Local Authority areas. The SPD sets new quantity standards for the provision of open space for Chorley, Preston and South Ribble authorities and applies the standards on a settlement or ward basis to identify where there are deficiencies in provision in relation to quantity.

Policy G10 of the South Ribble Local Plan sets a standard of 1.33 hectare as per 1,000 population of amenity greenspace. The policy advises that Green Infrastructure would normally be provided on site with off-site provision at the Council's discretion delivered by developer contributions. The indicative layout provides for a locally equipped play area and upgrading the Public Rights of way to improve connectivity for pedestrian and cycle ways. An open space assessment has been undertaken which identified that financial contributions would be required towards playing pitches, parks and gardens and amenity green space. However, as the developer is contributing towards the delivery of the extension to Worden Park which in itself would provide for more public open space it is considered that further off site contributions for open space are not required or justified.

### **11.12 Impact on Character of Area/Relationship to Neighbours**

Policy G17 of the South Ribble Local Plan, amongst other things, requires development to be well related to neighbouring buildings and the locality in terms of size, scale and intensity (plot coverage). and Policy 17 of the Core Strategy expects new buildings to take into account of the character and appearance of the area. The application site is on the edge of the built form of Leyland. A ribbon of housing fronting Leyland Lane, backs on to the site and there are a number of farm buildings and housing on the opposite side of Altcar Lane.



As the applicant is seeking to obtain outline planning permission for access only, issues relating to matters of Appearance, Landscaping, Layout and Scale would be given consideration in any Reserved Matters application

The applicant has provided an indicative site layout and is aware of the comments that have been expressed both during the Masterplan stage and as part of this application about the relationship between the rear gardens of Leyland Lane and the location of the proposed housing. Although these comments are not materially relevant due to the proposed site layout plan being indicative at this state, the applicant has agreed to a condition restricting the height of any properties immediately behind the rear gardens of numbers 535, 537, 539, 543 and 545 Leyland Lane to be one storey. It is considered that this would seek to protect these residential amenities and is considered acceptable.

With regard to the other properties numbers 547, 549, these two properties have longer back gardens and the two properties known as no 551 and 553 back on to the side and rear garden of a property on Altcar Lane. The indicative layout demonstrates tree planting which would provide a natural screen for the existing properties on Altcar Lane to the proposed development. The applicant has advised that the site could accommodate a range of building heights including buildings of 2.5-3 storeys at key gateways, corners and plots fronting amenity/open spaces. Urban design best practice encourages a range of styles and heights to provide for a well-planned interesting housing layouts.

It is acknowledged that the development would impact upon the amenities of the residential properties. As the application is in outline form there is little detail about layout, separation distances and the design of the new dwellings. Change when there is lack of certainty can cause anxiety, which is reflected in some of the comments from the residents. However, the imposition of conditions to control the development would ensure that the proposal is acceptable in land use planning terms and would meet the aims of Policy F1 and G17.

### **11.13 Drainage and Ground Levels**

A Flood Risk Assessment, a Phase 1 Geotechnical and Geo environmental Desk Study and Surface Water Quality Assessment has been submitted with the application which indicates that the site is in an area of low probability of flooding and is within Flood Zone 1 as designated by the Environment Agency (EA). Therefore, the site has a probability of above 1:1000 flooding event. The application boundary which is smaller than the Masterplan boundary is entirely within Flood Zone 1 and is not adjacent to the designated Main River Shaw Brook

Concern has been expressed by the local residents about the recent flooding in Christmas 2015 of their homes which back on to the site. The EA has advised that they were aware that properties on Leyland Lane experienced flooding in December 2015, but they were not subject to fluvial flooding from Shaw Brook. They are aware of surface water drainage issues at the site at this location, however this is a matter for the County Council as Local Lead Flood Authority (LLFA) as surface water drainage issues for major developments are now under their remit.

Lancashire County Council in their capacity as the Lead Local Flood Authority (LLFA) commented on the application. The Flood and Water Management Act 2010 sets out the requirement for LLFAs to manage 'local' flood risk within their area. 'Local' flood risk refers to flooding or flood risk from surface water, groundwater or from ordinary watercourse.

