

Application Number 07/2016/0725/FUL

Address Land At St Andrews Way
Leyland

Applicant Kier Living

Agent Mr Paul Clark
Blue Pit Mill
Queensway
Castleton
Rochdale
OL11 2PG

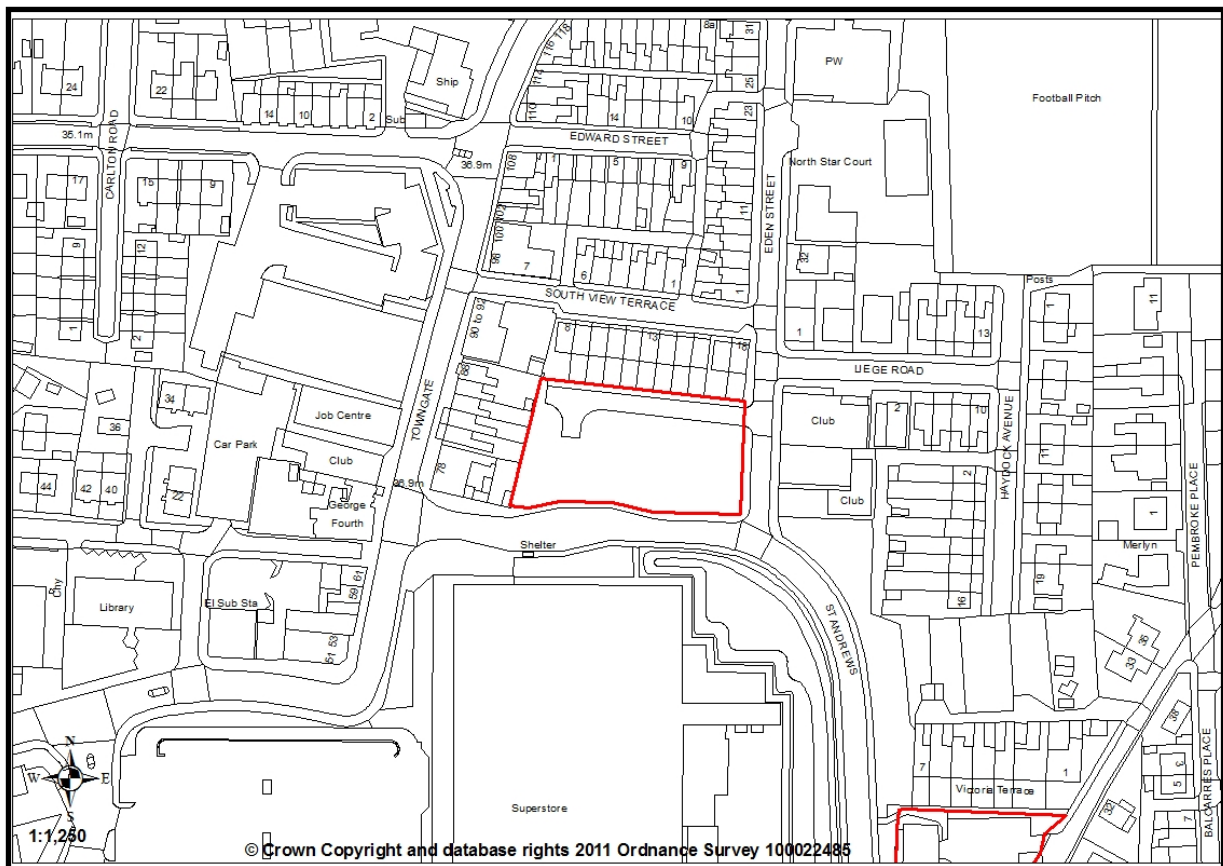
Development Erection of residential affordable units comprising of
12, 2-bed apartments and 6, 3-bed houses with
associated car parking

Officer Recommendation **Approval with Conditions**

Case Officer Janice Crook

Date application valid 20.09.2016
Target Determination Date 20.12.2016
Extension of Time N/A

Location Plan



1. Report Summary

1.1 The application for a residential development comprising 12 apartments and 6 terraced dwellings on land at St Andrews Way provides a mix of two and three bedroom affordable accommodation for rent. The site is within a highly sustainable location, close to shops, public transport and leisure facilities in the Leyland Town Centre. The site has been vacant for a number of years and it is considered that the development will be beneficial to the area. The application is considered to be policy compliant and is recommended for approval.

