

PLANNING COMMITTEE

WEDNESDAY, 4TH MARCH, 2020, 6.00 PM

SHIELD ROOM, CIVIC CENTRE, WEST PADDOCK, LEYLAND PR25
1DH

AGENDA

1 Welcome and Introduction

2 Apologies for Absence

3 Declarations 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 judgement 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.

4 Minutes of meeting Wednesday, 5 February 2020 of Planning Committee

(Pages 5 - 6)

To be signed as a correct record by the Chair.

5 Appeal Decisions

An update will be provided at the meeting.

6 07/2019/12053/FUL - 25 Chapel Brow, Leyland

(Pages 7 - 16)

Report of the Director of Planning and Property attached.

7 07/2019/12530/FUL - Lesser Marsh Farm, Station Road, Little Hoole, Preston

(Pages 17 - 32)

Report of the Director of Planning and Property attached.

8 07/2020/00019/VAR - Lincluden, Newgate Lane, Whitestake

(Pages 33 - 42)

Report of the Director of Planning and Property attached.

9	07/2020/00068/FUL - Site of Former Mainway Court, Mainway Gardens, Bamber Bridge	(Pages 43 - 54)
	Report of the Director of Planning and Property attached.	
10	07/2020/00051/VAR - Site at Mainway Court, Bamber Bridge	(Pages 55 - 66)
	Report of the Director of Planning and Property attached.	
11	Central Lancashire Core Strategy Monitoring Report	(Pages 67 - 108)
	Report of the Director of Planning and Property attached.	

Gary Hall
INTERIM CHIEF EXECUTIVE

Electronic agendas sent to Members of the Planning Committee Councillors Caleb Tomlinson (Chair), Malcolm Donoghue (Vice-Chair), Will Adams, James Flannery, Mary Green, Jon Hesketh, Cliff Hughes, Keith Martin, Christine Melia, Caroline Moon, David Shaw, Phil Smith 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, 1 April 2020 - 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 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, 5 February 2020**

MEMBERS PRESENT: Councillors Caleb Tomlinson (Chair), Malcolm Donoghue (Vice-Chair), Mary Green, Jon Hesketh, Christine Melia, Caroline Moon, David Shaw, Phil Smith and Barrie Yates

OFFICERS: Dave Whelan (Shared Services Lead - Legal & Deputy Monitoring Officer), Steven Brown (Head of Development Management), Chris Sowerby (Development Planning Team Leader), Debbie Roberts (Planning Officer) and Charlotte Lynch (Democratic and Member Services Officer)

OTHER MEMBERS AND OFFICERS: Councillor William Evans (Cabinet Member (Planning, Regeneration and City Deal)), Councillor Michael Green and Councillor Alan Ogilvie

PUBLIC: 9

97 Welcome and Introduction

The Chair, Councillor Caleb Tomlinson, welcomed members of the public to the meeting, introduced the committee and explained the roles of its members and proceedings.

98 Apologies for Absence

Apologies for absence were received from Councillors Will Adams, James Flannery and Keith Martin.

99 Declarations of Interest

Councillors Mal Donoghue and Caleb Tomlinson declared personal interests in Item 7 – 25 Chapel Brow, Leyland.

100 Minutes of the Last Meeting

RESOLVED: (Unanimously)

That the minutes of the last meeting, held on Wednesday, 15 January 2020, be signed as a correct record by the Chair.

101 Appeal Decisions

The Head of Development Management informed the Committee of one appeal that had been referred to the Planning Inspector relating to Winston, Drumacre Lane East, Longton. The appeal was dismissed.

102 07/2019/12542/FUL - Plot 1400, Eaton Avenue, Buckshaw Village, Lancashire

Speakers: Ward Councillor Alan Ogilvie and the Applicant.

Address: Plot 1400, Eaton Avenue, Buckshaw Village, Lancashire

Applicant: Neil Whittingham, WW Medical Facilities Ltd.

Agent: Steven Longstaff, ELG Planning, Gateway House, 55 Coniscliffe Road, Darlington, DL3 7EH

Development: Erection of medical facility with associated car parking and landscaping.

RESOLVED: (Yes: 8 Abstain: 1)

That the application be approved subject to conditions outlined in the report.

103 07/2019/12053/FUL - 25 Chapel Brow, Leyland

Speakers: 2 objectors, Councillor Michael Green and a representative of the Applicant.

Address: 25 Chapel Brow, Leyland

Applicant: Mr A Hafiz

Agent: Roger Treacher, Hughes Treacher, Farrers Farm, Grange Lane, Hutton

Development: Retrospective change of use from office (A2) to Place of Worship (D1) including two storey rear extension and associated internal alterations.

An amendment was moved by Councillor Christine Melia, seconded by Councillor Caroline Moon, that the application be deferred to allow further dialogue to take place between the Applicant and Planning Officers to reduce the scale and impact of the proposed extension on neighbouring properties.

Upon taking the vote, it was RESOLVED (Unanimously) that the application be deferred.

Chair

Date

Agenda Item 6

Application Number 07/2019/12053/FUL

Address 25 Chapel Brow, Leyland

Applicant Mr A Hafiz

Agent Roger Treacher
Hughes Treacher
Farrers Farm
Grange Lane
Hutton

Development Retrospective change of Use from office (A2) to Place of Worship (D1) including part two storey/part single storey rear extension and associated internal alterations

Officer Recommendation **Approval with Conditions**

Date application valid 13.12.2019
Target Determination Date 07.02.2020
Extension of Time 06.03.2020



1. Introduction

This application was deferred by Committee in February 2020 to allow further dialogue with regards to reducing the proposed extension

2. Report Summary

2.1. The applicant seeks permission for retrospective change of use of 25 Chapel Lane, Leyland from an office (use class A2) to a Place of Worship (class D1), with proposed part two storey/part single storey rear extension and associated internal alterations.

2.2. No: 25 is a typical, end of terrace property at the junction of Chapel Brow and Fleetwood Street. A small yard and alleyway are present at the rear. Premises in mixed commercial/residential use lie to north and south, and face across Chapel Brow. Properties to the rear are residential in nature. The site and immediate surroundings sit within the secondary retail area of Leyland Town Centre as designated by Local Plan Policy E3.

2.3. The property which is currently laid out as a two bedrooled terrace dwelling but used as a place of worship, would be altered to provide more functional meeting, hallway and toilet/shower rooms at ground floor, and an open plan meeting room at first floor. Amenity space is limited to a small yard at the front. An internal waste store to the rear would be provided. Use of the building itself is detailed in full at Para 5.2 (below).

2.4. *Background Information:* It is not unlawful to undertake development without planning permission unless the development has been previously refused or conflicts with an enforcement notice issued by the Council. The site has operated as a place of worship without permission for a little over 9 years, and the applicant wishes to regularise the situation.

