

PLANNING COMMITTEE

WEDNESDAY, 8TH AUGUST, 2018, 6.00 PM

LEVEL 2, CIVIC CENTRE, WEST PADDOCK, LEYLAND PR25 1DH

AGENDA

1 Welcome and Introduction

2 Apologies for Absence

3 Minutes of meeting Wednesday, 18 July 2018 of Planning Committee

(Pages 5 - 8)

4 Declaration of Interest

Members are requested to indicate at this stage in the proceedings any items on the agenda in which they intend to declare an interest. Members are reminded that if the interest is a Disclosable Pecuniary Interest (as defined in the Members' Code of Conduct) they must leave the room for the whole of that item. If the interest is not a Disclosable Pecuniary Interest, but is such that a member of the public could reasonably regard it as being so significant that it is likely that it would prejudice their judgment of the public interest (as explained in the Code of Conduct) then they may make representations, but then must leave the meeting for the remainder of the item.

5 Appeal Decisions

The Director of Planning and Property will update the meeting.

6 07/2018/3875/FUL - Howick Cross Service Station, 248 Liverpool Road, Penwortham

(Pages 9 - 22)

Report of the Director of Planning and Property attached.

7 07/2018/3017/FUL - Mainway Court, Edward Street, Bamber Bridge

(Pages 23 - 40)

Report of the Director of Planning and Property attached.

Heather McManus
CHIEF EXECUTIVE

Electronic agendas sent to Members of the Planning Committee Councillors Jon Hesketh (Chair), Rebecca Noblet (Vice-Chair), Renee Blow, Malcolm Donoghue, Bill Evans, Derek Forrest, Mick Higgins, Ken Jones, Jim Marsh, Jacqui Mort, Peter Mullineaux, Mike Nathan, Mike Nelson, Caleb Tomlinson and Barrie Yates

The minutes of this meeting will be available on the internet at www.southribble.gov.uk

Forthcoming Meetings

6.00 pm Wednesday, 5 September 2018 - Shield Room, Civic Centre, West Paddock, Leyland PR25 1DH

Procedure of Debate at Planning Committee

Whenever a planning application is dealt with by Planning Committee the Council is keen to allow the local community to participate in the process. The procedure that will ordinarily be followed is that:-

- Up to five members of the public who wish to speak against an application will be allowed to speak. Each will have up to four minutes in which to state their case.
- Up to five members of the public who wish to speak in favour of an application will then be allowed to speak. Again each will have up to four minutes in which to state their case.
- Borough councillors (not on Planning Committee) will then have the opportunity to make representations about the application. Each will have up to four minutes to state their case – whether for or against.
- The applicant/agent will then be invited to speak in support of the application. Ordinarily he/she will have up to four minutes to speak.
- The application will be then be discussed by Committee. At this point members of the public, the applicant and other councillors not on Committee will not be able to speak further.
- Planning Committee will then take a vote on the matter.
- No paperwork, plans or photographs will be allowed to be circulated by the applicant/agent or member of the public at the meeting.

The Chairman of Planning Committee has discretion to vary these rules when dealing with a particular application if he considers it appropriate. Whenever members of the public speak (whether in opposition to a proposal or in favour of it) they should avoid repeating the same points made by other speakers.

Filming/Recording Meetings

The Council will allow any member of the public to take photographs, film, audio-record and report on any Planning Committee meeting. If anyone is intending to record any such meeting (or part of such a meeting) then it would be very helpful if they could give prior notice of their intention to the Council's Democratic Services Team. Ideally 48 hours' notice should be given.

When exercising the rights to record a Planning Committee meeting a member of the public must not in any way be disruptive to that meeting. They must not provide an

oral commentary on the meeting whilst it is continuing. If disruption is caused then the Chairman of the meeting may exclude that person from the rest of the meeting.

Members of the public will not be entitled to stay in the meeting if any confidential (exempt) items of business are being discussed.

Full details of planning applications, associated documents including related consultation replies can be found on the Public Access for planning system, searching for the application using the Simple Search box.
<http://publicaccess.southribble.gov.uk/online-applications/>

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MINUTES OF PLANNING COMMITTEE

MEETING DATE Wednesday, 18 July 2018

MEMBERS PRESENT: Councillors Jon Hesketh (Chair), Rebecca Noblet (Vice-Chair), Renee Blow, Bill Evans, Derek Forrest, Mick Higgins, Ken Jones, Jim Marsh, Jacqui Mort, Peter Mullineaux, Mike Nathan, Mike Nelson, Caleb Tomlinson and Barrie Yates

OFFICERS: Dave Whelan (Legal Services Manager/Interim Monitoring Officer), Jonathan Noad (Director of Planning and Property), Catherine Lewis (Interim Assistant Planning Manager (Development Management)), Chris Sowerby (Interim Assistant Planning Manager (Development Management)), Janice Crook (Planning Officer), Debbie Roberts (Planning Officer), Jessica Jarman (Enforcement Officer) and Dianne Scambler (Governance and Member Services Team Leader)

OTHER MEMBERS AND OFFICERS: Councillor Jane Bell, Councillor Clifford Hughes MBE (Cabinet Member (Strategic Planning, Housing and Economic Growth)), Councillor Alan Ogilvie (Member Champion (Armed Forces)), Councillor Phil Smith and Councillor David Watts

PUBLIC: 0

24 Welcome and Introduction

The Chair, Councillor Jon Hesketh welcomed everyone to the meeting, introduced the Committee and explained the proceedings and role of its members.

25 Apologies for Absence

An apology was received from Councillor Mal Donogue.

26 Minutes of meeting Wednesday, 20 June 2018 of Planning Committee

RESOLVED: (Unanimously)

That the minutes of the Planning Committee meeting held on 20 June 2018 be approved as a correct record for signing by the Chair.

27 Declaration of Interest

Item 6: 07/2018/3514/FUL – Councillors M Higgins and C Tomlinson declared a prejudicial interest.
Item 7: 07/2018/3291/FUL – Councillor M Higgins declared a prejudicial interest.

28 Appeal Decisions

The Director of Planning and Property reported on one appeal decision that had recently been dismissed, relating to a change of use at the White Bull, Walton-le-Dale. One appeal that had been allowed for outline planning permission at Todd Lane North and update the Committee on the two appeals relating to Brindle Road. Two separate planning enquiries would take place on 14 August 2018 (Bellway Homes) and 18 December 2018 (Persimmon Homes).

The information was noted.

29 2018/3514/FUL - 2-4 Spinners Square, Bamber Bridge

Councillors M Higgins and C Tomlinson left the meeting.

Speakers: 3 Objectors, 1 Supporter and the Applicant

Address: 2-4 spinners Square, Bamber Bridge, Preston PR5 6EQ

Applicant: Reginald James Ltd

Agent: Mrs Melanie Scarff, 7 Edgefield, Astley Village

Development: Change of Use from A1 (shop) to A4 (drinking establishment), single storey side extension and decking area with fencing to front and side.

RESOLVED: (Unanimously)

That the application be refused as per officer recommendation for the reasons in the report:

1. The submission fails to demonstrate that internal and external use of the premises by virtue of noise, increased use and activity would not have an adverse impact on the amenities of neighbouring properties. The proposal is therefore contrary to Paragraph 109 of the National Planning Policy Framework, Policies B1(c) and G17(a) of the South Ribble Local Plan, Policy 17(c&d) of the Central Lancashire Core Strategy.
2. Proposed external development would be out of keeping with, and as a result harmful to the character and appearance of the immediate area and is therefore contrary to South Ribble Local Plan Policy G17(a&b)

30 2018/3291/FUL - Unit 3, Station Road, Bamber Bridge

Councillor C Tomlinson returned to the meeting.

Speaker: Ward Councillor David Watts

Address: Unit 3, 143 Station Road, Bamber Bridge, Preston PR5 6LA

Applicant: Mr Mark Bentham

Development: Change of use of former shop (Class A1 retail) to drinking establishment (Class A4 Drinking Establishment)

RESOLVED: (Unanimously)

That the planning application be approved with conditions.

Councillor M Higgins returned to the meeting.

31 2018/2742/VAR - Oaklands Farm, Hollins Lane, Leyland

Speaker(s): Supporter of the application (Mr Cowley)

Address: Oaklands Farm, Hollins Lane, Leyland Preston PR26 8LJ

Applicant: Mr Lewis Buller

Development: Application for the variation of condition 2 (Restriction of repair and storage) of planning permission 07/2017/2505/FUL – use of polytunnel 3 for general storage (B8)

RESOLVED: (Unanimously)

To defer the application to allow Planning Officers to reassess the application in light of information provided by the applicant at the Planning Committee meeting.

32 2018/1674/REM - Land of Shaw Brook Road and Altcar Lane, Leyland

Speaker(s): Ward Councillor Alan Ogilvie.

Address: Land off Shaw Brook Road and Altcar Lane, Leyland

Applicant: Redrow Homes Lancashire

Agent: Miss Laura Birkett

Development: Application for Reserved Matters for residential development for 232 dwellings (Appearance, Landscaping, Layout and Scale applied for)

RESOLVED: (Unanimously)

Approval of the planning application with conditions.

33 2018/1838/FUL - 72 Marsh Lane, Longton

Address: 72 Marsh Lane, Longton, Preston PR4 5ZL

Applicant: Mr Andrew McKerney

Development: Erection of 2 no agricultural stores (steel shipping containers) to accommodate storage of equipment and to house sheep/feed and the formation of silo area for grass.

RESOLVED: (Unanimously)

To refuse the planning application as per officer recommendation for the reasons in the report:

1. The submission fails to demonstrate the 'need' for the proposed agricultural stores/shelter with the proposed structures also not considered to be suitable for housing of sheep. As such the proposal constitutes inappropriate development in the Green Belt. The applicant has not demonstrated 'very special circumstances' to justify the proposal. As such the proposal is contrary to Paras 87-88 of the National Planning Policy Framework (NPPF) and Policy G1 of the South Ribble Local Plan.
2. The proposal would introduce development into an open, green area which would result in a detrimental impact on the openness and visual amenity of the Green Belt, contrary to Policy G1 of the South Ribble Local Plan and paragraph 89 of the National Planning Policy Framework.