2. Site and Surrounding Area

2.1 The application relates to the former Hulmes Mill site located on St Andrew's Way in Leyland. The site is located within the town centre, with both residential and commercial buildings in close proximity. To the south is the Tesco supermarket store, to the east is a gymnasium operated by Natbridge Boxing Academy as well as a Scout hut, to the west are commercial properties on Towngate and to the north are residential properties on South View Terrace. The site is within the Leyland Town Centre and close to amenities including shops, leisure facilities and bus routes.

3. Planning History

3.1 07/2007/1205/FUL Mixed use development comprising 7 No terraced dwelling houses with parking spaces, public house (Class A4) and restaurant (Class A3)/hot food takeaway (Class A5) with offices (Class B1) over. Approved 17/04/2008

3.2 07/2010/0751/FUL Residential Development for the erection of 11 No. 2 bed dwellinghouses comprising a terrace of 9 and a pair of semi-detached together with associated access and parking spaces Approved 09/12/2010

3.3 Additionally, the following permission relates to the site adjacent, to the rear of the Navy Club.

07/2015/1766/FUL Erection of part single storey, party two storey building for use as B1 office accommodation. Approved 08/01/2016

4. Proposal

4.1 The application proposed the erection of 12, 2-bed apartments and 6, 3-bed dwellings with associated car parking. All the units are to be affordable units for rent. Each of the 6 terraced properties is to measure 5.4m wide by 9.3m with a pitched roof over with a ridge height of 8m. Internally they will provide a living room, kitchen/dining, utility and WC at ground floor and 3 bedrooms and a bathroom at first floor. Externally, each will have one parking space and small rear garden area, apart from the end plot which will have a side garden. They are accessed directly off St Andrew's Way with 1m high metal railings and small planter to the front.

4.2 The apartments are set in a 3-story block of 24m wide and 16m deep in total. The block comprises 5 elements, a stairwell/lift measuring 4.5m by 5m; a rear block of 10m by 6m; a western side bloc of 7m by 10.2m; a front central block of 10m by 6.3m and an eastern side block of 7m by 10m. A hipped roof over will have a maximum height of 10.5m with two front gable features of 10m high. Six parking spaces, including one mobility impaired parking space, will be provided to the rear of the apartment block together with cycle hoops for cycle storage and a bin storage area.

4.3 The proposal will be constructed in a mix of Oakwood Multi brick, Staffordshire blue brick, panels in dark orange and dark grey with upvc widows in dark grey. The roof will be concrete tiles in dark grey.

5. Summary of Publicity

5.1 Neighbouring properties were notified and a site notice posted with three letters of representation being received, objecting to the proposal on the following grounds:

- Provision should be made for rear access to the mid-terrace commercial properties 82-86 Towngate as these have no access to their rear yard area
- Difficulties for maintenance
- Difficulties for unloading from vehicles from Towngate close to traffic lights and bus stop
- This point has been previously raised but nothing has been done about it
- The application would not require significant modification to provide necessary vehicular access
- Planning approval should be conditional on such access being provided
- Maintenance of boundary wall between development land and Towngate properties is required

6. Summary of Consultations

6.1 **Environmental Health** comment that the development has the potential to adversely affect and be affected by surrounding land uses and therefore require a number of conditions be imposed in respect of the submission of an acoustic survey; that electric vehicle recharge points be installed; and in respect of the importation of materials. Environmental Health also commented that the desk study report in respect of contaminated land recommended that an intrusive investigation be carried out to ascertain the presence and extent of any contamination. Therefore they required a contaminated land condition also be imposed. However, the applicant submitted a Site Investigation Report and Remediation Strategy which Environmental Health considered acceptable and negates the requirement for the Contaminated Land condition although they do require on to ensure that a verification report is submitted once site remediation has been carried out.