2.5. Section 171B of the Town & Country Planning Act however states that development becomes immune from enforcement action if no action is taken within 10 years of any breach of planning control. This includes changes of use where the new use has been in place continuously for 10 years or more. Sections 191-193 of the same Act allow for applicants to certify the lawfulness of a use where the applicant can evidence this ten-year use, after which the new use becomes the lawful one. Notwithstanding the proposed extension and regardless of this decision, it should be noted that the Islamic Centre has been used as such for a little over 9 years and may be the subject of such a lawfulness application in less than 12 months' time.

2.6. In response to two separate rounds of publicity 5 letters of representation have been received; all refer to the initial, larger extension not the later reduced scheme. These are detailed at Para 7.2. Comments raised by statutory consultees have been dealt with either by amendments to the scheme or by condition

2.7. Having regard to the extended use of the building without obvious issue, in policy and spatial separation terms the proposed change of use and extension of 25 Chapel Brow are considered compliant. It is therefore recommended that the application should be **approved subject to the imposition of conditions**

3. Application Site and Surrounding Area

3.1. No: 25 is a typical end of terrace property facing Chapel Brow, and whose side elevation faces Fleetwood Street. A small yard and alleyway are present at the rear. Premises in mixed commercial/residential use lie to north and south, and face across Chapel Brow. Properties to the rear are residential in nature. The site and immediate surroundings lie within the secondary retail area of Leyland Town Centre as designated by Local Plan Policy E3.

4. Site Context / Planning History

- 07/1987/0378 – Change of use of offices. Approved July 1987
- 07/2010/0557/FUL - Change of use from offices to shop with flat at first floor. Single storey extension and external staircase to rear. Approved October 2010 but does not appear to have been implemented.

5. Proposal

5.1. The application originally proposed change of use of the property to a place of worship (use class D1) and two storey extension to the rear. At the request of Planning Committee, the proposal has since been changed to a part two storey/part single storey extension. Change of use and internal alterations have not however changed. The property which is currently laid out as a two bedroomed terrace dwelling but has been used for the proposed purpose for around nine years would be altered to provide useable meeting, hallway and toilet/shower rooms at ground floor, and an open plan meeting room at first floor.

5.2. *Change of Use* - The applicants statement says that winter prayers occur 5 or 6 times a day for 30 minutes between 6.45am and 8.30pm. The most popular prayer time is 1.45pm which from Saturday to Thursday is attended by between 10 and 15 people. This increases on Friday to around 40 people. In summer attendance is less frequent. A check of the centres website also notes that attendees are actively encouraged to avoid congregation or excessive noise at the premises, to park away from adjacent residential streets and use public car parks on East Street, the Railway Station and Churchill Way. Private off-road parking is not available, but this is no different to all commercial and residential premises in the area. There are no recorded Planning Enforcement or Environmental Health complaints directly related to use of the property as a place of worship.

5.3. The Councils Council Tax system notes that exemption from payment since September 2010 has been agreed, and anecdotal evidence confirms that the use has been in place for some time.

5.4. *Extension* - The proposed extension has been reduced from 6m to 5.8m deep at ground floor, and 3m deep at first. It would be 4.6m wide and would have a flat roof at ground floor measuring 2.5m high. The two-storey roof would be mono-pitched into the existing roof plane at 4.6m – 5m high (reduced by 300mm) but would sit behind the existing two storey outrigger. Amenity space would be limited to a small yard at the front. Waste storage would be kept in an internal store accessed via new door from Fleetwood Street. Stores of this type are not unusual for commercial premises, but as a precaution a condition to prevent storage on the highway or in the front garden (other than on the day of collection) is felt necessary.

6. Summary of Supporting Documents

6.1. The application is accompanied by the following:

- Design & Access statement (Nov 2019: Hughes Treacher)
- Existing floor plans, elevations & sections (1904/02A: Hughes Treacher)
- Proposed elevations/sections (1904/04 E: Hughes Treacher)
- Proposed floor plans (1904/03/E: Hughes Treacher)

7. Representations

7.1. Summary of Publicity

7.1.1.A site notice has been posted, and 58 neighbouring properties consulted on three occasions. The Ward Councillor who called this application into Committee was also notified

7.2. Letters of Objection or Support

7.2.1. Five letters of representation have been received; two of whom do not object to the buildings use as a place of worship but whose comments are included in the summary of objections below:

Highways

- Existing parking and delivery problems on Fleetwood Street / Chapel Brow to adjacent business with '*Friday appearing to be the worst day*'. Respondent highlights Friday as being the highest attendance to the proposal site; formal change of use would exacerbate the situation
- Respondent asks for reassurance that attendees would not use Fleetwood Street to park, and that this would be enforced
- Traffic impact during construction

Other

- Disruption during construction – request for assurance from applicant that this will be correctly managed, and traffic will not use Fleetwood Street.
- Concern that the extension will cover existing drains
- Window proposed to the rear would face a public footpath on Fleetwood Street, and would result in lost privacy to users of the toilet/washing area. Suggestion that the window is relocated to the back alley – the proposed window now faces the back alley and would be obscurely glazed in line with Building Regulations.
- Lack of waste storage area – the proposal has since been amended to allow for an internal waste store.
- The original description did not refer to a retrospective proposal. This was noted by Officers prior to receipt of representation and relevant paperwork/consultation updated.

Officer Comment in Response: Parking availability on Fleetwood Street and Chapel Brow are limited, but there is no evidence to prove one way or the other that problems in this mixed-use area lie solely with the place of worship, which has been in use for many years. Public parking is available on Churchill Way, in Leyland Town Centre and at the Railway Station, and as mentioned at Para 5.2 the applicant actively promotes use of these areas for its patrons. Parking during construction would be dealt with as part of the Construction Management Plan secured by condition.

Any vehicle may park on any public highway without restriction, and unless Fleetwood Street is restricted in some way by the Highways Authority (e.g. residents parking only) this must be given due weight. Para 109 of the NPPF also states that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'. The Highways Authority however has not objected.

7.2.2. One resident wishes to note that the centre has operated as a Mosque/Islamic Centre for many years, that he has no objection to its use, and his relationship with the applicant has been cordial throughout. The centre however attracts people from a wider area and if its popularity wanes '*would have been expanded to no purpose*'. He also wishes to object to the proposed extension which would impact upon his quality of life and current view and sense of openness. There is no right to a view in planning law, but the proposal was originally, and has since its reduction been assessed against the separation standards adopted by the Council to ensure that any loss of amenity is in relative terms acceptable. Respondent also suggests an alternative, reduced scheme but it is the remit of the planning system only to assess proposals put before it.

7.2.3. The following comments have also been made which are not material planning considerations, and as such have not been taken into account:

- The property has been in use as a place of worship for many years but as planning permission is not in place, they have not paid Business Rates at the relevant level
- Concerns re: fire escape – this would be covered by separate Building Regulations

8. **Summary of Responses**

8.1. **Lancashire County Council Highways** has assessed the information provided by the applicant and after undertaking a site visit had the following comments. These do not change with the reduced extension:

‘The proposed extension will remove all outside storage space and the applicant should be aware that no bins are to be stored on the adopted footways; this includes the adopted alleyway behind the property’ – a condition to this effect is included

‘The site does not provide any off-highway parking however it is located within Leyland district centre in a highly sustainable location with good access to public transport and car parks. I have checked Lancashire County Council’s five-year data base for injury related vehicular accidents. The database indicates that there have been no reported incidents within the vicinity of the site. LCC Highways is of the opinion that proposals would not have a severe impact on highway safety or capacity within the immediate vicinity of the site. Therefore, LCC Highways has no objections to the application’.