Chair

Date

Agenda Item 6

Application Number 07/2018/3875/FUL

Address Howick Cross Service Station
248 Liverpool Road
Penwortham
Preston
Lancashire
PR1 0LY

Applicant Inthebox Solutions Limited

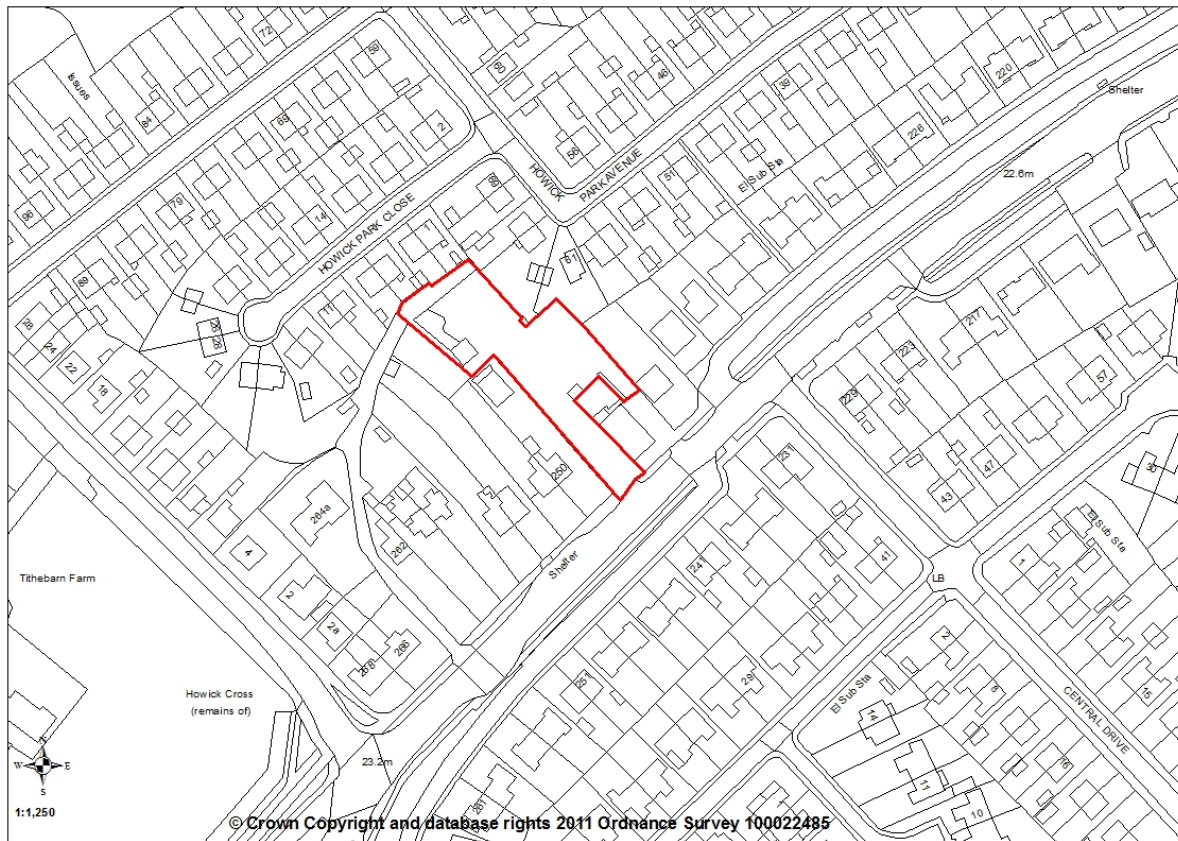
Agent Mr Joshua Hellowell
2 Lockside Office Park
Lockside Road
Preston
PR2 2YS

Development Change of use of land for self storage facility (class B8) including siting of 54 steel shipping containers together with the relocation of existing fence and gate

Officer Recommendation Refusal

Date application valid 19.06.2018
Target Determination Date 14.08.2018
Extension of Time N/A

Location Plan



1. Report Summary

1.1 This application has been called to planning committee for determination by the local ward councillors due to the past history of the site, its location, its relationship to residential properties and the nature of the proposal.

1.2 The application proposes the change of use of the rear part of the site to a self-storage facility consisting of 54 steel shipping containers, a car parking/unloading area, and the relocation of fencing and gates for security. The existing petrol filling station building and canopy are to be retained and are excluded from this application site boundary.

1.3 The site is within a residential area on the busy A59 Liverpool Road and neighbouring residents consider the proposal would be detrimental to residential amenity, out of keeping with the character and appearance of the area and cause a number of issues, including potential for criminal activity, an increase in traffic, increase in site activity and a detrimental impact on their residential amenity.

1.4 It is officer's view that, on balance, the proposed development fails on two aspects. The introduction of metal shipping containers for use as storage units would have a detrimental impact on the character of the residential area in which they are located. By their very nature, metal shipping containers are of a style, design and construction that is better suited to an industrial area. Additionally, it is considered there will be an unacceptable increase in the level of activity, particularly in the location of the parking and unloading area which will have a detrimental impact on the residential amenity of neighbouring properties and particularly the adjacent property, 250 Liverpool Road. The application is therefore considered contrary to Policy 17 in the Central Lancashire Core Strategy and policies B1 and G17 in the South Ribble Local Plan and is therefore recommended for refusal.

2. Site and Surrounding Area

2.1 The Howick Cross Service Station site is located on the north side of the A59 Liverpool Road in the built-up area of Penwortham, within a predominantly residential area. The site was formerly a petrol filling station with ancillary car sales to the side and rear. There is a building set centrally within the site which was used as the retail kiosk associated with the petrol filling station, and this is surrounded by areas of forecourt with the infrastructure for petrol sales set to the front of the building with a canopy over. The building, the forecourt to its front with canopy over do not form part of this application site boundary.

2.2 The rear part of the site is predominately hardstanding and it is this area to which this application relates, together with the western side of the front forecourt area. The site abuts residential properties on three sides. The adjacent property to the east is 246 Liverpool Road, to the west is 250 Liverpool Road with a brick-built workshop present to the rear. To the north-west are properties on Howick Park Close and to the north-east properties on Howick Park Avenue.

2.3 A single lane private road runs from Liverpool Road between 262 and 264 Liverpool Road, behind 250-262 Liverpool Road, to the rear western corner of the application site. Numerous properties on Liverpool Road and Howick Park Close use this access road for vehicular purposes. As the access road approaches the rear western corner of the site it degrades and is overgrown but is included within the application site boundary.

3. Site History

3.1 Until circa 2008 the site was operated by Rydal Motors as part of a combined use comprising of car and petrol sales, an ancillary A1 shop and a self-operated car wash hose located along the boundary with 246 Liverpool Road. It is understood that the car sales and petrol/shop use operated independently of one another.

3.2 In January 2009 planning permission was granted for a Tesco Express store with a petrol filling station on the site. An amended scheme for the same use was approved in December 2009. Neither permission was implemented.

3.3 In April 2011 a temporary planning permission (07/2011/0133/COU), for a 12 month period, was granted for the change of use of the forecourt area to a hand car wash. This permission was implemented.

3.4 Sometime during the course of 2012 the operator of the car wash on site changed hands which, as a result in the change of equipment being used and change in washing practices, resulted in numerous complaints being received by Environmental Health.

3.5 In December 2013 a retrospective application (07/2013/0802/FUL) for the use of the site as a hand car wash was withdrawn to allow the applicant to investigate mitigation measures in respect of noise/spray from the jet washes following concerns raised by Environmental Health.

3.6 In June 2014 an amended retrospective application (07/2014/0033/FUL) was approved, for a 2 year period, which included the erection of a 2.7m high acoustic fence along the party boundary with 246 Liverpool Road to reduce noise and spray.

3.7 Following the erection of the acoustic fence, the use of the forecourt area of the site for the washing of cars continued to generate complaints from neighbours in relation to noise and spray.

3.8 Circa April 2016 the operator of the car wash changed hands to the current operator, who took control of the wider site. The queuing system of the car wash was altered with the car washing process being immediately behind the former ancillary Class A1 shop and continued along the site boundary with 246 Liverpool Road (in areas of the site where car washing was not permitted under the previous temporary approvals). Valeting of cars took place under the canopy, where cars were previously washed. The washing of cars continued to generate complaints from neighbours in relation to noise and spray, with neighbouring properties to the rear on Howick Park Avenue also submitted complaints Environmental Health.

3.9 On 24 June 2016 application 07/2016/0209/FUL for a change of use of part of existing building to a tool hire office, erection of 3m high screen to side, washing and rinsing areas for car wash and the erection of a building for MOT's and car servicing and tool hire storage. This application had sought to regularise the situation on the site but was refused on three grounds. The reasons for refusal were:

“1. The proposed hand car wash, with use of jet-washing equipment, would have a detrimental impact on the residential amenities of the owners/occupiers of residential properties in close proximity to the site, particularly 246 Liverpool Road, through noise disturbance. As such, the proposed development is contrary to Policies B1(c) and G17 of the South Ribble Local Plan (2012-2026).

2. The proposed MOT/car repair garage and tool hire storage building, by virtue of its design and proximity, would have a detrimental impact on the residential amenities of the owner/occupiers of residential properties to the north on Howick Park Close, through noise

disturbance. As such, the proposed development is contrary to Policies B1(c) and G17 of the South Ribble Local Plan (2012-2026).

3. The cumulative impact of the proposed development, which comprises of 3 uses that have the potential to generate noise in close proximity to residential properties, would have an adverse impact on the residential amenities of the owners/occupiers of residential properties in close proximity to the site. As such, the proposed development is contrary to Policies B1(c) and G17 of the South Ribble Local Plan (2012-2026)."