6.2 **County Highways** consider that the level of car parking is acceptable for a development of this nature in a highly accessible location. They also comment that the existing access road and turning head are currently going through the adoption process. Therefore County Highways consider that the proposed site layout for the most part is acceptable but requested that two points be addressed prior to determination of the application. County Highways comments were forward to the applicant and the plans were amended accordingly with County Highways confirming that the layout is now acceptable.

6.2.1 County Highways require conditions be imposed in respect of the provision of wheel washing facilities for the duration of the development, that the footway and kerbing along St Andrews Way is re-instated and that a scheme is submitted for all the highway works within the adopted highway and that the works are constructed in accordance with that scheme. These conditions are considered to be reasonable and necessary.

6.2.2 County Highways also require an informative note be placed on the decision notes advising the applicant that the vehicle access points will need to be constructed under an appropriate legal agreement.

6.3 **Strategic Housing** comment that the scheme has been produced in full consultation with the Strategic Housing Team and the proposal offers a mix of two and three bedroom affordable accommodation for rent. This will meet current housing need as per the current housing list.

6.4 **United Utilities** will have no objection to the proposed development provided that conditions are imposed in respect of the submission of foul and surface water drainage schemes. The surface water drainage scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance

6.5 **Local Lead Flood Authority** have no objection to the development subject to a number of conditions being imposed in respect of the submission of an appropriate surface water drainage scheme; details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development; and that details of the finished floor levels be submitted.

6.6 **Police Architectural Liaison Officer** reports that, in the last 12 month period there have been burglary, criminal damage and auto-crimes reported in the area around this site. Apartment blocks are often subjected to repeated crime and anti-social behaviour and therefore it is essential to design out the opportunity for crime and ASB at the outset. The Police ALO lists a number Secured by Design principles which should be incorporated into the development at construction stage. These are outlined in the Crime and Disorder section of this report.

7. Policy Background

7.1 **Central Lancashire Core Strategy**

7.1.1 **Policy 7: Affordable and Special Needs Housing** seeks to ensure sufficient provision of affordable and special housing to meet the needs of the borough and requires residential market development sites to achieve a target of 30% affordable in urban areas.

7.1.2 **Policy 17: Design of New Buildings** expects the design of new buildings to take account of the character and appearance of the local area; to safeguard and enhance the historic environment; 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; adopt the principles of sustainable construction including sustainable drainage systems and ensure that contaminated land is addressed through appropriate remediation and mitigation measures.

7.1.3 **Policy 26: Crime and Community Safety** encourages the inclusion of Secured by Design principles in new developments.

7.1.4 **Policy 27: Sustainable Resources and New Development** seeks to incorporate sustainable resources into new development.

7.1.5 **Policy 29: Water Management** seeks to improve water quality, water management and reduce the risk of flooding.

7.2 **South Ribble Local Plan 2012-2026**

7.2.1 **Policy E3: Leyland Town Centre** allocates the Towngate area as 'Secondary Retail Frontage'. Uses in these areas will be protected and enhanced wherever possible for A1 (Retail Use) although A3 (Cafés and Restaurants) and A4 (Drinking establishments) may be appropriate to maintain the vitality and viability of the area. New buildings, redevelopment of existing sites, extensions and/or change of use of existing buildings in the Town Centre will either be expected to use existing car parking facilities within the town centre or provide the appropriate level of car parking based on their location and type of development as set out in **Policy F1**.

7.2.2 **Policy G14: Unstable and Contaminated Land** encourages re-development of previously developed land. However, this can often be unstable and subject to contamination and applicants are required to provide evidence of a satisfactory site investigation and show that any remedial works are adequate to deal with any identified hazards.

7.2.3 **Policy G17: Design Criteria for New Development** permits new development, including extensions and free standing structures, provided that, the proposal does

not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, 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 development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Policy G17 also seeks to sustain, conserve and where appropriate enhance the significant, appearance, character and setting of a heritage asset and the surrounding historic environment.