The LLFA raised no objection to the proposed development but originally highlighted concerns about the proposed drainage strategy and advised that the applicant has not provided evidence to demonstrate why discharge options cannot be utilised in accordance with the Guidance set out below:

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water

draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy and the developer must consider the drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Additional information has been submitted by the applicant which advises that further Ground Investigation works have been carried out which concludes that the combination of a shallow groundwater table and the potential clay strata would make infiltration methods technically unachievable. Any surface water drainage system would explore a number of options to improve the local drainage. LLFA has responded to the additional information and advised that given the application is in outline form conditions which require amongst other things a thorough assessment of proposed drainage methods would address this matter. No objection is raised to the proposed development subject to the imposition of conditions.

United Utilities have also commented on the application, confirming the proposals are acceptable in principle. The drainage for the development should be carried out in accordance with details set out in the Flood Risk Assessment dated April 2016 which was prepared by Aecom Consultancy.

As stated by the EA the planning proposals have the opportunity to improve the existing drainage issues experienced by the residents on Leyland Lane. It is therefore considered that the drainage and surface water details are acceptable and subject to conditions controlling, the implementation of the Flood Risk Assessment, sustainable drainage scheme, surface water management, and maintenance lifetime plan, the proposal meets the aims of Policy 22 of the Core Strategy Water Management. Informative notes in respect of land drainage consent and highway drainage consent, and no development within 8metres of an open culverted watercourse are required.

#### **11.14 Wildlife**

The application is accompanied by an ecology report entitled "Altcar Lane Leyland, Lancashire, Ecological Assessment" dated March 2016. The report includes an extended phase 1 habitat and bat survey. Two locally designated Biological Heritage Sites (BHS) lie within 1km of the site. Shaw, Altcar and Ruin Woods BHS lies 230m west of the site. Brickfield Wood BHS lies 570m northwest of the site.

#### **11.15 Bat Survey**

With regard to the bat survey, the proposed development site was assessed for its potential to support bats with regards to roosting, foraging and commuting. A ground based tree survey was undertaken by viewing each tree looking for field signs and bat roosting potential.

The report identifies that there are records of bats in the locality and the hedge and tree habitats in particular provide potential foraging and commuting habitat for bats. There are also a number of mature trees that have features potentially suitable for roosting bats. Bat activity surveys identified that bats utilise the majority of the field boundary features onsite. Therefore, there are likely implications with regard to bats and the future development of the site if proposals impact trees used for roosting and/or habitats used for foraging and commuting purposes. Future site proposals will need to maintain and protect as much of this habitat as possible. Ecology Services has advised that the outline application demonstrates that the majority of trees would be retained but some may be lost. However a condition is requested that more surveys may be required of the mature trees once a detailed site layout is known. A further condition with regard

to a lighting strategy should also be imposed to protect the foraging and commuting aspects associated with bat habitats.

#### **11.16 Invasive species and protected plant species**

No invasive or protected plant species were identified within the site boundary.

#### **11.17 Amphibians**

Great Crested Newts have not been recorded within 500m of the site which is considered to be the usual range for assessing proposals. It is considered that no suitable habitat for amphibian breeding is present on site. Leyland Lane running north/south adjacent to the west of the site is likely to act as a barrier to amphibian dispersal. Three ponds are present within the farmland 250m from the site. HSI assessment was undertaken at these ponds in 2014 by Ribble Ecology Ltd. Pond 1 was found to have an average suitability to support GCN whilst Ponds 2 and 3 had poor suitability. An eDNA survey was undertaken at this pond and a negative result for the presence of GCN was recorded. Ecology Services has advised that as the report recorded the presence of Great Crested Newts in the wider locality, should construction be delayed beyond March 2017 a condition requiring further survey work would be required.

#### **11.18 Nesting Birds**

A condition should be imposed protecting birds during the bird breeding season.

#### **11.19 Badgers**

No evidence of badgers was noted during the survey and there are no records of badger within 1km of the site. There are no implications relating to badgers and proposed development.

#### **11.20 Reptiles**

The habitats present within the proposed development site are considered to offer only limited potential for reptiles and there are no records within 1km of the site. It is considered unlikely that reptiles are present within the site. There are no implications with regards to development and reptiles.