8.2. **Lancashire Constabulary** have not responded but this is not unusual as comments are only offered where advice specifically relating to crime is required.

8.3. **Environmental Health** recommend that conditions are imposed with regards to hours of construction. They also request that prior to installation of any external speakers in the future, details are submitted for agreement by the Local Planning Authority. The applicant has not indicated that these would be installed, but as they are often found on places of worship and some do not require planning permission a precautionary pre-installation condition is recommended.

9. **Material Considerations**

9.1. Site Allocation Policy

9.1.1. The site is designated as Secondary Retail Frontage by Local Plan Policy E3 (Leyland Town Centre). This policy seeks to protect and enhance the viability and vitality of the areas shopping offer; requiring that a minimum of 60% of the units are of A1 use. The policy also encourages A3 (café/restaurant) and A4 (drinking establishment) uses, and permits other uses subject to appropriate assessment

9.1.2. Policy E3 in addition states that *‘redevelopment of existing sites, extension and/or change of use of existing buildings in the Town Centre will either be expected to use existing car parking facilities within the town centre (if in close proximity) or provide the appropriate level of car parking based on their location and type of development’.*

9.1.3. The property - prior to its current use - was a residential property (C3 class), and as such there is no loss of ‘A’ use to the area. The latest assessment however shows that Leyland Town Centre already maintains 64% of ‘A’ class uses (including a small number of vacant premises with ‘A’ use potential) and as such any change would be compliant with Policy E3.

9.2. Additional Policy Background

Additional policy of marked relevance to this proposal is as follows:

9.2.1. National Planning Policy Framework (2018)

9.2.1.1. Chapter 2 (Achieving Sustainable Development) includes a presumption towards sustainable development across a number of different objectives; one of which is a social role which includes *'fostering well designed and safe environments ... that reflect current and future needs and support communities' health, social and cultural well-being'*

9.2.1.2. Chapter 6 (Building a Strong Competitive Economy) at Para 83(d) states that planning policies and decisions should enable amongst other things *'the retention and development of accessible local services and community facilities, such as ... meeting places ... cultural buildings ... and places of worship'*.

9.2.1.3. Chapter 8 (Promoting Healthy Safe Communities) – Para 92 aims to provide the social, recreational and cultural facilities and services the community needs. Planning should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

9.2.1.4. Para 95 of the same chapter promotes public safety by anticipating and addressing possible malicious threats, especially in locations where large numbers of people are expected to congregate including places of worship

9.2.1.5. Chapter 9 (Promoting Sustainable Transport) at Para 109 states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

9.2.1.6 Chapter 12 (Achieving Well Designed Places) – the creation of high-quality buildings is fundamental to what the planning and development process should achieve; good design being a key aspect of sustainable development.

9.2.2. Central Lancashire Core Strategy

9.2.1.1. Policy MP: states that the Council will take a proactive approach which reflects the NPPF's presumption in favour of sustainable development, and that applications which accord with the policies of the Local Plan will be approved without delay unless material considerations indicate otherwise.

9.2.1.2. Policy 25 (Community Facilities) Ensures that local communities have sufficient community facilities provision working with public, private and voluntary sector providers to meet demonstrable need and encouraging and coordinating new provision at locations that are accessible by all modes of transport. Community facilities – including places of worship - facilities act as the focus of community activity and contribute towards community cohesion. Community facilities are provided by a wide variety of agencies, including ... churches and other religious organisations, and the voluntary and business sectors

9.2.1.3. Policy 17 (Design of New Buildings) requires new development to take account of the character and appearance of the local area.

9.2.2. South Ribble Local Plan

9.2.2.1. Policy F1 (Parking Standards) requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.

9.2.2.2. Policy G17 (Design) of the same document attaches great importance to the design of the built environment, requiring proposals to take account of the character, appearance and amenity of the local area, and to highways and pedestrian safety.

9.2.3.2. Policy H1 (Protection of Health, Education and Other Community Services and Facilities) - The Council wishes to protect, enhance and accommodate new community facilities where appropriate.

9.3. Other Material Considerations

9.3.1. *Character and Appearance, and Relationship with Neighbouring Properties*

9.3.1.1. The proposal takes two parts. Firstly, the applicant wishes to regularise a situation which has occurred for approximately 9 years. The building has been in informal use as a place of worship for many years and planning permission for that change is requested. There is no recorded history to the Council of problems resulting from the buildings use.

9.3.1.2. Secondly, the buildings internal layout has been less than satisfactory for this purpose and as such internal reconfiguration and an extension to the rear is proposed. The part two storey/part single storey extension sits wholly within its own curtilage and allows for waste storage within the site. Amenity space is limited but this is not unusual in this traditional terraced locale. Similarly, rear single and two storey extensions are to be found on a number of similar properties in the area.

9.3.1.3. The South Ribble Residential Extensions SPD which is used as a guide for other developments requires a minimum of 21m between directly facing habitable room windows and 13m from a facing habitable room window and any blank wall or gable. Proposed first floor windows would face the blank side elevation of no: 16 Fleetwood Street at 3m distance. The proposed side elevation (doors at ground floor only) would face the side of 23 Chapel Brow (Indigo bar non-habitable rooms) at 10m separation. No 27 is attached in the south and beyond is no: 29 Chapel Brow. The proposed side elevation would be around 7m from this properties kitchen window which faces towards the extension but is screened by no: 27's outrigger and walls to all properties. The only ground floor window would be obscurely glazed, and the only other property within the vicinity is no: 1 Fleetwood Street which indirectly faces the reduced extension at 16m. Spatial separation in this case is considered acceptable.

9.3.1.4. In design and usage terms, the proposal is likely to be similar in its impact upon neighbouring properties and is considered policy compliant.

9.3.2. *Highways*

9.3.2.1. Objection has been made with regards to the impact that the proposal would have in terms of parking on adjacent streets. It must be borne in mind however that little will change as usage is expected to be the same. The extension would be used by existing worshipers with internal re-arrangement only to make a more workable space. LCC as the Highways Authority have assessed the situation and have no objection

9.3.3. *Community Infrastructure Levy*

9.3.3.1. D1 (non-residential institutions) uses are classed by the CIL charging structure as community use, and as such CIL is not chargeable on this proposal.