8. Material Considerations

8.1 Affordable Housing

8.1.1 The application proposes an affordable housing scheme and is to be developed by Places for People in partnership with Kier Living Ltd. The 18 affordable units are a mix of 6, 3-bed, 5 person houses and 12, 2-bed 3 person apartments. The submitted design and access statements indicates that, *“The accommodation offers good space standards and is in a sustainable location close to town centre amenities such as bus routes, shops, medical facilities and leisure facilities.”* The design and access statement also indicates that, *“All the properties are accessible at street level and a disabled parking space has been provided to the apartment block which has been designed with a large entrance canopy. Internally, the properties have generally been designed to a lifetime homes standard..... The site is in a sustainable location, with all local amenities close by.”*

8.1.2 The Council’s Strategic Housing Team comment that the proposal offers a mix of two and three bedroom affordable accommodation for rent. This will meet current housing need indicated by the current housing list. Further, the scheme has been produced in full consultation with the Strategic Housing team. As the proposal is for 100% affordable housing provision, it is considered to be in accordance with Policy 7.

8.2 Relationship to Neighbour Properties

8.2.1 To the north is an existing residential development of 11 terraced dwellings located on South View Terrace. These are located approximately 30m from the proposed dwellings and approximately 22m from the apartment block. The rear elevation of the apartment block has a number of facing windows to bedrooms and kitchens. In turn the existing properties have rear facing bedroom windows. The proposal has been sited to maximise the distance between existing properties, being located to the site’s southern boundary. The proposal achieves the normally required spatial separation distances to the existing dwellings to prevent overlooking/loss of privacy issues.

8.2.2 To the west are commercial properties on Towngate with the closest proposed dwelling being located approximately 10m off the rear boundary wall of these properties. The dwelling has a side garden area and two ground floor patio doors facing but no first floor windows. Due to the separation distance, the nature of the existing properties and the lack of facing windows, there will be no undue impact to the existing properties.

8.2.3 The Tesco supermarket is located to the south with a blank side elevation facing. To the east is a gymnasium, three storey scale building. The apartment block will have facing windows at a distance of approximately 13m.

8.2.4 Located on the corner of Towngate and St Andrews Way and close to the application site is a Grade II Listed Building, 78 Towngate, the former Leyland Police Station now use as a Navy club at first floor and office accommodation at ground floor. The property is physically separated from the application site by a garage with the garage

plot benefitting from planning permission for a part single storey, party two storey building for use as B1 office accommodation. The proposed development is not considered to unduly impact on the Listed Building due to its physical separation and nature of the area in which the application site and the Listed Building are set.

8.2.5 For the reasons outlined above, the proposal is considered to have no undue impact on existing neighbouring properties, either residential or commercial.

8.3 **Impact on Character of Area**

8.3.1 The area is characterised mostly by 2 and 3 storey buildings set adjacent to the highway and built predominantly in brickwork, interspersed with some rendered properties. Pitched roofs with a slate finish are a predominant feature along with end gables. To the south is the Tesco supermarket which has a large expanse of which panels walling facing the site. Landscaping is mainly low vegetation with a few trees opposite, rising up opposite the junction of St Andrews Way with Eden Street. The building to the east is a 3-storey scale building in brick. Given that the area has a mix of building styles and designs and is a mixed area of residential and commercial, the proposal is not considered to unduly impact on the character of the area.

8.4 **Design and Appearance**

8.4.1 The submitted design and access statement indicates that the elevations have been designed in a contemporary style with reference to the town's industrial heritage. The main apartment block elevation is symmetrical, with twin gable wings set around a small landscaped central court. The dwellings are a terrace of 6 with stepped roofs to account for the topography of the site.

8.4.2 The submitted design and access statement indicates that the large window openings to the apartments have a strong vertical and horizontal rhythm, whilst providing well-lit modern internal spaces. Upper storey bay windows provide further interest. The apartment block plan has small extending wings, which work with the elevations to provide interesting end gable features. This along with the red and blue brickwork breaks up the bulk of the building and provides visual interest. Windows are grouped to provide a contrast with the larger areas of brickwork in a reflection of the 'industrial' aesthetic. The design and access statement concludes that the design and appearance of the scheme "*could be interpreted as a modern version of a small mill/warehouse with associated terraced dwellings.*"

8.4.3 The proposal is considered to be acceptable in terms of its design and appearance and provides an interesting development within this Town Centre location which has a mix of styles and designs of buildings.