#### **11.21 Water vole/otter**

No evidence of water vole or otter was noted during the water vole survey undertaken on the ditch bordering the northwest of the site.

#### **11.21 Fruit Trees**

A group of fruit trees is present within a field heavily grazed by horses, in the southwest of the site. The trees are middle aged to mature, have not had recent management and represent a poor example of orchard. Therefore they are unlikely to qualify as a traditional orchard. Ecology Services has advised that the development has the potential to impact upon species rich hedgerows and potential mature trees but acknowledges that mitigation is proposed. However, a condition is recommended to require the apple trees in the Orchard to be surveyed and if necessary grafts taken is required to ensure that there is no loss of heritage stock. An informative note should be included to advise the applicant of the implications of the wildlife welfare legislation on all mammals.

#### **11.22 Ecological Mitigation**

It is acknowledged that the development would result in the loss of bird nesting habitat, hedgerow, and potential mature trees and fruit trees. Ecology Services has advised to mitigate against these aspects that conditions controlling more mitigation on site and an offsite

contribution should be considered. However, they have accepted that as this is outline, a condition requiring a landscape and ecological enhancement plan would suffice.

The applicant has advised that to mitigate for the loss of the 9ha of low ecological value grassland, some provision would be provided on site along the retained hedgerows and within selected areas of proposed Amenity Open Space (including corners/along edges). Specific details would be provided as part of a reserved matters application. Off -site contributions would be provided on land adjacent to Worden Park which could provide suitable habitat for the brown hare.

The report concludes that provided the proposed loss of hedgerow and tree habitat are appropriately mitigated for and retained habitat is effectively managed there are no key ecological barriers to the delivery of the proposed development at outline stage. It is therefore considered that the application meets the aims of Policy G16 of the Local Plan.

### **11.23 Tree and Landscaping**

A tree survey report and plans entitled "Altcar Lane: Arboricultural Report" dated February 2016 was submitted with the application. The initial fieldwork was undertaken on 7th January 2016 and the scope of work included a tree survey to assess trees which could be affected by the scheme and identify their quality, benefits and the spatial constraints associated with them.

The trees mainly comprise of predominantly young to early mature mixed species linear hedgerows interspersed with mature Oaks. The boundary hedgerows although being classified as relative low value form prominent features within the landscape as clear historic field boundaries. The report also identified that there was evidence of nests within hedgerows and it is likely that the hedgerows serve as corridors for local wildlife.

The mature trees consist mainly of Oaks and are of varying condition, quality and subsequent value. The report identifies four specific trees of highest value which were considered of a good condition and serve key landscape, arboricultural and amenity values to the site. Due to their high value and the fact they are all growing within internal boundaries to the site, they should be attributed a very high level of consideration during the early stages of any proposed development to ensure they can be incorporated into the design without any undue impact upon their future development.

The proposals show the majority of hedgerows and trees are to be retained and protected, with only limited removal required to facilitate the proposed development. Additional hedge and tree planting is proposed on site, particularly associated with the section of public footpath running north/south through the centre of the site and with the area of public open space.

It is considered that the tree survey would inform any subsequent housing layout to ensure that the trees with the highest value are not only retained but that any subsequent layout respects the root protection areas and tree canopy etc. The arboriculturist has raised no objections to the proposal but has recommended conditions to be imposed relating to protective fencing and root protection area for the trees during construction. Subject to conditions controlling these aspects the proposal is considered acceptable and complies with Policy G13 of the South Ribble Local Plan.

### **11.24 Crime and Disorder**

The application has been assessed by the Architectural Liaison Officer who has advised that the housing development should be considered in light of the Police initiative Secured by Design which provides a number of crime prevention recommendations. Such aspects would be assessed as part of the Reserved Matters application.

### **11.25 Archaeological Implications**

The application is accompanied by an Historical Environment Desk Based Assessment which recommends that the site has the potential for previously unrecorded archaeological remains and recommends a programme of geophysical surveying. The Lancashire Archaeological Advisory Service has advised that a scheme of archaeological work should be undertaken. Subject to a condition controlling this aspect the proposal meets the aims of the National Planning Policy Framework.