10. Conclusion

10.1. In policy and spatial separation terms the proposal is considered compliant, and having regard to the comments of statutory bodies and the above commentary, it is recommended that the application should be **approved subject to the imposition of conditions**

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out in accordance with the following approved plans and suite of documents:
 - o Design & Access statement (Nov 2019: Hughes Treacher)
 - o Existing floor plans, elevations & sections (1904/02A: Hughes Treacher)
 - o Proposed elevations/sections (1904/04 E: Hughes Treacher)
 - o Proposed floor plans (1904/03/E: Hughes Treacher)REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17
3. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - a) proposed suitable times of construction.
 - b) parking of vehicles of site operatives and visitors
 - c) loading and unloading of plant and materials
 - d) storage of plant and materials used in constructing the development
 - e) measures to control the emission of dust and dirt during construction
 - f) measures to control the emission of noise during construction
 - g) details of external lighting to be used during construction
 - h) a scheme for recycling/disposing of waste resulting from demolition and construction works
 - i) anticipated delivery timesREASON: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17
4. No machinery shall be operated, no process carried out and no deliveries taken at or dispatched from the site during construction, demolition or clearance of the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

5. Prior to the installation of any external loudspeakers, details shall be submitted to and be agreed in writing by the Local Planning Authority. The agreed measures shall be, thereafter, retained and maintained for the duration of the approved use.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

6. Refuse, recycling and waste materials shall only be stored in the internal store area (as identified by approved plan 1904/03/E: Hughes Treacher) Materials shall not be stored in the front garden, on the public highway or pavement adjacent to the public highway unless on the day of collection by an appropriate body. Immediately following collection, waste containers/bins shall be moved back to the recessed area. The approved area shall be retained thereafter for waste storage and for no other purpose unless otherwise agreed in writing with the Local Planning Authority.
REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy G17 in the South Ribble Local Plan and Paragraph B14.3 of the Residential Extensions Design SPD

7. Prior to first use of the extension hereby approved, the window to be fitted in the ground floor of the rear elevation shall be fitted with obscured glazing. This shall be retained at all times thereafter.
REASON: To prevent undue overlooking and loss of privacy to the users of the ablution area and in the interests of the residential amenity of the occupiers of that property as required by Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

- 3 Travel
- 17 Design of New Buildings
- 25 Community Facilities

South Ribble Local Plan

- G17 Design Criteria for New Development
- H1 Protection of Health, Education and Other Community Services and Facilities

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Agenda Item 7

Application Number 07/2019/12530/FUL

Address Lesser Marsh Barn
Station Road
Little Hoole
Preston
Lancashire
PR4 5LH

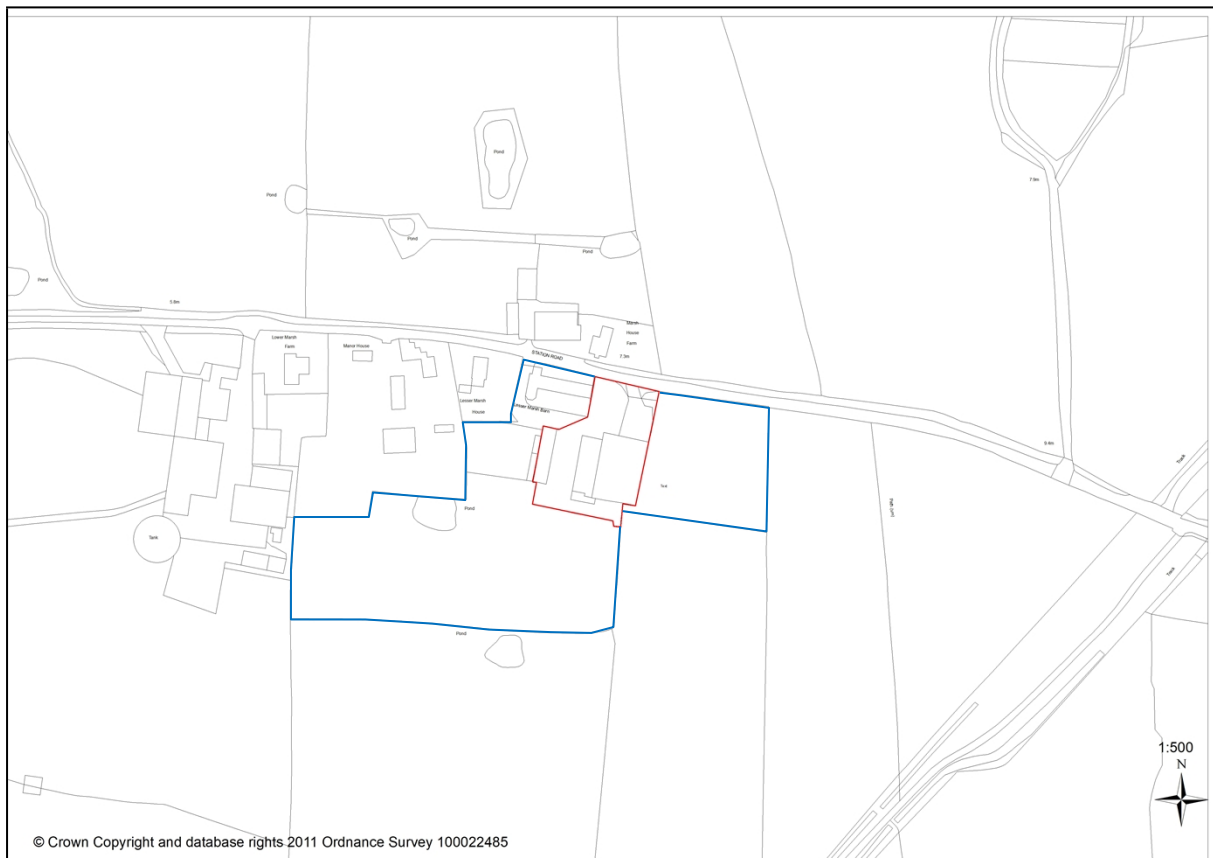
Applicant Create Homes

Agent Mr Nathan Tonge
De Pol Associates
Farington House
Stanifield Business Park
Stanifield Lane, Farington

Development Demolition of existing commercial buildings and erection of 8no dwellings with associated works

Officer Recommendation **Approval with Conditions**
Officer Name **Mrs Debbie Roberts**

Date application valid 17.12.2019
Target Determination Date 11.02.2020
Extension of Time 06.03.2020



1. Introduction

1.1. This application is brought before Committee at the request of a Ward Councillor

2. Report Summary

2.1. The application refers to a small commercial site located at the south-western end of Station Road, Little Hoole. Formerly agricultural buildings, the units had permission for horse box manufacture and have been in this and other commercial uses since 1998. The area is semi - rural in nature with deep tracts of open land on the eastern and southern sides, and sporadically placed residential/farming properties elsewhere. The site is designated by Policy G1 (Green Belt) of the South Ribble Local Plan.

2.2. The proposal seeks permission to erect 8 no: dwellings, 4 no: detached garages and associated works following demolition of the commercial buildings as detailed in full at Section 5 below.