3.10 07/2017/0772/FUL for the erection of MOT station/tool hire storage building, part retrospective conversion of former retail outlet to tool hire company office and waiting room for car wash customers, use of land as car wash facility, with erection of associated acoustic screens (not retrospective). Use of land for sale of gas storage bottles and the erection of a 3 metre high free standing metal frame was refused by on 5 July 2017 on two grounds:

"1. The development would result in an unacceptable level of noise and disturbance to neighbouring residential properties and the applicant has failed to demonstrate that the proposed noise mitigation measures are adequate to overcome the adverse impacts caused by noise. The proposal would be seriously detrimental to residential amenity and therefore, is contrary to Policy 17 criteria c) and d) in the Central Lancashire Core Strategy.

2. The proposed 3m high acoustic fence along the boundary with the adjacent residential property 246 Liverpool Road, will have a detrimental impact on the residential amenity of the occupant of that property by virtue of its size, scale and proximity. Additionally, due to the location of the 3m high acoustic fence, it will have a detrimental impact on the character and appearance of the area, contrary to Policy G17 in the South Ribble Local Plan."

4. Proposal

4.1 The application proposes the change of use of part of the former Howick Cross Service Station site for use as a self-storage facility (class B8) including siting of 54 steel shipping containers together with an associated car parking/unloading area and the relocation of an existing fencing with gated access.

4.2 The proposal is to provide 54 storage units to the rear of the site, with a parking and unloading area adjacent to the existing petrol filling station building which is to be retained (not part of the application site boundary). An office building to the rear of the main building does form part of the application and is to be retained and remain in office use. The site is accessed directly off Liverpool Road utilising the existing access.

4.3 The storage units will be shipping containers measuring 6m by 2.4m to a height of 2.6m and would be located to the rear of the site, behind the existing petrol filling station building and its canopy. The site would be secured through the relocation of an existing fencing with a gated access and a site-specific Redcare security system. The fencing and gates will be 2.4m in height and will be located to the western and eastern sides of the existing petrol filling station building. The hours of use are 08:00 to 18:00 Monday to Friday, 09:00 to 17:00 on Saturday and 11:00 to 16:00 on Sundays and Bank Holidays

4.4 The application does not alter the area to the front of the site, which includes the existing canopy and petrol filling station building which are to be retained and do not form part of this application. The existing site access is to be utilised and area of forecourt to the western side of the site and building will be utilised for parking and unloading.

4.5 Information provided in the supporting statement highlights that the applicant has recently secured an agreement with the National Union of Students to be a preferred storage

partner for students across the UK. The aim of this partnership is to provide affordable storage for students from outside the area who need to store possessions securely during holidays, for UCLAN and the University of Lancaster.

5. Summary of Publicity

5.1 Eighty-two neighbouring properties were notified and a site notice posted with 52 letters of representation being received, objecting as follows:

- Residential area, this proposal should be on an industrial estate.
- Industrial development and site should only be allowed for residential development
- Noise disturbance to residential properties from loading/unloading containers
- Use in evenings will cause disturbance from banging and clattering of metal
- Cranes will need to be used to lift the steel containers which will add to the noise
- Impact of lighting on residential properties
- Containers will be visible from residential properties due to being higher than fencing.
- Security – proposal will attract unwanted visitors/opportunists
- South Ribble already has numerous storage sites within industrial areas close to motorway junctions – how will this proposal benefit the local community
- Increase traffic generated on Liverpool Road
- Impact on house prices
- Student storage should be on university campus
- Proposal would be a blight on the area
- Vibrations from banging and dropping of the steel containers
- Crime will increase as people try to break into the containers
- Containers may contain combustible, flammable or chemical items which will be hazardous to residents
- Containers would be crammed up against common boundary fence causing an overbearing presence
- Plans do not include any landscaping to protect residents outlook and to improve the view
- Not in keeping with the character and appearance of the area
- The facility has no benefit to local residents
- Not an appropriate use of this land in a residential area
- If the access track is used, this would be highly dangerous
- Yet another unsuitable business proposition on a site more suited to residential development
- Shipping containers are ugly
- Single track access road must not be used to access this site. It is for residential use only to access their properties and not a through road and is not fit for traffic going to and from a commercial premises.
- This facility is not compatible with this residential area

5.2 Additionally, one letter of support has been received, commenting: *“The local residents and certain councillors deserve to look at an eyesore as they should not have been disrespectful of the previous tenants who had over 30 years in the car valeting trade but got treated with utter disrespect.”*

5.3 The applicant’s agent submitted a further supporting statement specifically relating to the issues raised by objectors to the scheme. Their statement provides a response to the comments on environmental issues (noise, light, vibration, odour, flammable substances); the impact on the street scene; planning policy; traffic and secondary access and crime.

6. Summary of Consultations

6.1 **County Highways** has no objections to the proposed development and is of the opinion that the proposed development should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site. They have reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA). The data base indicates there has been 3 recorded incidents within the vicinity of the site. On investigation of the details recorded, the incidents appear to be of a nature that would not be worsened by the proposed development. The level of vehicle movements expected for the proposed development would be lower than those associated with the current use class and therefore is acceptable. County Highways also confirmed that their view would not alter should the petrol filling station building be brought back into use.

6.2 The submitted plans and planning statement indicate that the proposed development will be accessed from the existing sites access on Liverpool road. County Highways are satisfied that the proposed access arrangements as stated are acceptable. The available sight lines from the sites access onto Liverpool Road are acceptable based on the recommendations from Manual for Streets. Additionally, the proposed internal site layout and parking provision is acceptable for a development of this size and nature.

6.3 A narrow private access track also runs up to the North-Western corner of the site, this currently serves the rear of a number of private dwellings. The submitted documentation does not indicate that this track will be utilised, however the LCC Highways would have 2 concerns if this track was subsequently used as a preferred or secondary route to the proposed development. Therefore they require a condition be imposed, should permission be granted, that all vehicular and pedestrian movements to the site to use only the existing access on the sites frontage with Liverpool Road.

6.4 **Environmental Health** do not provide a view on the proposal other than that they require a number of conditions be imposed, should permission be granted, in respect of lighting; the operating hours; the use of the site for storage only; signage, drainage and contaminated land. Unfortunately, not all of the requested conditions meet the tests for imposing conditions and could not be included.

6.5 **United Utilities** comment 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. We would ask the applicant to consider the following 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.

6.6 **Penwortham Town Council** object to the proposal. The site was originally a petrol station then a car lot, none of which created major problems for neighbouring properties. However, the recent use of the site as a car wash was a problem to the local community. This new application for 54 steel shipping containers raised serious concerns to the Town Council who consider this proposal would be more suited to an industrial estate, not a residential area and would have a detrimental effect on the whole neighbourhood.

7. Policy Background

7.1 National Planning Policy Framework (NPPF)

7.1.1 **Chapter 11. Making effective use of land** at paragraph 118 c) the NPPF gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; and at d) promotes and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure).

7.2 Central Lancashire Core Strategy

7.2.1 **Policy 1: Locating Growth** encourages the focussing of growth and investment in the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble. In Penwortham the focus is on the regeneration of the District Centre.

7.2.2 **Policy 17: Design of New Buildings** requires new development to take account of the character and appearance of the local area, including the siting, layout, massing, scales, design, materials, buildings to plot ratio and landscaping; be sympathetic to surrounding land uses and occupiers and avoid demonstrable harm to the amenities of the local area and ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.

7.3 South Ribble Local Plan 2012 – 2026

7.3.1 **Policy B1: Existing Built-Up Areas** permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, provided that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents.

7.3.2 **Policy G14: Unstable or Contaminated Land** has a presumption in favour of the redevelopment of previously developed land. However, previously developed land can be unstable and subject to contamination and therefore development will be subject to a number of criteria. These include the requirement for applicants provide evidence of a satisfactory site investigation and show that any proposed remedial works are adequate to deal with any identified hazards.

7.3.3 **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 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**.

8. Material Considerations

8.1 The site is within the Existing Built-up Area of Penwortham where Policy B1 in the South Ribble Local Plan permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, provided that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents.

8.2 The site was formerly a petrol filling station with ancillary car sales to the side and rear. There is a building set centrally within the site which was used as the retail kiosk associated with the petrol filling station, and this is surrounded by areas of forecourt set to the front of the building. The building and forecourt area to its front and eastern side are to be retained and do not form part of this application site boundary. The rear part of the site is predominately hardstanding where the siting of the storage containers is proposed. The forecourt to the western side of the site frontage will be utilised for parking and unloading. The proposal use is considered to accord with the aims of Policy B1 in that the proposal re-uses unused land and a building. However, compliance to Policy B1 is subject to the three criteria set out in the Policy.

8.3 Access, Parking and Highway Safety

8.3.1 The site has a longstanding commercial history and, when used as a petrol filling station, the site access would have been used by a high number of vehicles and visiting members of the public accessing the car sales area. The proposed development will be accessed from the existing site access on Liverpool Road. County Highways have no objections to the proposed development and are of the opinion that the proposed development should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site. The level of vehicle movements expected for the proposed development would be lower than those associated with the previous use and therefore is acceptable.

8.3.2 County Highways have also reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA). The data base indicates there has been 3 recorded incidents within the vicinity of the site. On investigation of the details recorded, the incidents appear to be of a nature that would not be worsened by the proposed development

8.3.3 The submitted plans and planning statement indicate that the proposed development will be accessed from the existing site access on Liverpool Road and therefore County Highways are satisfied that the proposed access arrangements as stated are acceptable. The available sight lines from the sites access onto Liverpool Road are acceptable based on the recommendations from Manual for Streets. Additionally, the proposed internal site layout and parking provision is acceptable for a development of this size and nature.