## **12.0 Other matters**

### **12.1 Community Infrastructure Levy and Section 106 Agreement**

Policy A1: Developer Contributions of the South Ribble Local Plan expects new development to contribute to mitigating its impact on infrastructure, services and the environment. South Ribble's Infrastructure Delivery Schedule includes the following project areas to be delivered by 2026:

- Public Transport;
- Cycle Schemes;
- Highway Improvements;
- Health;
- Education;
- Green Infrastructure/Public Realm; and
- There are also pan-Central Lancashire transport schemes.

Contributions would be secured as a planning obligation through a Section 106 agreement and through the charging schedule associated with the Community Infrastructure Levy (CIL).

The level of CIL for this development has been calculated as £786,614.40 based upon 40% affordable housing contribution. As mentioned previously the affordable dwellings do not attract a CIL payment only the market dwellings which now equates to 120 units.

#### **12.1.1 Education**

Lancashire County Council as the Education Authority has been consulted and have requested a contribution of £1,024,064.28 to primary school provision with no requirements for funding for secondary school places. Education were consulted as part of the Core Strategy preparation and education requirements were included in the CIL 123 Lists. Therefore, there is no justification to provide additional funding for school places.

#### **12.1.2 Highways**

Lancashire County Council as the Highways Authority has advised that the speed camera would cost approximately £25-£30K. The applicant has advised that although there is no proven need they are prepared to fund this aspect. The applicant would also be required to fund a number of off-site highway works, including upgrading the bus stops and increasing the length of the pavement from the proposed site access to the roundabout.

#### **12.1.3 Extension of Worden Park**

As mentioned previously the applicant acknowledges that this allocated housing site is directly linked to the delivery of the extension to Worden Park. The applicant cannot influence this aspect, but is committed to support the delivery of the extension through a financial contribution and willing to fully engage in this process.

Should the extension be delayed the applicant has confirmed that the monies would be available to support projects within the existing Worden Park.

A contribution of approximately £100,000 towards the delivery of the extension/and or other projects associated with Worden Park will therefore be secured.

To conclude, on the current information the applicant would be expected to provide:

Starter Homes: A maximum of 80 units

CIL: £786,614.40

Worden Park: A financial contribution of approximately £100,000

Highways: Financial contribution towards highway works including upgrading the bus stops, access works and increasing the length of the pavement from the proposed site access to the roundabout.

### **13.0 CONCLUSION**

The delivery of this site for residential development supports the aims and objectives of the Lancashire, Preston and South Ribble City Deal. The application site forms part of a wider housing site known as Site P under D1 of the adopted South Ribble Local Plan 2015. The application site is a parcel of land that the Council wishes to see come forward for residential development and a Masterplan was endorsed by the Planning Committee in March 2016 which identified two access points for Site P. The current outline application with “access only” applied for, would provide for 200 dwellings of which 80 would contribute towards the Government initiative for Starter Homes.

The proposed development would not have an undue impact upon the amenities of neighbouring properties and there would not be any significant highway safety or amenity implications. Issues of ecology, surface water, flood risk, construction and design would be controlled through appropriate conditions. The proposed development is deemed to accord with the NPPF and, policies 1, 4, 5, 6, 17, 22, 26 and 29 of the Central Lancashire Core Strategy and policies A1, D1, F1, G7, G10, G13, G14, G16 and G17 of the South Ribble Local Plan.

The most significant issue is that of the delivery of the extension to Worden Park, the application site does not encompass this land which is in the ownership of a third party. However, a financial contribution to support the vision and delivery of the extension has been secured which if required could be utilised to support projects within Worden Park itself. Therefore, officer recommendation is approval subject to conditions and the completion of the Section 106 agreement associated with highways, Starter Homes and the delivery of the park extension.

### **14.0 Recommendation**

That Members be minded to approve the application and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure off site highway works, starter homes, and a financial contribution towards local highway improvements and Worden Park.

### **15. 0 RECOMMENDED CONDITIONS:**

1. An application for approval of reserved matters must be made no longer than the expiration of three years beginning with the date of this permission and the development must be commenced not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

2. No development shall commence until approval of the details of the Appearance, Landscaping, Layout and Scale hereinafter called 'the reserved matters', has been obtained from the Local Planning Authority in writing. An application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.  
REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990.
  