2.3. In response to publicity six letters of representation have been. Comments raised by statutory consultees have been dealt with either by amendments to the scheme or by condition

2.4. In policy and spatial separation terms the proposal is considered compliant, and having regard to the comments of statutory bodies and the above commentary, it is recommended that the application should be **approved subject to the imposition of conditions**

3. Application Site and Surrounding Area

3.1. The application refers to a small commercial site located at the south- western end of Station Road, Little Hoole. To the sites centre is a large, two storey height, part brick/part metal clad building. A similar single storey building is present along the western boundary and a number of metal storage containers are spread around the site. A barge is also stored towards the sites entrance on the western side. Formerly agricultural buildings the units had permission for horse box manufacture, and have been in this and other commercial uses since 1998

3.2. Facing across Station Road is Marsh House Fam, whilst adjacent in the west is Lesser Marsh Barn with sporadically placed residential/farm businesses beyond. Otherwise the area is semi-rural in nature with deep tracts of open land on the eastern and southern sides.

3.3. The eastern end of Station Road connects with the Longton By Pass and is a wide road with pavements which narrow towards the site. The River Ribble lies 900m west.

3.4. The site is designated by Policy G1 (Green Belt) of the South Ribble Local Plan.

4. Site Context / Planning History

4.1. There are three relevant planning applications on the history of this site:

- 07/1996/0169 - Conversion of barn and shippon to a Single dwelling house. Approved June 1996
- 07/1997/0077 - Change of Use of Agricultural Buildings for the Manufacture, Conversion and Sale of Horse Boxes and Other Vehicles (General Industrial Use Class B2) including Enlargement of Doorway to Eaves Height and the Erection of a 2.1 Metres High Wall. Refused December 1997. Appeal lodged but decision unknown
- 07/1998/0283 - Use of agricultural buildings for the manufacture, conversion and sale of horse boxes and other vehicles. External alterations to the building including enlarged doorway and erection of 2.1 metre high wall (resubmission). Approved June 1998

5. Proposal

5.1. The application proposes erection of 8 no: two storey dwellings and detached garages following demolition of established commercial buildings. Three detached, two semi-detached and three terraced properties would be laid out in a typical cul-de-sac formation off the existing Station Road access. All properties have been designed in a traditional style and size which reflects that of neighbouring properties. A materials palette has been provided

5.2. Plots 1 and 2 are 4-bedroomed detached properties to the east of the main entrance. Plot 3 is a similarly sized 5 bedroomed property in the sites south-east corner, and plots 4-6 are four bedroomed dwellings in a terrace along the southern edge; plot 4 has attic accommodation but is two storey height. Plots 7 and 8 are 4-bedroom semi-detached homes on the western side. Plots 4,5 and 7 have integral parking whilst other plots have detached garages.

5.3. A landscaping scheme shows native boundary hedging, lawned rear gardens and planting throughout the site; this would be secured by condition. 1.2m post and rail (eastern and southern side), and 1.8m close boarded fence (western side) would be installed around the site boundaries and to denote individual plots within the site. Installation of surface water storage crates is also proposed beneath the estate road.

5.4. Seven complementary house types are proposed. Each would be two storeys high, fairly traditionally designed and constructed in a mix of red facing brick and render, with decorative elements, grey roof tiles and UPVC windows, doors and rainwater goods. Roof heights vary from 7.3 m to 7.8m with eaves between 2.7m and 4.9m.

5.5. Waste storage to the rear of each property is possible and appropriate levels of off-road parking have been identified. Installation of an electric vehicle charging point for each dwelling is also required which would be secured by condition

6. Summary of Supporting Documents

6.1. The application is accompanied by the following:

- Drainage statement (30398/Ironside Farrar: Nov 19)
- Ecological Survey & Assessment (Erap 2019-207: Nov 2019)
- Garage plan 18-086 DG01 (MCK)
- General Arrangement Plan (UG-178-LAN-GA-DRW-01 P02 (Urban Green)
- House type plans 18-086/P1I, P2I, P3J, P4-6J and P7-8L(Create Homes)
- Location plan 18-086/LP01 (Create homes)
- Planning statement (DePol: Dec 2019)
- Preliminary drainage layout (Plan 30398/100A Ironside Farrar)
- Proposed site plan 18-086/SP01E
- Soft Landscaping Plan (UG-178-LAN-SL-DRW03 (Urban Green)
- Materials Schedule
 - o Spanish slate Cupa H12 roof tiles
 - o Furness Ember Blend facing brick
 - o Weinerberger Shire Sovereign Stock brick
 - o Windows – RAL 7032 Coupe

7. Representations

7.1. Summary of Publicity

7.1.1. A site notice has been posted and thirteen neighbouring properties have been consulted on two separate occasions. Representation has been received from six residents whose comments are summarised as:

Highways

- Impact on highways safety
- Conflict with farm vehicles and HGV delivery waggons
- Unsustainable location with no pavements and narrow roads
- Further congestion on the A59 (1.2km east)
- Development encroaches on the roadside

Relationship to Neighbours

- Potential for new residents to take issue with established local businesses (dairy farm, market gardeners etc) who work unsociable hours, use farm machinery and cause odour

Design

- Questionable need for any housing – *‘especially in the luxury variety’* – in the area
- *‘Overdominance in a hamlet’* and visual intrusion
- Existing buildings are *‘conducive to areas aesthetic appeal’*
- Proposal is *‘not beneficial to maintaining the rural economy’*
- Resident queries volume calculation submitted by the applicant

Employment Use

- Impact upon the local economy

Drainage

- The application *‘implies there is a drainage strategy, but this is not present’* – a preliminary drainage plan and strategy have been provided and assessed
- Private drainage for 8 dwellings would be *‘unmanageable’* and potentially would damage neighbours land and cattle
- Potential future residents will not *‘fully understand the implications of a private sewer system’*
- Respondent notes historic flooding on Station Road

Miscellaneous

- That occupants of Lesser Marsh Farm have not been consulted – this situation has since been rectified
- Statement mentions *‘betterment to the local area’* but existing is not visually intrusive, and respondent questions what betterment would exist
- Impact on the environment and local biodiversity
- A number of respondents refer to policy non-compliance in various forms

7.1.2. Comments received which are not material planning considerations and have not been taken into account are:

- Loss of investment and livelihood to businesses in the units
- Applicant states that horse box business ceased more than 10 years ago – earlier permission restricted use of units to the horse box business, but any change of use to alternative commerce for more than 10 years is in itself likely to be lawful. Current uses sit within the B1/B2 class (light and general industry)
- Lesser Marsh Barn would be left without outbuildings for their own storage and will inevitably wish to build more
- The Councils Enforcement Officer assured residents that the units were for hobby purposes only (including an 18th birthday party in 2014). The Enforcement Team have recorded visits in 2016 and 2018 but these noted lawful and permitted use of units. Enforcement action was not thereafter necessary.
- Resident questions rateable value of site

8. Summary of Responses

8.1. **Environment Agency** have not responded but only do so when they have comments to make.

8.2. **South Ribble Environmental Health** has no objection and requests construction management, waste storage and charge point conditions. Travel plan and invasive species conditions are also requested. The Councils ecologist has assessed the site from an invasive species perspective, and the site is not of sufficient size to warrant a travel plan. Neither has LCC as the specialist in highway matters requested this condition. As such these two conditions are not felt necessary or relevant to the proposal

8.3. **Lancashire County Council Highways** have the following comments after undertaking a site visit. A number of conditions are recommended based on these comments

Proposed development will be accessed from Station road; an unclassified road with a 30mph speed limit. The road varies in width along its entire length, with the last 200 metres up to the proposed site reducing down to a single vehicle width; this section of highway is served with passing places with good intervisibility.