8.3.4 However, it is officer's view that, although the parking provision is acceptable, the parking area will also be used for unloading of items for storage. Clients would need to park up and transport their items to, in some cases, the far end of the site, to access their storage unit. This may result in a number of vehicles parked in the designated parking area for some time whilst items are transported either manually or by use of a trolley. This parking area has the potential to be unacceptably busy if a number of clients arrive to unload at the same time.

8.3.5 County Highways comment on the narrow private access track that runs up to the north-western corner of the site which currently serves the rear of a number of private dwellings. The submitted documentation does not indicate that this track will be utilised, however County Highways would have two concerns if this track was subsequently used as a preferred or secondary route to the proposed development. Therefore, if it is minded to approve this application, County Highways recommends the a condition be imposed to ensure that all vehicular and pedestrian movements to the site to use only the existing access on the sites frontage with Liverpool Road in order to ensure that a safe and satisfactory access is provided to the site.

8.3.6 A number of objections have been raised in respect of the traffic the proposed development would attract. However, given the view of County Highways and the former use of the site as a petrol filling station, it is considered that the proposal would not unduly increase the level of traffic in this area and the site access is acceptable from the highway

safety point of view. However, it is the proposed use of the parking area for unloading that causes concern, as indicated in paragraph 8.3.4. This issue will be discussed further in the Residential Amenity section of this report.

8.4 Character and Appearance of the Area

8.4.1 Although located on the busy A59, the character of the area in which the application site is situated is that of a mainly residential street scene which is softened by a large amount of hedgerow and tree boundary planting with some low red brick wall boundaries. This results in a pleasant and well maintained character. The exception to this is the former Howick Cross Service Station which is a commercial premises with hard standing, building and canopy fronting Liverpool Road.

8.4.2 The application site was previously a petrol filling station with the petrol filling station building, canopy and forecourt remaining and are not part of the application proposals other than part of the forecourt which is to be used for parking and as an unloading area. Therefore the retention of the existing building, canopy and forecourt and the re-use of the part of the site fronting Liverpool Road for parking and unloading will not alter the appearance to a great extent of that part of the site when viewed from Liverpool Road and therefore any impact on the character and appearance of the area along this stretch of Liverpool Road would not be to such an great extent.

8.4.3 However, there would be a view through the relocated fencing to the shipping containers beyond with no screening or landscaping proposed. The introduction of shipping containers could be considered to be detrimental to the character and appearance of this residential area. Storage containers are by their nature, basic in appearance and of metal construction and would normally be found in industrial landscapes such as docks or industrial estates. Their appearance is considered inappropriate in a residential area and it has been established that this area is predominantly residential in nature. Metal shipping containers would introduce an incongruous feature out of keeping with such a residential area. Whilst it is accepted that the majority of the application site is to the rear of an existing building, canopy and forecourt area which are to be retained and therefore not widely viewed in the street scene of Liverpool Road, there will be some view. Landscaping to the front part of the site could reduce the impact and help screen the view through to the storage facility and this could be secured by condition should permission be granted. However, it would be difficult to achieve appropriate landscaping when the majority of the front part of the site is outside the application site boundary. Additionally, any landscaping would need to ensure that site lines and highway safety is not compromised.

8.4.4 It was noted during the case officer's site visit, two large shipping containers were present to the front of the site which have a detrimental appearance in the street scene of Liverpool Road, although it is understood these have been placed to the front to stop unauthorised access into the site and will be removed.

8.4.5 On balance it is considered that the proposal to introduce metal shipping containers for use as a storage facility would not be conducive to this residential area and although limited view would be afforded in the wider street scene, the proposal would result in an unacceptable level of harm to the area, contrary to Policy G17.

8.5 Residential Amenity

8.5.1 Neighbouring residential properties are located to the site's boundaries on Howick Park Close, Howick Park Avenue and Liverpool Road. To the south-western boundary is 250 Liverpool Road, a residential property with substantial two storey scale garage/workshop building to its rear. The common boundary is a 1m high fence, rising to 1.8m towards the rear where the garage building is located. The dwelling has two ground floor and two first floor windows in its elevation facing the application site and the area of parking and unloading.

8.5.2 To the north-eastern boundary is No 246 Liverpool Road, a detached residential property. The dwelling itself is adjacent the part of the Howick Cross Service Station site that is not included in this application. However, the garden area is adjacent the application site. The boundary treatment is an approximately 1.4m high concrete fence adjacent the property and a 2m high fence with approximately 3m high Leylandii hedge adjacent the rear garden of 246.

8.5.3 To the north-west of the site are residential properties 1-7 Howick Park Close with ground and first floor windows facing towards the application site. There is an area of intervening land, including in the application site boundary, and an existing conifer hedge which is to be retained.

8.5.4 The proposed shipping containers are located around the site with 8 up to the site's north-eastern boundary with 246 Liverpool Road; 6 to the south-western boundary with 250 Liverpool Road; 9 to the north-western boundary and 6 to the northern boundary with 1-7 Howick Park Close and 5 to the north-eastern boundary with 63/65 Howick Park Avenue.

8.5.5 Access will be between the shipping containers internally within the site with just a short length of access road adjacent the boundary, to the north-western boundary with numbers 61 and 63 Howick Park Avenue. Neighbouring properties will have view of the proposed shipping containers, although this is largely limited to the first floor windows. There will be view of the shipping containers at ground floor level, the extent of which is largely due to the height of the boundary treatments and height of the shipping containers.

8.5.6 The supporting statement submitted with this application recognises that there are residential properties in close proximity to the site but does not consider that these will be negatively impacted by the proposals due to the separation distance to the proposed units which will ensure that they do not appear overbearing when viewed from the rear of these properties. The supporting statement goes on to outline that the "*containers will be single stacked and are roughly the same height as the existing steel fence and notably shorter than the existing building and canopy structure.*" It is considered that the proposal has only limited impact on residential amenity in terms of criteria a) of Policy G17 (design, height, scale, orientation, plot density, massing, and proximity). However, in respect of the use of materials, the shipping containers are of a steel construction, this would introduce an incongruous feature out of keeping with residential properties, resulting in a detrimental impact on neighbouring buildings, contrary to Policy G17 criteria a).

8.5.7 Additionally, other amenity issues are of concern and neighbouring residents have objected to the proposal on a number of grounds. They consider the proposal will be detrimental to their residential amenity in terms of noise and disturbance, lighting, increase in activity and the potential for criminal activity, stating the storage facility would be better suited to an industrial estate. These are discussed below.

8.6 Noise and Disturbance

8.6.1 The proposed self-storage facility comprising 54 shipping containers for storage could have a detrimental impact on the residential amenity of neighbouring properties in terms of noise and disturbance and a major concern would be on the noise generated by persons accessing the containers due to the materials used in their construction. Metal can result in a noisy environment not conducive to a residential area.

8.6.2 Neighbouring residents have also objected on these grounds - that noise and disturbance will be generated from the site, due to the nature of the activity and that the storage units are to be metal shipping containers.

8.6.3 The supporting statement outlines that use is “*thought to be of a relatively low impact. The use will generate minimal noise*” and also refers to a noise assessment which demonstrates that the proposed development is acceptable and that residential amenity would not be negatively impacted and is far preferable to the previous operation as a petrol filling station and car sales unit which would generate greater noise impacts throughout a longer period of the day. It is noted that no noise assessment has been submitted with this application.

8.6.4 The proposed hours of use are 08:00 to 18:00 Monday to Friday, 09:00 to 17:00 on Saturday and 11:00 to 16:00 on Sundays and Bank Holidays. The supporting statement indicates: “*The operating hours would be in-line with normal working hours and not extend significantly into the evening, where noise impacts would be of greater significance.*” It is accepted that these are daytime hours of use with nothing proposed for the evenings. Environmental Health have no objections to these proposed hours providing a condition is imposed to restrict the hours of use to those applied for.

8.6.5 Environmental Health also requested a condition be imposed requiring the developer to provide conspicuous signage on the exterior of their premises advertising that the surrounding area is residential and customers must limit activities which can cause a noise nuisance such as shouting, banging, leaving engines idling etc. Whilst the aim of this is to protect residents from noise, the condition does not meet the test for imposing conditions and would not be enforceable.

8.7 Increased Activity

8.7.1 The supporting statement outlines that whilst the intention is to provide 54 storage units the proposal is not thought to generate excessive vehicle trips to site on the basis users generally visit the storage units on an infrequent basis as the facility will target those in need of archive storage. It is estimated that 3-4 clients per day would visit the site. However, as no traffic assessment has been carried out and the number of trips by each individual client cannot be assessed or controlled, it is unknown whether the facility would generate an excessive number of vehicle trips. Some clients may want to access their storage a number of times per day. Whilst it is accepted that the number of trips is unlikely to exceed that of the former use as a petrol filling station, the activity would not be confined to the front of the site. The storage units are located adjacent to residential properties with access to each via internal access routes. The main access route is 2.2m wide and not intended as a vehicle access. Vehicles would park in the parking area and unload and transport the storage items either by hand or by a wheeled trolley or similar. Therefore the increase in activity would be restricted to pedestrians rather than vehicles.

8.7.2 It is considered that the increase in activity to the rear of the site would have a detrimental impact on the surrounding residential properties due to the close proximity of the storage units to residential boundaries, the number of potential visitors to the site and the proposed hours of use. The proposed hours of use include weekend use with the potential for a number of clients visiting their storage units to load/unload with the associated noise this would bring, when many existing residents are at home.

8.7.3 Additionally, there would be an increase in activity adjacent to 250 Liverpool Road where the parking and unloading area is located. Vehicles will need to park and unload their storage items which will increase the activity in this part of the site. County Highways estimate that the parking area proposed would accommodate at least 4 vehicles. The unloading could result in a number of trips to and from the storage unit, resulting in an unacceptable level of activity adjacent the residential boundary. The use of the site as a petrol filling station did allow for parking in this area but would mainly have resulted in vehicles accessing the site and going through to the petrol pumps and would not have been

the level of activity as is no proposed. Whilst it is accepted that the estimate is for 3-4 clients per day, there is nothing to control this and the level of activity could be considerably higher.