3. The development hereby approved shall be constructed in accordance with the approved plans:  
Drawing No. 60445720 Sheet Number 01002 entitled "Altcar Lane Site boundary Plan"  
Drawing Number 60445720-TS-02 entitled "Trees Tree Protection Plan".  
D Drawing Number No. 60445720 01006 entitled Movement Parameters Plan.  
Drawing Number No. 60445720 01007 entitled "Green Infrastructure Parameters Plan"  
Drawing Number No. 60445720 01008 entitled "Development Area Parameters Plan"  
Drawing Number No. 60445720 01009 entitled "Scale Parameters Plan"  
REASON: To ensure a satisfactory form of development
  
4. Construction Management Plan  
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:
  - I. the proposed times construction works will take place
  - II. the parking of vehicles of site operatives and visitors
  - III. loading and unloading of plant and materials
  - IV. storage of plant and materials used in constructing the development
  - V. the location of the site compound
  - VI. suitable wheel washing/road sweeping measures
  - VII. appropriate measures to control the emission of dust and dirt during construction
  - VIII. appropriate measures to control the emission of noise during construction
  - IX. details of all external lighting to be used during the construction
  - X. a scheme for recycling/disposing of waste resulting from demolition and construction works
 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
  
5. 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 any time 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.
  
6. No deliveries of construction materials or removal of construction waste shall be undertaken outside the hours of 09:00 - 17:00 Monday to Friday. No deliveries or removal of waste shall be carried out at weekends or nationally recognised Bank Holidays.  
REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy.
  
7. 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 and agreed in writing by the local planning authority. Piling activities shall be limited to 09:30-17:00 Monday to Friday with no workings at week end and Bank Holidays.  
REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy.

8. Prior to the commencement of any works on site, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:
- (a) A desk study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on and off-site contamination and ground gases.
  - (b) If the desk study identifies potential contamination and ground gases, a detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part 2A, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied buildings, on services and landscaping schemes, and on wider environmental receptors including ecological systems and property.  
The sampling and analytical strategy shall be submitted to and be approved in writing by the LPA prior to the start of the site investigation survey.
  - (c) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.
  - (d) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.  
Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings.

REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, and the site cannot be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990 in accordance with G14 in the South Ribble Local Plan.

9. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at South Ribble Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development.  
Should no adverse ground conditions be encountered during site works and/or development, a verification statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building(s), which confirms that no adverse ground conditions were found.

REASON: To ensure that the site is suitable for its intended end use and development work will not cause pollution of ground and surface waters both on and off site, in accordance with Policy G14 of the South Ribble Local Plan.

10. 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 drawing number 60445720-TS-02 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



11. If the development hereby approved does not commence before 15 March 2017, the developmental resurvey shall be carried out to establish whether protected species are present at this site. This shall be undertaken by a qualified person or organisation. In the event of the survey confirming the presence of a protected species details of measures including timing for the protection or relocation of the species shall be submitted to and agreed in writing by the local planning authority.  
REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G 16 of the South Ribble Local Plan
12. Prior to the commencement of development a landscape and ecological enhancement plan shall be submitted to and agreed in writing by the local planning authority. The plan shall include full details of:  
Location, species, composition and lengths of new hedgerows; location and design of bird breeding and bat roosting opportunities; location and variety of replacement apple trees which should be locally native; species rich grassland that adequately mitigates for the loss of low value 9 ha agricultural grassland including seed supplier and species; the timing of the works and a five year management plan and monitoring plan.  
REASON: In the interests of amenity and appearance of the area and in accordance with Policies G17 of the South Ribble Local Plan.
13. Prior to the commencement of the development the varieties of apples to be retained and removed will be ascertained and the information supplied in writing to the local planning authority, which will determine and inform the developer whether grafts should be taken by the developer.  
REASON: To ensure a satisfactory form of development
14. Prior to the commencement of development, a scheme and programme for the laying out, landscaping, maintenance and retention of any formal or informal public open space and sports facilities within that phase, shall be submitted to the Local Planning Authority for approval in writing. The development shall proceed in accordance with the agreed scheme.  
REASON: In the interests of visual amenity of the area in accordance with Policy G17 of the South Ribble Local Plan 2012-2026.
15. That any tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not take place during the nesting season, normally between March and August, 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 Central Lancashire Core Strategy.
16. 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.
17. Any application for Reserved Matters shall accord with the parameters plan referred to in Condition 3 and entitled "Scale Parameters Plan" of this permission which identifies the building heights across the site unless the prior written approval of the local planning authority is obtained to any variation thereto.  
If the permission of the local planning authority is obtained for any variation thereto, the relevant Development shall only be constructed in accordance with the permitted variation.  
REASON: To ensure that a satisfactory form of development is achieved.