Proposed access onto Station road is acceptable. An existing telegraph pole may need to be relocated at the developer's expense and the new site access will need to be constructed under a section 278 agreement of the 1980 Highways Act. The internal road layout including service verges, parking provision and turning head is acceptable.

There are no reported incidents on Lancashire County Council's five-year data base for injury related vehicular accidents on Station Road. I am of the opinion that a residential development of this size (8 dwellings) should have a negligible impact on highway safety and capacity along the length of Station Road, and I am of the opinion that the proposals would not have a severe impact. Therefore, LCC Highways has no objections to the application'.

8.4. **Ecology Consultant – Ecological Survey & Assessment (ERAP 2019-207: Nov 19)** found no notable species or habitats on site and sought no further survey subject to mitigation in line with a number of recommendations. Conditions to require bird and bat roosting opportunities, and compensatory habitat for a nesting kestrel are necessary. The Councils Ecologist has no objection on nature conservation grounds subject to precautionary conditions and development as detailed in the aforementioned report.

8.5. **South Ribble Housing** has no comment to make

8.6. **United Utilities** have assessed the applicant's drainage statement (30398/Ironside Farrar: Nov 19) and preliminary drainage layout (Plan 30398/100A) and have no further comment

9. Material Considerations

9.1. Site Allocation Policy

9.1.1. The site is designated by Policy G1 of the South Ribble Local Plan as a Green Belt site

9.1.2. In line with the National Planning Policy Framework, planning permission will not be given for the construction of new buildings which are considered inappropriate unless the proposal sits within a clearly defined range of exceptions, or the applicant can demonstrate that there are very special circumstances which clearly outweigh the harm caused to the fundamental open nature of the area. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances; when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

9.1.3. A number of exceptions however are prescribed by both the NPPF and G1; the most relevant of which in this case is caveat (g). Exceptions to this presumption against development are as follows:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

9.2. Development Within the Green Belt, and Character and Appearance of the Area

9.2.1 In line with Policy G1(g) the NPPF allows for development of previously developed land where proposals will not impact upon the areas openness more than existing buildings. Previous permissions and use have established that this site does constitute previously developed land, and with this in principle acceptance in mind members must determine whether proposed dwellings would impact more on the site's openness than the existing buildings.

9.2.3. Proposal drawings show 8 no: terraced, detached and semi-detached dwellings in a complementary style around a cul-de-sac estate road. All are two storey and inhabit the same area of land currently in commercial use but include green space and landscaping which does not currently exist, and is more in keeping with the location than large expanses of hardstanding. Existing buildings are constructed in brick and metal cladding, and the site is generally untidy; there would be therefore considerable visual detriment to the area. The cumulative volume of existing buildings is calculated – when taking into account metal storage containers and other ad-hoc structures - at around the 6000m³ mark. Proposed development is detailed at 5890m³ - an increase on that of the two buildings but overall at a similar level. Aerial photographs from 2000 onwards shows that many of the storage units and smaller outbuildings have been in place for at least 19 years and as such are lawful and may be taken into the volume calculation.

9.2.4. Arguably, the proposals impact upon Green Belt openness would be similar to that of the current site, but visually it should offer betterment to the character and appearance of the wider area. These points should be offered considerable weight in the planning balance. The proposal however is considered compliant with Policy G1(g) as detailed above.

9.3. Additional Policy Background

Additional policy of marked relevance to this proposal is as follows:

9.3.1. *National Planning Policy Framework (2019)*

☐ The NPPF at Para 11: provides a presumption in favour of sustainable development, supporting sustainable economic growth to deliver amongst other things homes. In particular, the following chapters of the NPPF are also relevant:

☐ Chapter 5: Delivering a Sufficient Supply of Homes - in line with Governments objective to boost the supply of homes, in a sustainable and appropriate way, and in relevant locations.

☐ Chapter 11: Making effective use of land – *‘Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Policies should set out a clear strategy ... in a way that makes as much use as possible of previously-developed or ‘brownfield’ land’*

☐ Chapter 12: Achieving Well Designed Places attaches great importance to the design of the built environment.

☐ Chapter 15: Conserving and Enhancing the Natural Environment – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity as reflected by Core Strategy Policy 22 (Bio and Geo diversity)

9.3.2. *Central Lancashire Core Strategy*

☐ Policy MP states that the Council will take a positive approach reflecting the NPPF presumption in favour of sustainable development, and in accordance with the Local Plan unless material considerations indicate otherwise.

☐ Policy 1: Locating Growth aims to concentrate growth and investment on well-located, brownfield sites within key service and urban areas of the Borough.

☐ Policies 4 - 5: Housing Delivery & Density provide for, and manage the delivery of new housing, with development densities in keeping with local areas, and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of the area.

☐ Policies 6: Housing Quality and 27: Sustainable Resources and New Development both aim to improve the quality of housing by facilitating higher standards of construction, greater accessibility and ensuring that sustainable resources are incorporated into new development.

☐ Policy 17: Design of New Buildings requires new development to take account of the character and appearance of the local area.

☐ Policy 22: Biodiversity & Geodiversity aims to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area

☐ Policy 29: Water Management improves water quality and flood management by appraising, managing and reducing flood risk and drainage in all new development.

9.3.3. *South Ribble Local Plan*

In addition to site allocation policy G1 (above), the following are also pertinent:

☐ Policy A1: Developer Contributions – new development is expected to contribute towards mitigation of impact upon infrastructure, services and the environment, by way of Section 106 agreement and/or CIL contribution

☐ Chapter E: Employment /Policy E2: Protection of Employment Areas aims to allocate and protect allocated employment areas

☐ Policy F1: Parking Standards requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.

☐ Policy G16 –Biodiversity and Nature Conservation protects, conserves and enhances the natural environment at a level commensurate with the site's importance and the contribution it makes to wider ecological networks.

☐ Policy G17: Design Criteria for New Development considers design in general terms, and impact of the development upon highways safety, the extended locale and the natural environment.

☐ Chapter J: Tackling Climate Change looks to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources.

South Ribble Residential Design SPD echoes Policy G17 in considering design, but in a more prescribed manner.

Central Lancashire Open Space and Playing Pitch SPD sets out the standards for provision of on and off site public open space and playing pitch provision

9.4. Other Material Considerations

9.4.1. *Employment*

9.4.1.1. One of the core objectives of the Core Strategy is to ensure that a sufficient range of locations are available for new job opportunities. Chapter E (Delivering Economic Prosperity) of the Local Plan echoes this sentiment by allocating and protecting lands for employment use. These areas are however subject to a number of factors such as sustainable location, impact upon residential amenity, ease of access etc which have been thoroughly assessed through the Local Plan Examination process. Policy E2 (Protection of Employment Areas) offers scope for expansion and protection of employment sites but tables a list of allocated employment sites which have been found sound and must where possible be protected. This site is not on that list and has not at any time been designated as an allocated employment site for the purposes of the Local Development Plan.