8.7.4 Environmental Health have raised no objections but require a condition be imposed, should permission be granted, to ensure the site is only used for storage with no other activity to be undertaken such as any maintenance of equipment or manufacturing as their concern is that the units would also be used for maintenance and repairs of equipment stored in the units.

8.7.5 In summary it is considered that the proposal would result in an increase in activity to the rear of the site where the storage units are to be located but this would be of a pedestrian nature. Due to the daytime hours of use proposed, this would not be detrimental to the residential amenity of the majority of the neighbouring properties and is conducive to the past use of the site as a petrol filling station. However, it is the potential for an increased level of activity to the parking and unloading area which is of concern. Due to the proximity to the residential boundary of 250 Liverpool Road and the nature of the activity, it is considered this element of the proposal would have a detrimental impact on the residential amenity of the occupants of 250 Liverpool Road.

8.8 Lighting

8.8.1 The proposed lighting for the storage facility will be low level LED strip lighting. This location of the LED strip lighting is indicated on the Proposed Site Plan 2017_EAD_010_02 which states the lighting will be fixed to plinth of containers and operated by microwave PIR sensors. Additionally, the supporting statement indicates: *“The proposed lighting is low level LED strip lighting, removing any need for lighting poles to be erected. Furthermore, the lighting will be linked to PIR sensors meaning no light will be evident unless there is activity on site.”*

8.8.2 However, it must be noted that the site has 11 lighting columns to the north-eastern and south-western boundaries. The columns are 6m tall with 80cm wide by 18cm high 50 watt LED lights on top. The previously refused application 07/2017/0772/FUL indicated that the lighting was originally previously approved under planning permission 07/2000/0628. Although the supporting statement indicates the proposed low level LED strip lighting removes any need for lighting poles to be erected, it does not provide clarity of the existing lighting.

8.8.3 Environmental Health have only commented on lighting in terms of the imposition of a conditions requiring details of the location of the site compound and storage yard be provided as lighting of the compound has the potential to adversely affect the amenity of the local area for near-by land uses and hence the compound should be located in such a position to minimise this impact. It would be more appropriate to impose a conditions requiring the removal of the existing lighting columns prior to first use of the development, should permission be granted.

8.9 Crime and Disorder

8.9.1 Neighbouring residents considered the proposal has the potential to attract criminal activity and have raised objections. The proposal includes the re-location of a fence and gates from the western side of the existing building to the boundary with 250 Liverpool Road. Additionally, the supporting statement indicates there will be a site-specific Redcare security system. The Police Architectural Liaison Officer was consulted on this application but no response was received. It is considered that, provided the security measures are fully implemented and the site appropriately managed, there would be no greater risk of criminal activity that with any other commercial premises.

8.10 Other Issues

8.10.1 Environmental Health have commented that it is likely that the site is heavily contaminated related to its previous use as a petrol station. They have been informed by a local resident that whilst digging the foundation for an extension, contaminants (hydrocarbons) were found which may have leached from the application site. This will be investigated at a later date by the Environmental Health Department and the site owner may be required to investigate ground contaminants and if necessary undertake remediation work. However, as this proposal does not involve any intrusive ground works such as footings and the proposal retains the existing hardstanding and buildings, this is not considered an issue relevant to this planning application.

8.10.2 The proposal does not involve any new building works or changes to the existing building on the site. However, United Utilities have made comment on this application in respect of drainage. 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. UU therefore ask the applicant to consider the following 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.

8.10.3 UU also recommend the applicant implements the scheme in accordance with the surface water drainage hierarchy outlined above. Therefore, in line with these comments, UU recommend a condition is imposed should permission be granted.

8.11 Conclusion

8.11.1 Policy B1 in the South Ribble Local Plan allows for the change of use of unused land and buildings and the proposal for a change of use of the site for use as a self-storage facility on a site which was formerly a petrol filling station, then more recently used for car sales and a car wash facility would be in compliance with the aims of Policy B1. However this is dependent with the proposed use being in keeping with the character and appearance of the area and have no adverse impact on the amenities of nearby residents.

8.11.2 The planning balance to consider in this case is whether the proposed use would have a greater impact on the character and appearance of the area than the former use of the site as a petrol filling station and car sales facility. In assessing this it is considered that the proposed use would have a different impact by introducing a self-storage facility where a number of clients would visit and store items with unknown number of trips by each clients. Additionally, the existing building, forecourt and canopy are to remain as existing and therefore the cumulative impact of two separate uses on the site would have a negative impact on the character and appearance of the area.

8.11.3 Although only a limited view of the storage units would be available from Liverpool Road, on balance it is considered that the proposal to introduce metal shipping containers for use as a storage facility would not be conducive to this residential area and this is exacerbated by part of the site remaining unaltered and remaining in its current use. The cumulative impact is considered to result in an unacceptable level of harm to the area, contrary to Policy G17.

8.11.4 A further consideration is the balance between the proposal and the existing use of the site on residential amenity. It is considered that the proposal would result in an increase

in activity to the rear of the site where the storage units are to be located, albeit of a pedestrian nature. Due to the hours of use proposed, the proximity of the storage units to residential boundaries and the increase in activity in this area, it is considered this would be detrimental to the residential amenity of the majority of the neighbouring properties around the site. Additionally, the increased level of activity to the parking and unloading area, due to its proximity to the residential boundary of 250 Liverpool Road and the nature of the activity in this location, it is considered this element of the proposal would have a detrimental impact on the residential amenity of the occupants of 250 Liverpool Road.

8.11.5 In summary, the application is considered contrary to Core Strategy Policy 17 and Policy B1 and Policy G17 in the South Ribble Local Plan and is recommended for refusal.

9. Recommendation

9.1 Refusal

10. Reasons

1. The proposal, by virtue of the introduction of metal shipping containers for use as a storage facility, would not be conducive to the residential area in which the application site is located. A view of the application proposal would be afforded in the wider street scene of Liverpool Road which would result in an unacceptable level of harm to the character of the area, contrary to Policy G17 in the South Ribble Local Plan.

2. It is considered that the proposal would result in an increased level of activity to the parking and unloading area adjacent and in close proximity to the residential boundary of 250 Liverpool Road which would have a detrimental impact on the residential amenity of the occupants of 250 Liverpool Road, contrary to Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan.

3. The proposal would have a detrimental impact on the residential amenity of neighbouring properties by virtue of the proposed use adjacent to residential boundaries resulting in noise and disturbance, contrary to Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan.

Agenda Item 7

Application Number 07/2018/3017/FUL

Address Mainway Court
Edward Street
Bamber Bridge
Lancashire

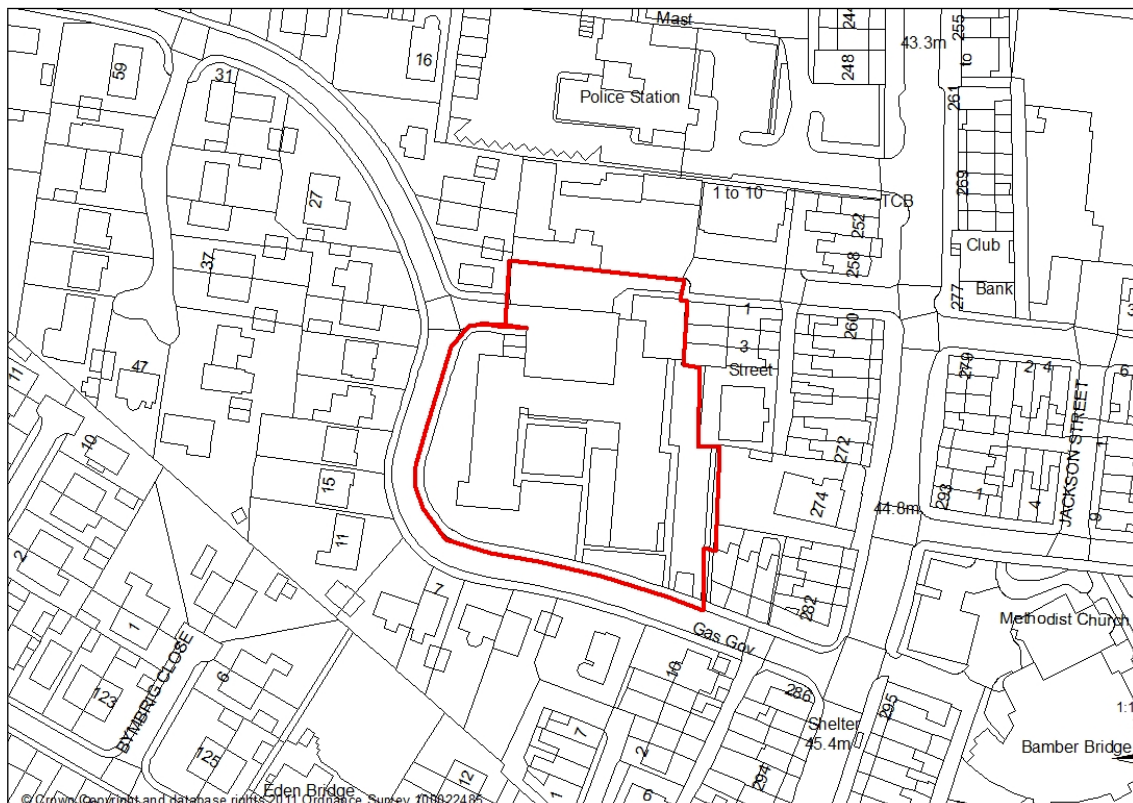
Applicant Concert Living Ltd and Progress Housing Association Ltd

Development The erection of ten 3-bedroom homes, two 4-bedroom homes for open market sale and five 1-bedroom affordable rent bungalows with associated parking, landscaping and drainage

Officer Recommendation That members be minded to approve the application with the decision being delegated to the Director of Planning and Property in consultation with the Chair and Vice Chair of Planning Committee upon the successful completion of a Section 106 Agreement to secure a commuted sum for playing field contribution.