8.5 **Access and Parking**

8.5.1 The proposed development is accessed off Eden Street using the existing access road for the adjacent development of 11 dwellings. County Highways confirm the access road and turning head are currently going through the adoption process. County Highways consider the proposed site layout for the most part is acceptable. However, the visibility from the first five car parking spaces was not acceptable and County Highways requested that the footway currently running along the back of these spaces is moved so that it is aligned between the car parking spaces and the highway and therefore improving visibility for these spaces. A width of 2m is recommended. County Highway also requested that the four parking spaces between the bin store and turning head are set back at least 1.5m from the highway.

8.5.2 Additionally, County Highways comment that there are two dropped kerbs on St Andrews Way between the bus stop and the junction of Eden Street and requested that the footway and kerbing of these vehicular crossings should be reinstated. The Applicant was advised of these requirements and an amended site layout plan was

submitted to address these concerns. County Highways confirm that the site layout is now acceptable.

8.6 Drainage and Ground Levels

8.6.1 A Surface Water and Flood Risk Assessment was submitted with the application which has been considered by both United Utilities and the Lead Local Flood Authority. Both bodies raise no objections to the proposal but make a number of comments. UU comment on the proposals, outlining that, in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. The drainage options in the order of priority are:

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

8.6.2 The LLFA also comment that, from the submitted Flood Risk Assessment, it is apparent that the applicant intends to discharge into the existing surface water sewer network without thoroughly exploring the option of infiltration. They consider that the applicant has not provided evidence to demonstrate why discharge options, specifically infiltration cannot be utilised. They also comment that the drainage scheme proposed does not include SuDS elements. Therefore they consider the applicant should provide a revised sustainable drainage strategy which includes SuDS elements with attenuation, storage and treatment capacities.

8.6.3 As a result both UU and the LLFA require a condition to be imposed in respect of the submission of a surface water drainage scheme, based on the hierarchy of drainage options in the NPPG. Additionally, the LLFA require conditions in respect of the submission of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development and the submission of details of the finished floor levels for the scheme.

8.7 Noise

8.7.1 A Noise Assessment Report undertaken by ADC Acoustics was submitted with the application. This was considered by Environmental Health who confirm that the conclusions from the assessment are not accepted at this time. The report looks at traffic generated noise during the day but does not follow any recognised methodology. In addition the survey was undertaken on a mid-week day. There is currently a members club on the corner of Towngate and St Andrews way which has regulated entertainment on at weekends. Complaints have recently been received regarding this site which are being investigated and no assessment of the sound levels produced by this use have been undertaken.

8.7.2 The Applicant was advised of this and contacted their Acoustics Consultant who discussed the issues with the Environmental Health Officer. It may be that the issues can be resolved prior to determination through discussion but, as this is unknown at the time of compiling this committee report, it is appropriate to impose the condition recommended by Environmental Health requiring an acoustic survey be undertaken covering the impact of sound from passing traffic and a local entertainment venue. Any update of this will be reported verbally at planning committee.

8.8 Contaminated Land

8.8.1 As the application site is previously developed land, being the site of a former sawmill, a Desk Study Report, was considered by Environmental Health. Initially they

required a condition be imposed required a detailed site investigation be carried out and a remediation statement detailing recommendations and remedial measures to be implemented within the site. However, the Site Investigation Report and Remediation Strategy were submitted and duly considered by Environmental Health who considered them acceptable. This negates the requirements for the Contaminated Land condition to be imposed. However, it is considered appropriate to impose a condition requiring the development to be carried out in accordance with the measures outlined in the Remediation Strategy and the requirements for a Verification Report to be submitted once the development and remediation have been carried out so that the Local Planning Authority are clear that the development will not cause pollution of ground and surface waters both on and off site.