18. That the proposed site layout to be submitted with the Reserved Matters application shall include a scheme for the provision of public open space broadly in accordance with the illustrative Masterplan. The designated areas of public open space shall remain free from development thereafter.  
REASON: In the interests of residential amenity so as to accord with Policy G17 in the South Ribble Local Plan 2012-2026.
19. Electric vehicle recharge points shall be installed during the construction of the dwelling.  
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.
20. No development shall commence until an Interim Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Interim Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.  
REASON: To ensure that the development provides sustainable transport options.
21. No part of the residential development hereby approved shall be occupied until a scheme and programme for the 2 existing flag and pole bus stops nearest to the stile have been improved to full mobility standard with shelters.  
REASON: To ensure a satisfactory form of development and make bus travel more attractive to residents.
22. No part of the development hereby approved shall commence until a scheme (and full construction details) for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement under the Highways Act 1980. The Site Access and highway improvement works (including traffic calming and speed limit extension) to be based on the in principle scheme drawings Drawing Numbers 604457200\_001 Rev C, "Potential site access location and swept path analysis", no. 04002 "Proposed Access with trees" and 604457200\_002 Rev C "Proposed site access location, traffic calming and visibility splays".  
REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.
23. No part of the residential development hereby approved shall be occupied until the approved scheme for the site access has been constructed and completed in accordance with the scheme details.  
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.
24. The new estate road/access between the site and Leyland Lane shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before the occupation of the first dwelling.  
REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
25. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.

REASON: To ensure future management and maintenance of the proposed streets is secured.

26. No part of the residential development hereby approved shall be occupied until the existing PROWs (Footpaths 46 and 20) passing through the site have been upgraded to 3m wide lit shared use routes for shared pedestrian/cycle use, in accordance with a scheme which shall have first been submitted to and agreed in writing with the local planning authority.

REASON: To safeguard the PROW routes and to provide connectivity to the surrounding built environment Road to satisfy the aims of NPPF.

27. The foul and surface water systems shall be drained on separate systems.

REASON: To secure proper drainage and to manage the risk of flooding and pollution.

28. The drainage of the development hereby approved shall be carried out in accordance with the principles set out in the principles of the Flood Risk Assessment dated April 2016 which was prepared by AECOM. No surface water will be permitted to drain directly or indirectly in to the public sewer. Any variation to the discharge of foul shall be agreed in writing by the local planning authority prior to the commencement of the development. The development shall be completed in accordance with the application details.

REASON: To ensure a satisfactory form of development and to prevent an undue increase in surface water runoff and to reduce the risk of flooding.

29. As part of any reserved matters application and prior to the commencement of any development the following details shall be submitted to, and approved in writing by the local planning authority, in consultation with the Lead Local Flood Authority.

Surface water drainage scheme which as a minimum shall include:

- a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development ) temporary storage facilities means of access for maintenance and easements where applicable the methods employed to delay and control surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourse , and details of flood levels in AOD.
  - b) The drainage scheme should demonstrate that the surface water runoff must not exceed existing green field runoff. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
  - c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant):
  - d) Flood water exceedance routes, both on and off site:
  - e) A timetable for implementation, including phasing where applicable
  - f) Site investigation and test results to confirm infiltration rates;
  - g) Details of water quality controls where applicable.
- The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: To reduce the risk of flooding to the proposed development elsewhere and to future users.

30. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details.

The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

REASON: To ensure that there is no flood risk on-or off the site resulting from the proposed development or resulting from inadequate maintenance of the sustainable drainage system.