9.4.1.2. A number of respondents have objected to loss of employment on site, but as an unallocated employment area such protection must be balanced against the possible benefits of alternative use; particularly as should the sites owner decide to cease trading regardless of this decision the site would be empty with potential for further dereliction. Noise and general activity associated with commercial activity is also unlikely to be dissimilar to that which might arise from use of 8 no: dwellings

9.4.2. *Design*

9.4.2.1. Local Plan Policy G17 (Design of New Buildings) and Core Strategy Policy 17 (Design) both require development to relate well to neighbouring buildings and locality in terms of size, scale, orientation and intensity. It also requires that proposals reflect local character, do not cause harm to neighbouring properties by leading to overlooking, loss of privacy or have an overbearing effect. This proposal reflects the size and traditional style of neighbouring residential and accords well to the standards required of Policy G17.

9.4.2.2. Core Strategy Policy 6 (Housing Quality) seeks to improve the quality of housing by facilitating the greater provision of housing to a higher standard of construction. Policy 27 (Sustainable Resources and New Development) also seeks to ensure sustainable resources are incorporated into new development through a number of measures, including meeting Level 4 of the Code for Sustainable Homes. Conditions are recommended to any approval granted which will ensure achievement of these standards. Provision of an electric vehicle charging point to each property would also be secured by condition.

9.4.3. Relationship To Neighbours

9.4.3.1. The South Ribble Residential Design SPD requires that all habitable room facing windows shall be at least 21m apart, whilst any window facing a blank gable or wall shall enjoy 13m spatial separation.

9.4.3.2. The only properties outside of the site which might be affected are Marsh House Farm (facing) and Lesser Marsh Barn (adjacent west).

9.4.3.3. Plot 1 would indirectly face Marsh House Farm across Station Road with 17m separation but looking eastwards beyond the property. The side elevation of Plot 8 would face the rear of Lesser Marsh Barn at 17m. Loss of privacy or overlooking in both cases is not anticipated.

9.4.3.4. Spatial separation to or from any other existing or proposed property also complies with that identified in the Residential Design SPD, although as a precautionary measure a condition to obscurely glaze balcony screens and access doors to Plots 1 and 2 is necessary.

9.4.3. Community Infrastructure Levy

9.4.3.1. CIL is payable on most new developments at the current rate of £65 x 1.415. Any floor area in lawful use for 6 months of the previous three years may however be offset against this calculation. In this case CIL is payable on 120m² of additional space (1460 existing/ 1580 proposed) – the sum of £11037.00.

9.4.4. Drainage and Flood Management

9.4.4.1 Core Strategy Policy 29(e) (Water Management) seeks to improve water quality and flood management in areas such as Little Hoole. The site sits within Flood Zone 1 - areas of least probability flooding, and as the proposed development does not exceed one hectare a Flood Risk Assessment was not required. There are concerns amongst some residents with regard to surface water management, and the impact that proposed development would have on an already saturated site and its surroundings, but this needs to be taken in the context of an already developed site; proposed development would not replace an open field but would upgrade drainage already in place. United Utilities have assessed the site and drainage proposals, and subject to conditions have no objection. Installation of attenuation tanks to the sites centre have also been proposed and assessed as acceptable.

9.5. Planning Balance

9.5.1. There are a number of conflicting arguments associated with this application, and as such both negative and positive aspects of redevelopment are summarised below. Due weight may then be applied by the members to the pros and cons in the decision-making process to determine whether material considerations dictate that the proposal should be approved.

9.6. *Material Considerations In Favour of Development Include:*

9.6.1. In favour of the proposal is delivery of 8 no: terraced, semi-detached and detached dwellings towards the Councils five-year housing supply, and a CIL contribution which would be used to support local infrastructure. Properties offer a relatively low density of 27 dwellings per hectare with appropriate spatial separation and access. It is evident that the site is previously developed land and that subject to no greater impact upon Green Belt openness the proposal would be policy compliant. Openness in this context has been assessed and is considered similar to that which already exists, but coupled with the proposals improved appearance the scheme would offer visual betterment to the street scene. Traffic to and from the site would differ little to that of the current use and parking would remain contained within the site – there would be no additional impact upon the highway beyond. Similarly, noise from commercial uses is likely to equate to or be more impactful than that arising from residential living. Proposed drainage measures - including installation of water attenuation tanks - are likely to assist with, rather than be of detriment to the wider locale

9.7. *Material Considerations Against Development include*

9.7.1. A number of residents have objected to loss of employment premises, but as mentioned at Para's 9.4.1.2 and 9.4.1.3 the site is not an allocated employment area with little policy protection for employment use; this must be given considerable weight in the planning balance. As a Green Belt site development is generally unacceptable but as the site has already been developed and loss of 'green' has already occurred this argument is limited. Station Road is easily accessible but roads narrow towards the site access and pavements to and from Little Hoole are lost around halfway down Station Road. The proposal has been noted as out of character with the area, but properties are designed to reflect existing premises and it could be argued that an industrial estate is also incongruous in a semi-rural location.

10. RECOMMENDATION

10.1. Although finely balanced, having regard to the above commentary and material considerations both for and against development, it is felt that on balance any harm caused to the Green Belt and surrounding areas is outweighed by the benefits realised by the proposed development. Officers are confident that the scheme is policy compliant and the application is therefore recommended for approval subject to imposition of the following conditions.

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out in accordance with the following approved plans and suite of documents:
 - o Drainage statement (30398/Ironside Farrar: Nov 19)
 - o Ecological Survey & Assessment (Erap 2019-207: Nov 2019)
 - o Garage plan 18-086 DG01 (MCK)
 - o General Arrangement Plan (UG-178-LAN-GA-DRW-01 P02 (Urban Green)
 - o House type plans 18-086/P1I, P2I, P3J, P4-6J and P7-8L(Create Homes)
 - o Location plan 18-086/LP01 (Create homes)

- o Planning statement (DePol: Dec 2019)
- o Preliminary drainage layout (Plan 30398/100A Ironside Farrar)
- o Proposed site plan 18-086/SP01E
- o Soft Landscaping Plan (UG-178-LAN-SL-DRW03 (Urban Green))
- o Materials Schedule
- o Spanish slate Cupa H12 roof tiles
- o Furness Ember Blend facing brick
- o Weinerberger Shire Sovereign Stock brick
- o Windows - RAL 7032 Coupe

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

3. 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 full desk study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on and off-site contamination and ground gases, in line with BS10175:2011 +A1:2013.
 - (b) If the desk study identifies potential contamination and/or ground gases, a detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and/or ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part 2A, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied buildings, on services and landscaping schemes, and on wider environmental receptors including ecological systems and property.

The sampling and analytical strategy shall be submitted to and be approved in writing by the LPA prior to the start of the site investigation survey.

- (c) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.
- (d) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.

Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings.