Officer Name Mrs Catherine Lewis

Date application valid 09.05.2018
Target Determination Date 08.08.2018



1.0 Report Summary

1.1 The application proposes the construction of ten 3 bed roomed homes; two 4 bed roomed homes and five one bed bungalows with associated parking, landscaping and drainage on land previously occupied by the sheltered accommodation known as "Mainway Court". The scheme would provide a range of house types and tenure including much needed bungalow/accessible living accommodation.

1.2 Consultation with the local community has led to a scheme that has addressed previous access issues associated with Rowan Court leading to an improvement in management and local residential amenity. Objections have been raised by some of the local residents but no objection has been received from any of the statutory consultees.

1.3 The proposal has been assessed against the new NPPF July 2018, the Central Lancashire Core Strategy, the South Ribble Local Plan and the Residential Extensions SPD together with other material considerations. The development is considered acceptable subject to conditions controlling land contamination, landscaping, materials, sustainable homes, provision of affordable housing, driveways to be surfaced prior to occupation.

1.4 Subject to the successful completion of a Section 106 agreement requiring a financial contribution towards the playing pitches the development is recommended for approval.

2.0 Site and Surrounding Area

2.1 The application site is located at the former Mainway Court sheltered housing scheme on Edward Street, Bamber Bridge. The site is located approximately 4.5km south east from the centre of Preston, 2 km east of Lostock Hall and 0.4km south of the centre of Bamber Bridge.

2.2 The application site is bounded on its western and southern boundaries by the footway and carriageway to Edward Street, which is within the adopted highway. Directly opposite are existing residential properties on Edward Street. The side elevation and garden wall of number 8 Edward Street forms the western part of the northern site boundary, with the remainder being occupied by boundary fencing to the commercial units of Abbey Scaffolding.

2.3 The north eastern boundary of the site adjoins Hopwood Street together with the rear gardens of four properties including Rowan Court, which comprises four apartments. A footway runs adjacent to the eastern boundary to provide pedestrian access to these apartments. The property known as number 6 Edward Street lies adjacent to this footway.

2.4 The former sheltered accommodation known as Mainway Court -a two storey residential block is currently being demolished on the site.

2.5 The site is subject to Policy B1 of the South Ribble Local Plan.

3.0 Planning History

3.1 The most recent application relates to a Prior Notification for the demolition of the existing Mainway Court Ref 07/2018/2013/PAP dated 19 April 2018.

4.0 Proposal

4.1 Planning permission is sought for the construction of: ten 3 bed homes; two 4 bed homes and five one bed bungalows with associated parking, landscaping and drainage.

4.2 The four bedroomed detached homes measuring 12.4m (depth) x 12.3m with a maximum height of 10.4m and would incorporate an integral garage. The gross internal floor area would be 120 sq.m. Materials would include red facing bricks with some rendered panels and interlocking concrete roof tiles.

4.3 There are two designs for the semi-detached dwellings.

House Type 1

The three bedroomed semi-detached homes measuring 10.9m x 6.9m with a maximum height of 9.9m and would provide for a gross internal floor area of 82sqm. The dwellings would be constructed of red facing brick, reconstituted stone cills and heads to be buff in colour. A porch hood would be constructed over the doors and for some of the dwellings over the bay window.

House Type 2

The three bed semi-detached homes measuring 10.5m (depth) x 10.9m with a maximum height of 10.5m would have a gross internal floor area would be 82 sqm and would incorporate red facing bricks, with rendered bays and panels and would incorporate reconstituted stone heads and cills. The design includes a porch hood over the front doors.

Bedrooms

The five one bedroomed bungalows measuring 6.5m x 7.5m with a roof height of 2.4m to eaves and 5m to the ridge. The bungalows would be constructed of red facing brick with interlocking roof tiles reconstituted stone cills and heads to be buff in colour. The bungalows would have a gross internal floor area of 50 sqm and would be constructed as a pair of semis and a row of three.

5.0 Summary of Supporting Documents

5.1 The application is accompanied by the following documents:

- Planning Statement dated May 2018
- Flood Risk Assessment and Drainage Strategy Document No. 18-B-12035/Edward Street /rev A Dated 30 April 2018.
- Statement of Community Involvement dated May 2018
- Habitat Survey and Bat Survey Report
- Phase 11 Environmental Assessment
- Tree Survey and Arboricultural Assessment
- Design and Access Statement
- Landscape plan and planting schedule
- Street Scenes
- CIL Form

6.0 Summary of Publicity

6.1 Site Notices were posted and a total of 173 properties were consulted. Nine responses have been received which are summarised below:

Highway Issues

- Can yellow lines be provided to protect off street parking?
- There are visibility issues and although the houses would be set back within the site the on-site car parking would restrict visibility.

- Concern is raised about the size of the development and issues of safety associated with the increase in traffic
- Ingress and egress of the proposed parking are of concern
- The existing road has a 90 degree blind bend and concern is raised about traffic safety.

Demolition

- The planning application is a fait accompli as the demolition has taken place.
- Concern about the ecological aspects given that the demolition has started.

Other matters

- The additional housing numbers would create more noise in a quiet street.
- Why not provide all affordable and rent out to people, profit over the community needs
- We have an ageing population questions raised why the sheltered accommodation is not viable.
- Conditions to control noise, dust, working hours, and contractors parking are required.
- Concern about the loss of light to number 6 Edward Street and impact of the proposal on the residential amenities of this dwelling.

7.0 Summary of Consultations

7.1 Environmental Health –No objection and requests conditions controlling the burning of waste, dust management, wheel wash facilities, location of site compound, piling, electric vehicle recharge points, cycle storage, Travel Plan. Initially concern was raised about the submission of the land contamination report. Further information has been submitted which addresses these concerns.

7.2 LCC Highways – Initially raised concerns about the level of parking. Revised plans have been received which address these concerns. Conditions requiring details for a Construction Traffic Management Plan, existing access to south east corner formally closed, details associated with the access

7.3 LLFA- No comments received

7.4 United Utilities – Following a Review of the Flood Risk Assessment the proposals are acceptable in principle to United Utilities. Conditions to control the foul drainage, informative notes with regard to the public sewer which crosses the site, connections to the sewer and water supply.

7.5 Strategic Housing Officer -Policy 7 of the Central Lancashire Adopted Core Strategy requires a minimum of 30% affordable housing to be provided where the threshold of 15 dwellings is met. Given the additional cost required to develop bungalows, on site provision of 5 affordable rented bungalows is acceptable. As there is an identified need for specialist housing including accessible and adaptable dwellings for wheelchair users these properties would support the housing needs of the borough.

7.6 LCC Education- A financial contribution for 2 primary school places is required. However LCC will not be seeking a contribution for secondary school places.

7.7 SRBC Trees- No objection to the development: new tree planting should be replaced on a one to one basis if tree failure occurs within the first five years.

7.8 Ecology Services- The site has limited ecological value: a bat survey has been undertaken which found no evidence of bats and the building was considered to have negligible potential to support a bat roost. Conditions controlling nesting birds and the control of invasive species is recommended.

8.0 Policy Background

8.1 i) NPPF Revised Planning Policy Framework

- Chapter 2: Achieving sustainable development
- Chapter 4: Decision-making
- Chapter 5: Delivering sufficient supply of homes
- Chapter 8: Promoting healthy and safe communities
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

8.2 ii) Central Lancashire Core Strategy

- Policy 1: Locating Growth** supports development.
- Policy 4: Housing Delivery** seeks to provide a minimum of 417 dwellings per annum within South Ribble during the period 2012 to 2026.
- Policy 5: Housing Density** advises that the density of development should make efficient use of land whilst also maintaining with the character of local areas.
- Policy 6: Housing Quality** supports the provision of accessible housing, neighbourhoods and the use of higher standards of construction.
- Policy 7: Affordable and Special Needs Housing** requires the provision of 30% affordable housing within urban areas and 35% in rural areas for sites providing 15 or more dwellings, subject the financial viability considerations and contributions to community services.
- Policy 17: Design of New Buildings** provides guidance for the design of new buildings. Designs should consider a number of criteria including the character and uses of the local area, minimise opportunity for crime, be inclusive, adaptable to climate change and the achievement of 'silver' or 'gold' Building for Life ratings.
- Policy 22: Biodiversity and Geodiversity** promotes the conservation and enhancement of biodiversity and the safeguarding of ecological networks and geological assets.
- Policy 26: Crime and Community Safety** encourages the use of Secure by Design principles in new development.
- Policy 27: Sustainable Resources and New Development** requires the incorporation of sustainable resources into new dwellings. The design of new homes should minimise energy use, maximise energy efficiency and be flexible enough to withstand climate change. Further, appropriate facilities should be provided for the storage of recyclable waste and composting.
- Policy 29: Water Management** aims to improve water quality, water management and reduce the risk of flooding through a number of measures.

8.3 iii) South Ribble Local Plan

- Policy B1: Existing Built-up Area** permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment providing that the development complies with the requirements for access, parking and servicing; is in keeping with the character of the local area and would not adversely impact the amenity of nearby residents.

- Policy F1: Parking Standards** advises that parking and servicing space should accord with the adopted parking standards. Any variation from the standards should be supported by a transport statement based on local evidence.
- Policy G11: Playing Pitch Provision** requires residential development with a net gain of 5 or more dwellings to provide playing pitches at a standard provision of 1.14 ha per 1,000 population. The stated standards are to be flexible and appropriate for each individual development.
- Policy G13: Trees, Woodlands and Development** prevents development that will adversely impact on protected trees, ancient woodlands, trees in conservation areas or recognised conservation sites. The policy supports the retention and enhancement of existing trees and hedgerows and the provision of replacements for any trees on a 2 for 1 basis.
- Policy G14: Unstable or Contaminated Land** supports the redevelopment of previously developed land and advises that applications should be supported by satisfactory site investigations and mitigation measures where required.
- Policy G16: Biodiversity and Nature Conservation** seeks the protection and enhancement of biodiversity assets, with the use of appropriate mitigation measures, where required.
- Policy G17: Design Criteria for New Development** permits new development provided that, the proposal 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, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

8.5 iv Supplementary Design

The South Ribble Residential Design SPD discusses design in very specific terms, and whilst more attuned to domestic extensions, is relevant with regards to separation from properties within and beyond the site bounds.