31. Prior to the commencement of the development a sustainable drainage maintenance and management plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
- (a) The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Residents Management Company.
  - (b) Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

REASON: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there are funding and maintenance mechanisms for the lifetime of the development.

32. No development shall commence until details of the finished floor levels have been submitted to and approved in writing by the local planning authority. The development shall be constructed in accordance with the approved details.

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

33. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.

REASON: Policy 27 of the adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4, however, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.

34. Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.

REASON: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However, as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate.

35. No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure) or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

REASON: Policy 27 of the adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4, however, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted

Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.

36. No development shall take place until the applicant or their agent or their successors in title has secured the implementation of a programme of work. This work must be carried out in accordance with a written scheme of investigation which shall first have been submitted to and agreed in writing by the Local Planning Authority.  
The programme of archaeological work should include a programme of geophysical surveying undertaken by a professionally qualified archaeological contractor followed by such subsequent work as required to investigate and record any remains encountered.  
REASON: To ensure and safeguard the recording and inspection of matters of archaeological importance associated with the site.
37. Prior to the commencement of development hereby approved, full details of the design and materials of construction for internal estate road shall be submitted to and approved in writing by the Local Planning Authority. This detail shall be in accordance with the LCC Specification for Construction of Estate Roads. This estate road shall be constructed to base course level prior to the commencement of construction of any dwelling.  
REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026
38. Prior to the commencement of development hereby approved, full details of the design and materials of construction for internal estate road shall be submitted to and approved in writing by the Local Planning Authority. This detail shall be in accordance with the LCC Specification for Construction of Estate Roads. This estate road shall be constructed to base course level prior to the commencement of construction of any dwelling.  
REASON: In the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026
39. Prior to the first use of the development, a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Where the Local Planning Authority agrees a timetable for implementation of the Full Travel Plan, the elements are to be implemented in accordance with that timetable unless otherwise agreed in writing with the Local Planning Authority.  
REASON: To promote and provide access to sustainable transport options in accordance with Policy 3 in the Central Lancashire Core Strategy.

## **RELEVANT POLICY**

### **NPPF National Planning Policy Framework**

#### **Core Strategy**

- 1 Locating Growth (Core Strategy Policy)**
- 4 Housing Delivery (Core Strategy Policy)**
- 5 Housing Density (Core Strategy Policy)**
- 6 Housing Quality (Core Strategy Policy)**
- 7 Affordable and Special Needs Housing (Core Strategy Policy)**
- 17 Design of New Buildings (Core Strategy Policy)**
- 22 Biodiversity and Geodiversity (Core Strategy Policy)**
- 26 Crime and Community Safety (Core Strategy Policy)**
- 27 Sustainable Resources and New Developments (Core Strategy Policy)**

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

- POLA1 Policy A1 Developer Contributions**
- POLD1 Allocations of housing land**
- POLD2 Phasing, Delivery and Monitoring**
- POLF1 Car Parking**
- POLG9 Worden Park**

|               |   |
|---------------|---|
| <b>POLG10</b> | <b>Green Infrastructure Provision in Residential Developments</b> |
| <b>POLG11</b> | <b>Playing Pitch Provision</b>                                    |
| <b>POLG13</b> | <b>Trees, Woodlands and Development</b>                           |
| <b>POLG16</b> | <b>Biodiversity and Nature Conservation</b>                       |
| <b>POLG17</b> | <b>Design Criteria for New Development</b>                        |

**Note:**

1. For the avoidance of doubt, this permission does not grant the applicant permission to connect to the ordinary watercourse(s) and, it does not mean that land drainage consent will be given. The applicant should obtain Land Drainage Consent from Lancashire County Council before starting any works on site.
2. This permission does not grant the applicant permission to connect to the highway drainage network.
3. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.
4. The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the expense of the client/developer.
5. The applicant is advised that to discharge the condition associated with the Management and maintenance of the streets the Local Planning Authority requires a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.
6. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority.  
The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Highway Developer Control at Cuerden Mill, Cuerden Way, Bamber Bridge, Preston PR5 6BJ in the first instance to ascertain the details of such an agreement and the information to be provided.