8.9 **Crime and Disorder**

8.9.1 The submitted Design and Access Statement indicates that the ground floor of the houses have been designed with a defensible landscaped buffer to the busy street to a level of security, privacy, and visual amenity. The scheme was considered by the Police ALO who comments that, in the last 12 month period there have been burglary, criminal damage and auto-crimes reported in the area around this site. Apartment blocks are often subjected to repeated crime and anti-social behaviour which is difficult to tackle. Therefore, it is essential to design out the opportunity for crime and ASB at the outset. In order to reduce the risk of offenders targeting the proposed development, a number of Secured by Design principles should be incorporated into the development. These include:

- Rear Boundary treatments to be sufficient to deter intruder access and allow natural surveillance across to the car parking area;
- Security standard PAS 24:2012 certified external doors, individual entrance doors and ground floor windows;
- Ground floor windows to have restrictors fitted;
- External lighting to be installed at all doors;
- Lockable gates to restrict access into the rear gardens from the parking area;
- Utility meters to be located on the front elevation;
- Access control systems to apartments
- CCTV coverage of the apartment block's main entrance, lobby area and circulation corridors/stairwells;
- A canopy at the main entrance should be avoided
- Communal mail boxes can be a target of vandalism and theft and should therefore be located in a visible area and be vandal resistant.

8.9.2 These measures outlined by the ALO have been forwarded to the applicant and can be incorporated into the scheme during the construction phase of the development in line with the aims of Policy 26 of the Central Lancashire Core Strategy.

8.10 **Public Open Space**

8.10.1 The Applicant has confirmed that on site POS has not been included within the site layout and there are no proposals to provide a contribution by way of a commuted sum. This is due to the need to maximise the delivery of much needed affordable units on the site and to incorporate a high design and specification standards on this prominent site which is positioned on one of the main access points to the centre of Leyland. As the application is for 100% affordable housing, the requirement to also provide POS or a commuted sum is not something this Council normally presses for and the importance of providing affordable housing is recognised.

8.11 **Other Issues**

8.11.1 Objections have been received from three neighbouring properties with the main issue being the lack of access to the rear of the properties. These properties have no access to their rear yard areas other than through the buildings which make maintenance difficult, resulting in the yard area not being brought into use; that deliveries have to unload from Towngate close to the traffic lights and a bus stop. As

a result, the objectors consider the application should be modified to provide the necessary access.

8.11.2 It is noted that the objectors have made the point of rear access during consideration of other applications on this site. However, it is not for the Applicant to provide access to existing properties where none exists at present. The rear boundary of these properties is a substantial brick wall which would need to be modified or removed in order to provide rear access from the site. This could potentially create security issues to those businesses. Further it is not something the Council could insist on as, in planning terms, the outcome of the application is not dependant on the provision of an access to serve properties on Towngate.

9. Conclusion

9.1 The application proposes a residential development of 18 affordable units in a highly sustainable location close to shops, amenities and transport routes. The scheme has been assessed in terms of its impact on residential amenity, the character and appearance of the area, parking provision and site constraints. The proposal is considered to be policy compliant and is recommended for approval subject to the imposition of conditions.

10. Recommendation

10.1 Approval with Conditions.

11. Recommended Conditions

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the approved plans Dwg 3365 01 Site Location Plan; 3365 02 Rev F Site Plan; 3365 03 Rev A Ground Floor Plan; 3365 04 Rev A 1st Floor Plan; 3365 05 Rev A 2nd Floor Plan; 3365 06 Rev A House Plans; 3365 16 Rev A Apart Elevations; 3365 17 Rev A Apart Elevations; C-002 External Works Layout or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. Foul and surface water shall be drainage on separate systems.
REASON: To secure proper drainage and to manage the risk of flooding and pollution
4. No development, excluding the remediation of the site and the construction of foundations, shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include, as a minimum:
 - 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, 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 watercourses, and details of floor levels in AOD;
 - b) The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate.

- 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 as applicable;
- f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable.