9.0 Material Considerations

Background

9.1 Mainway Court comprised 42 self-contained independent living apartments which were available for rent and a warden's flat. Facilities for residents included a communal lounge, quiet lounge and library, kitchen, toilet and laundry. The applicant has advised that Mainway Court was poorly performing and ranked within the company as having one of the highest turnovers of occupants per year, with an average from 2009 to 2016 of 29.83%. The time required to re-let each apartment was also high, with it being in the region of 60 days and therefore a significant number of the apartments in the building were vacant at any point in a year.

9.2 Due to these issues a financial decision was made in in 2015 to cease re-letting the apartments and the accommodation was formally closed in May 2017.

Pre -application Consultation

9.3 The applicant undertook a public consultation exercise prior to the submission of this application. Following the consultation exercise the applicant undertook to amend the original scheme in the following ways:

- The residents at no 6 Edward Street highlighted a number of issues with the pedestrian access to Rowan Court which currently runs at the side of their property. Due to previous issues of disturbance and antisocial behaviour the applicant has ensured that the pedestrian access to Rowan Court will now be solely from Pretoria Street. A small length of footway to the rear yard of 6 Edward Street will be retained to provide access to the residents on no 6 Edward Street.
- Two car park spaces for Rowan Court were available within the Mainway Court development and following concerns about the loss of these car park spaces the spaces have now been provided with access from the proposed development.
- More bungalows were requested and the applicant has now provided five rather than the four originally planned for.

9.4 Housing Delivery

9.4.1 The National Planning Policy Framework at Paragraph 11 as revised provides a presumption in favour of sustainable development. The policy guidance supports sustainable economic growth to deliver, amongst other things, homes. Local Plan Policy 4 concurs with this requirement and given the location of the site in the town of Bamber Bridge, the site is very sustainable. Other policies 6 (Housing Quality) and 27 (Sustainable Resources and New Developments) aim to improve the quality of housing by facilitating higher standards of construction, greater accessibility and the use of sustainable resources. Conditions to require development to Code for sustainable Homes Level 3 (plus energy efficiency uplift) is recommended.

9.5 Affordability

9.5.1 Concern has been raised about the loss of the affordable rented sheltered accommodation. Progress Housing Group undertook an Independent Living Review of the existing sheltered accommodation to regularly review the level of service provided and ensure that the accommodation was in demand and met the needs of the community. Due to the high level of voids (9 out of 43 units) and difficulty in letting the empty properties a number of options were considered:

- Refurbishment.** However due to the size & layout of the flats this was not a practical or viable option.
- Redevelopment of the scheme for alternative use.** A number of agencies were approached to determine their interest in Mainway Court to utilise the empty properties. Unfortunately this did not result in any positive outcome.
- Decommission.** The scheme did not meet the long term needs of the current and future customers. On that basis the unit was decommissioned and the current scheme submitted.

9.5.2 The scheme mix would provide for 5 one bed bungalows which would be wheel chair accessible and adaptable. The applicant has advised that this would better meet the current housing needs and they would be constructed to modern accessibility standards. The Central

Lancashire Strategic Housing Market Assessment dated 2017 advises that as part of the future need for specialist retirement housing there may be an opportunity to substitute some of the specialist provision with a mix of one and two bed housing aimed at attracting early retired older people who may want to down size. The provision of the five units would offer choice in terms of bungalow provision that has also been constructed for wheel chair users. On balance, the overall mix of the scheme is considered acceptable and would meet an identifiable need. Therefore, the scheme would meet Policy 4 Housing Delivery and Policy 6 Housing Quality of the Central Lancashire Core Strategy.

9.5.3 Policy 7 requires a target for market housing schemes to provide for 30% affordable housing. As the bungalows would be for affordable rent it is considered that the proposal is acceptable. The applicant has advised that given the constrained nature of the site it would be difficult to pepper pot the units. Further, the proposed layout provides for the bungalows to be effectively managed by the Progress Housing as well as the management of the existing Rowan Court site also owned by Progress Housing. The applicant has advised that the bungalows would be constructed to the same standard and design finish as the proposed market housing. The proposed development provides for 5 affordable units and subject to a condition controlling this aspect, meets the aims of Policy 7 of the Central Lancashire Local Plan.

9.6 Public Open Space

9.6.1 Local Plan Policy D1 (Developer Contributions) requires all new development to contribute towards mitigation of the impact of the development upon infrastructure services and the environment by way of Section 106 Agreement and/or Community Infrastructure Levy (CIL). The application has been assessed and a Public Open Space contribution of £1,507 per unit is required. This requirement would form the basis of a Section 106 agreement. This monies would be support the improvement for the playing pitches at The Holme Playing Field, Bamber Bridge.

9.7 Community Infrastructure Levy (CIL)

9.7.1 The Sheltered Accommodation was last in use in 30/10/2016 and therefore CIL is not payable on any of the new build.

9.8 Suitability of Access and Parking

9.8.1 The site would be accessed from Edward Street which is an unclassified road with a speed limit of 20mph. LCC Highways has advised that as the proposal is for less than 50 new dwellings there is no requirement to submit a transport assessment. The proposed internal highway is not to an adoptable standard and therefore would remain private. Initially concern was raised about the impact of some of the proposed tree planting in particular T4 and T6. Concern was also raised about the level of car parking to one of the four bed plots. These aspects have been addressed and LCC Highways is satisfied with the proposed layout.

9.8.2 The size of the development of 17 dwellings would not have a severe impact on Edward Street and therefore the proposed development is acceptable in principle subject to conditions addressing a Construction Traffic Plan, scheme for the construction of accesses and closure of the access to the south east of the site. The proposed development therefore meets Policies B1, G17 and F1 of the South Ribble Local Plan.

9.9 Relationship to Neighbours

9.9.1 No 6 Edward Street is an end of terrace property which currently has a pedestrian path down the side to provide a side access to the terrace and also access to the residents of

Rowan Court. The applicant has advised that this access way to Rowan Court would be removed and a small pedestrian access would be retained for the benefit of no 6 Edward street. Plot 1 which forms a pair of semi-detached properties is adjacent to the boundary of this pedestrian access and there would be a small window on the ground floor to a WC and a small window at first floor level to the stairs. A 1.8 m high close boarded timber fence would be constructed between Plot 1 and the existing property.

9.9.2 There are no windows in the side elevation of the two storey element of no 6 Edward Street but this property benefits from a single storey element which has two kitchen windows on the side elevation and which would be approximately 5.8m away from the shared boundary and some 7.1metres from the side wall of Plot 1. Although Plot 1 projects slightly further forward by 2.1m the property would have a pitched roof design which slopes away from No 6 Edward Street. Further, the application has been assessed under Design Guidance Note DG03 and it is considered acceptable in terms of over dominance. Tthe kitchen window is not classed as a habitable room and the resident has confirmed that the kitchen is not used as a dining area.

9.9.3 Concern has been raised by the residents of no 6 Edward Street with regard to loss of light to their property. The residents have advised that they have enjoyed a view of the skyline with Mainway Court for 22 years which was located approximately 14 metres from the rear garden boundary wall. Under the current plans the resident is concerned that the loss of this view would prejudice them under the right to light act which they argue is enforceable after a period of 20 years.

9.9.4 Concern is also raised by the resident that as there have been previous issues with subsidence due to trees within the ownership of Progress Housing which took 2 years to address, the proposed development has the potential to cause similar issues. The resident acknowledges that such a concern would be dealt with through the Party Wall Act which is separate to planning but requires the planning department to highlight this to the developer. Copies of the correspondence has been forwarded to the developer. The developer has employed a structural engineer and has been advised that the Party Wall Act is separate from planning considerations and that, if it is found once they break ground that their foundations do need to go deeper adjacent to number 6 and the Party Wall Act does apply, this would actually give the resident more protection.

9.9.5 With regard to the right to light the developer has advised that this is a civil matter. However, further studies in terms of the daylight / sunlight assessment has been provided, which demonstrates there is no unacceptable overshadowing or overbearing that would occur as a result of the development. The relationship of no 6 Edward Street to Plot 1 has been carefully considered and assessed and it is considered that the development is acceptable.

9.9.6 The eastern boundary consists of a row of three terraced properties 1-3 Pretoria Street, Rowan Court- part of Progress Housing Stock and a large detached building which consists of flats together with the side (western) boundary of no 6 Edward Street. There is a minimum distance of 22 m from Plot 13 and 14 to the rear elevation of numbers 1-3 Pretoria Street. Rowan Court has been constructed with a mansard roof (a roof which has four sloping sides, each of which becomes steeper halfway down) and consists of accommodation at ground floor level and within the roof. The front elevation of the bungalows would comprise a kitchen and wet room and a separation distance of 20 metres exists from Rowan Court to the front elevation of the bungalows plots 15, 16, and 17. Given the design of Rowan Court and the proposed floor plans of the bungalow this separation distance is considered acceptable.

9.9.7 The proposed development therefore, meets the Residential Extension Supplementary Planning Document and is considered acceptable.

9.10 Design, Character and Appearance

9.10.1. Concern has been expressed about the impact of the development upon the character and appearance of the area. Edward Street comprises a mix of dwelling some detached, some semis and some bungalows. Plots have open front gardens and driveways. The applicant has sought to provide interest through the different types of dwelling, semi-detached, detached and single storey. Further, the simple pallet of materials -brick with some render detail to the elevational treatments provides interest and detail within the street scene. The open front garden/ driveways is similar to the open nature of the immediate area. The scheme is therefore considered acceptable and subject to conditions controlling materials and landscaping meets the aims of Policy G17 of the South Ribble Local Plan.

9.11 Drainage and Ground Levels

9.11.1 The applicant has provided a Flood Risk Assessment dated 30 April 2018 which concludes that the site is not at risk of flooding nor does the proposed residential development create a risk of flooding elsewhere. The report highlights an existing surface water sewer across the west and south sides of the site. Current ground conditions indicates that the geology of the area is mostly clay and therefore ground conditions would indicate that surface water would need to be discharged to the existing surface water system. Foul drainage would be connected to the existing sewer system.

9.11.2 United Utilities has advised that the proposals are acceptable in principle subject to conditions controlling these aspects. UU also require a condition in respect of the submission of a management and maintenance scheme for sustainable drainage systems. Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. The revised NPPF at Paragraph 165 supports this requirement.

9.11.3 The Lead Local Flood Authority (Lancashire County Council) has also been formally consulted on the application and their comments are being pursued and a verbal update will be provided at the meeting.

9.11.4 The application is accompanied by a Phase II contaminated land report and further information (Phase 1 report) was requested by Environmental Health to understand the assumptions. The additional information has been submitted and is considered acceptable.

9.12 Tree Issues

9.12.1 There are a number of trees on the northern boundary which are to be retained and a further 20 new trees would be planted. The Arboriculturist has raised no objection to the scheme and a condition to ensure the details of the scheme together with replacement planting should any fail is recommended. A condition controlling the landscaping is requested.

9.13 Ecology

9.13.1 The applicant is accompanied by an Extended Phase 1 Habitat Survey and Bat Survey dated November 2017. Ecology Services has advised that the site has been found to have limited ecological value and that bats were not found within the Building. Conditions associated with demolition and ground clearance are recommended but as the building has been demolished these are not appropriate.

9.14 Other Matters

9.14.1 Further clarification has been sought from LCC Highways who has advised that there is no need for the yellow lines or speed humps as requested by the neighbours.

9.14.2 A contribution towards Playing Pitch provision in the borough is required as set out under Policy G11 of the Local Plan. The applicant has agreed to this aspect which will form the basis of a Section 106 agreement.

10.0 CONCLUSION

10.1 The construction of ten 3 bed homes; two 4 bed homes and five one bed bungalows with associated parking, landscaping and drainage would provide a range of house types and tenure including much needed bungalow/accessible living accommodation. Consultation with the local community has led to a scheme that has addressed previous access issues associated with Rowan Court leading to an improvement in management and local residential amenity.

10.2 The proposal has been assessed against the new NPPF July 2018, the Central Lancashire Core Strategy, the South Ribble Local Plan and the Residential Extensions SPD together with other material considerations. The development is considered acceptable subject to conditions controlling land contamination, drainage, landscaping, materials, sustainable homes, provision of affordable housing, and driveways to be surfaced prior to occupation.

10.3 Subject to the successful completion of a Section 106 agreement requiring a financial contribution towards the playing pitches, the development is recommended for approval.

RECOMMENDATION

Approve with conditions

RECOMMENDED CONDITIONS:

RELEVANT POLICY

NPPF National Planning Policy Framework

1 Locating Growth (Core Strategy Policy)

5 Housing Density (Core Strategy Policy)

6 Housing Quality (Core Strategy Policy)

27 Sustainable Resources and New Developments (Core Strategy Policy)

29 Water Management (Core Strategy Policy)

POLB1 Existing Built-Up Areas

POLG13 Trees, Woodlands and Development

POLG16 Biodiversity and Nature Conservation

POLG17 Design Criteria for New Development

CONDITIONS/REASONS

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 approved shall be carried out in accordance with the following approved plans and documents:

Site Location Plan entitled "Mainway Court, Edward Street, Bamber Bridge, Lancashire"

Drawing No. 159-PL-09 Sheet 1 entitled "Existing and Proposed Site Sections"

Drawing No. 159-PL-10 Sheet 2 entitled "Existing and Proposed Site Sections"

Drawing No 159-PI-11 Rev D entitled "Proposed Landscaping Plan"

Drawing No 159-PL-03 Rev C entitled "Proposed Site Plan"

Drawing No 159-PL-04 Entitled "Type 1, House Plans, Elevation, and Materials"

Drawing No 159-PL-05 entitled "Type 2 House Plans Elevations and Materials"

Drawing No 159-PL-06 entitled "Type 3, House Plans, Elevations and Materials"

Drawing No 159-PL-07 entitled "Type 4 Terrace House Plans, Elevations"

Drawing No 159-PL-12 entitled "Type 4 Terrace House Plans, Elevations"

Phase 1 Preliminary Risk Assessment Report Ref: LG28888 Rev 0 dated June 2017.
Flood Risk Assessment (Ref No.18-B-12035/Edward Street/Rev A dated 30 April 2018).

Habitat Bat Survey and Report

Tree Survey and Arboricultural Assessment.

3. Each dwelling is 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.

4. 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

5. 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 reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.

6. Prior to the commencement of development details of the landscaping of the site including, wherever possible, the retention of existing trees and hedges have been submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest. The approved scheme shall be maintained by the applicant or their successors in title thereafter for a period of 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies, by the same species or different species, and shall be agreed in writing by the Local Planning Authority. The replacement tree or shrub must be of similar size to that originally planted.

Details submitted shall be compliant with 'BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations' and shall include details of trees and hedges to be retained or removed, root protection zones, barrier fencing, and a method statement for all works in proximity to those trees or hedges to be retained during the development and construction period. Details shall also indicate the types and numbers of trees and shrubs, their distribution on site, those areas seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

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

7. No work shall be commenced until satisfactory details of the colour and texture of the facing and roofing materials to be used have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details

REASON: To ensure the satisfactory detailed appearance of the development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan (2012-2026).

8. No development shall take place until a scheme for the provision of the five, one bed affordable rent bungalows has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2: Glossary of National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

(i) The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing [the details submitted here will effectively refer to the setting of affordable rents in line with Homes England regulations].

(ii) The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

The affordable housing shall be retained in accordance with the approved scheme.

Reason: To ensure that the proposed development complies with Policy 7 of the Central Lancashire Core Strategy.

9. Prior to the commencement of development, a ground level survey to include existing ground levels and existing and proposed ground and slab levels shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with this scheme.

REASON: To ensure the satisfactory appearance and drainage of the site and to accord Policy 17 of the Core Strategy

10. The drainage for the development hereby approved shall be carried out in accordance with principles set out in the submitted Flood Risk Assessment (Ref. No. 18-B-12035/Edward Street/Rev A Dated 30 April 2018. Any variation to the discharge of foul shall be agreed in writing with the local planning authority prior to the commencement of the development. The development shall be completed in accordance with the approved plans.

11. That prior to occupation of the dwelling houses hereby approved the parking spaces as shown on Drawing No. 159-PL-03 Rev C entitled Proposed Site Plan shall be drained and surfaced with a material to be agreed by the Local Planning Authority. These areas shall not be used for any purpose other than the parking of vehicles.

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

12. Electric vehicle recharge points shall be provided to every property, prior to occupation. This shall consist of as a minimum a 13 amp electrical socket located externally (or in the garage if available) in such a position that a 3 metre cable will reach the designated car parking spaces. A switch shall be provided internally to allow the power to be turned off by the residents.

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.

13. 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 remediation statement, detailing the recommendations and remedial measures to be implemented within the site.
 - (b) 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:
 - Policy 17 of the Central Lancashire Development Plan,
 - the National Planning Policy Framework.

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

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

15. 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 and NPPF.

16. Prior to the commencement of any works on site, details of all piling activities shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 09:30-17:00.

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

17. Prior to the commencement of any works on site, a detailed methodology for the removal of any identified invasive plants as defined under the Wildlife and Countryside Act 1981, shall be submitted to the Local Planning Authority (LPA) for approval in writing,

Reason: To prevent the spread of invasive plants.

18. The provision of secure cycle storage for all dwellings has been provided as part of the development. Full details of the cycle storage provision shall be submitted for approval by the local planning authority prior to occupation of any works on site.

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.

19. Prior to the commencement of development a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The plan shall include and specify the provisions to be made for the following:-

- o The parking of vehicles of site operatives and visitors;
- o Loading and unloading of plant and materials used in the construction of the development;
- o Storage of such plant and materials;
- o Wheel washing facilities;
- o Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
- o Routes to be used by vehicles carrying plant and materials to and from the site;
- o Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

Reasons: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.

20. No part of the development hereby approved shall commence until a scheme for the construction of the accesses has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

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.

21. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 20 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.

22. The existing access in the sites South East corner shall be physically and permanently closed and the existing footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads (concurrent with the formation of the new accesses).

Reasons: To limit the number of access points and to maintain the proper construction of the highway.

Note:

Other application Informative

1. Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. A public sewer crosses the site to establish if a sewer diversion is required please contact wastewaterdeveloperservices@uuplc.co.uk
Contact DeveloperServicesWater@uuplc.co.uk to discuss any potential water supply

3. Deep rooted shrubs should not be planted in the vicinity of the public sewer overflow systems. The applicant is advised to contact Developer Engineer Matthew Dodd wastewaterdeveloperservices@uuplc.co.uk
 4. Mitigation of piling measures may include and are not limited to:
 - I. The use of low impact piling, auger piling
 - II. Boundary vibration and noise monitoring
 - III. Informing neighbouring properties on the times and duration of piling activities.
 5. The electrical charging point shall be fitted with a weather proof cover.
 6. 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.
 7. The new vehicular accesses, within the adopted highway will need to be constructed under a section 184 agreement of the 1980 Highways Act (Vehicle crossings over footways and verges), 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 the Community Services before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for vehicle crossings.
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