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

REASON: In order to satisfy the Local Planning Authority that the details of the drainage scheme are satisfactory before works commence on site as drainage works are an early activity in the construction process and to ensure that the proposed development can be adequately drained; to ensure that there is no flood risk on or off the site resulting from the proposed development and to ensure that water quality is not detrimentally impacted by the development proposal

5. No development, excluding the remediation of the site and the construction of foundations, shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

- a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
- b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - i. on-going inspections relating to performance and asset condition assessments
 - ii. operation costs for 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;
- c) means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

REASON: In order to satisfy the Local Planning Authority that the drainage scheme can be satisfactorily managed and maintained before works commence on site as drainage works are an early activity in the construction process and to ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development, to reduce the flood risk to the development as a result of inadequate maintenance and to identify the responsible organisation/body/company/undertaker for the sustainable drainage system.

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

REASON: To prevent stones and mud being carried onto the public highway to the detriment highway safety and other highway users in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

7. No part of the development shall be occupied until the footway and kerbing of the existing vehicular crossings on St Andrews Way are reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads.

REASON: To maintain the proper construction of the highway

8. No part of the development shall be occupied until all the highway works within the adopted highway have been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of an appropriate legal agreement, under the Highways Act 1980.
REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway works are acceptable
9. The development shall be carried out in accordance with Remediation Strategy report by Coopers dated 10 November 2016. On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a Verification Report, to the Local Planning Authority, that all works were completed in accordance with the agreed Remediation Strategy.
REASON: To ensure that the remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026
10. Prior to the importation of any subsoil and/or topsoil material into the proposed development site, information supporting the suitability of the material shall be submitted to the Local Planning Authority for approval in writing. The information submitted shall include details of the material source, sampling methodologies and analysis results, which demonstrates the material does not pose a risk to human health as defined under Part 2A of the Environmental Protection Act 1990.
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 17 of the Central Lancashire Core Strategy/
11. Prior to the commencement of any works on site, excluding the remediation of the site and the construction of foundations, an acoustic survey shall be undertaken covering the impact of sound from passing traffic and local entertainment venues. Details of the findings of the survey and any mitigation measures identified shall be submitted for approval to the local planning authority. Once approved the mitigation measures shall be carried out as approved prior to the first occupation of the site or as agreed otherwise with the local planning authority. The approved mitigation measures shall be retained and maintained thereafter.
REASON: In the interests of the amenity of the nearby residents and in order to assess the issue of noise prior to the commencement of the development, in accordance with Policy 17 and 28 of the Central Lancashire Core Strategy.
12. Prior to commencement of the development hereby approved, excluding the remediation of the site and the construction of foundations, details of the landscaping of the site shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest. The approved scheme shall be maintained by the applicant or their successors in title thereafter for a period of 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies, by the same species or different species, and shall be agreed in writing by the Local Planning Authority. The replacement tree or shrub must be of similar size to that originally planted. Details shall also indicate the types and numbers of trees and shrubs, their distribution on site, those areas seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening within the site and to its boundaries.
REASON: In the interests of the amenity of the area and in order to demonstrate satisfactory landscaping of the site can be achieved prior to commencement of the development, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G8 in the South Ribble Local Plan 2012-2026

12. Relevant Policy

12.1 Central Lancashire Core Strategy

- 7 Affordable and Special Needs Housing
- 17 Design of New Buildings
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments
- 29 Water Management

12.2 Supplementary Planning Documents

Affordable Housing
Design Guide

12.3 South Ribble Local Plan

- E3 Leyland Town Centre
- F1 Car Parking
- G14 Unstable or Contaminated Land
- G17 Design Criteria for New Development

13. Informative Notes

1. For the avoidance of doubt, this response does not grant the applicant permission to connect to the ordinary watercourse(s) and, once planning permission has been obtained, 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. Information on the application process and relevant forms can be found here: <http://new.lancashire.gov.uk/roads-parking-and-travel/roads/flooding/alterations-to-a-watercourse.aspx>
2. This response does not grant the applicant permission to connect to the highway drainage network.
3. The applicant is advised that the vehicle access points, will need to be constructed under an appropriate legal agreement. 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 is advised to contact Lancashire County Council before works begin on site. Further information and advice can be found at www.lancashire.gov.uk