REASON: To confirm before work commences on site that proposed development will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

4. Prior to first occupation of Plots 1 and 2, approved balcony screening and balcony access doors shall be obscurely glazed. Obscure glazing shall be retained and maintained thereafter

REASON: to protect the amenity of neighbouring residents in accordance with Local Plan Policy G17

5. Prior to the commencement of any works on site a Dust Management Plan shall be submitted, for written approval, to the local planning authority. The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control measures to ensure dust and soil does not travel beyond the site boundary. The Dust Management Plan shall consist of a suitable risk assessment in line with national guidance.

Once agreed the identified control measures shall be implemented and maintained throughout the duration of the site preparation and construction phase of the development.

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

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

REASON: In the interests of highway safety and other highway users in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

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

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

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

9. 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 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. 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.

10. No machinery shall be operated, no process carried out and no deliveries taken at or dispatched from the site during construction, demolition or clearance of the site outside the following times:

0800 hrs to 1800 hrs Monday to Friday

0800 hrs to 1300 hrs Saturday

No activities shall take place on Sundays, Bank or Public Holidays.

REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

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

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

12. Should the development not have commenced within two years the date of this permission, a re-survey be carried out to establish whether bats or barn owls are present at the site shall be undertaken by a suitably qualified person or organisation. In the event of the survey confirming the presence of bats or barn owls details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.

REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

13. The approved landscaping scheme shall be implemented in the first planting season following completion of the development or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026

14. Details of bat and kestrel roosting opportunities (eight and one respectively) within the site shall be provided and agreed in writing by the Local Planning Authority, and in accordance with the details provided in the approved Ecological Survey and Assessment (Erap 2019-207: Nov 2019)

These shall be installed prior to first use of any dwelling hereby approved and retained thereafter.

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

15. Prior to first occupation of each dwelling hereby approved, one Electric Vehicle Recharge point shall be provided to that dwelling. This shall be retained and maintained thereafter.

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

16. Prior to first occupation of each dwelling hereby approved, a waste storage facility to the rear of that dwelling shall be provided. The approved facility shall be retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy 27 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

17. Prior to first occupation of the development hereby approved, the associated parking spaces shall be drained and surfaced with a material to be agreed by the Local Planning Authority. This area shall be retained at all times thereafter and 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 in the interests of residential amenity and highway safety as required by Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026
18. No part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of an appropriate legal agreement, under the Highways Act 1980. Reasons: 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 and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
19. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 18 (as of this document) has been constructed and completed in accordance with the approved scheme details, without prior agreement from the Local Planning Authority. Reasons: In order that the traffic generated by the new development does not exacerbate unsatisfactory highway conditions in advance of the first occupancy or trading.
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 and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026.
20. Prior to the commencement of development, a Construction Traffic Management Plan (CTMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CTMA shall include and specify the provisions to be made for the following:-
 - a) The parking of vehicles of site operatives and visitors;
 - b) Loading and unloading of plant and materials used in the construction of the development;
 - c) Storage of such plant and materials;
 - d) 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)
 - e) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties and obstruct the public highway.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 in accordance with Local Plan Policy G17 (Design)
21. Notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), the proposed garage shall be retained solely for the housing of private motor vehicles or storage associated with the main dwelling. In particular it shall not be used for any other domestic, trade or business purposes without the express permission of the Local Planning Authority.

REASON: To safeguard residential amenity and to provide satisfactory off-street parking facilities in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

22. Notwithstanding the provisions of The Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Town and Country Planning (General Permitted Development) (England) Order 2015, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority.

REASON: To safeguard residential amenity and to provide satisfactory off-street parking facilities in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order) no development of the type described in Classes A-F Part 1 of Schedule 2 of that Order shall be undertaken without the express permission of the Local Planning Authority

REASON: To retain control over future development in the interest of amenity and the character and appearance of the development and to accord with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the Adopted Local Plan 2012-2026

RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

3 Travel

South Ribble Local Plan

G7 Green Infrastructure
G12 Green Corridors/Green Wedges
G13 Trees Woodland and Development
G16 Biodiversity/Nature Conservation
G17 Design Criteria for New Development

South Ribble Residential Design SPD

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. The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species. The work hereby granted does not override the statutory protection afforded to these species and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species

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Agenda Item 8

Application Number	07/2020/00019/VAR
Address	Lincluden, Newgate Lane, Whitestake
Applicant	S&G Plant Hire Ltd
Agent	Acland Bracewell Surveyors Ltd The Barrons Church Road Tarleton PR4 6UP
Development	Variation of conditions imposed on permission 07/2011/0726/FUL
Officer Recommendation	Approval with Conditions
Date application valid	16.01.19
Target Determination Date	12.03.19
Extension of Time	None



1. Report Summary

1.1. This application seeks to vary conditions imposed on planning permission 07/011/0726/FUL which was for the erection of a single storey building for use as a workshop following the demolition of an existing workshop.

1.2. The application has been made in part to regularise activities currently undertaken on the site which Officers are of the opinion are in breach of conditions imposed on planning permission 07/2011/0726/FUL and to amend current ways of working to try and reduce the impact site operations are having on neighbouring residential properties. In order to secure these changes condition 2 is proposed to be varied in order to restrict external operations in certain areas of the site.

1.3. This variation of condition application provides the Local Planning Authority with the opportunity to impose reworded/additional conditions which would assist the Council by providing more robust conditions to enforce against should there be any future breaches on the site. Officers are of the opinion that condition 12 on the current planning permission, which relates to the external use of machinery and operations, is currently ambiguous and may be considered unenforceable at appeal should a breach of conditions notice be issued. A key benefit of this variation of condition application is the opportunity for the Local Planning Authority to also amend condition 12 to provide a clearer condition with greater confidence in its enforceability.

1.4. Where an application to vary conditions is granted, the effect is the issue of a new planning permission sitting alongside, rather than as an amendment to the original permission which remains intact and un-amended. For this reason, earlier conditions which have not been discharged would also be re-imposed.

1.5. In response to publicity four letters of representation have been received. Comments raised by statutory consultees have been dealt with either by amendments to the scheme or by condition

1.6. In policy terms the proposal is considered compliant, and having regard to the comments of statutory bodies and the above commentary, it is recommended that the application should be **approved subject to the imposition of conditions**

2. Application Site and Surrounding Area

2.1. The application refers to a commercial site located to the western side of Newgate Lane, Whitestake. 'Fern Hollow' – residential formerly known as Lincluden and currently owned and occupied by the applicant – lies immediately north-east; its rear garden abuts the site. Spanning beyond in the north are 'The Conifers', 'Hazelwood' (bungalows) and a third plot with extant permission for one bungalow (07/2015/1786/FUL). 'Hazelwood' and the unbuilt bungalow face the commercial unit across Lincluden's rear garden. Directly facing across Newgate Lane are two storey height, corrugated, agricultural style buildings.

2.2. To the south across an area of open land are two-storey dwellings addressed onto Chain House Lane – 'Russel House' and 'Haslemere', whose rear gardens north-east corner connects with the sites south-western corner. There is a summer house immediately adjacent to this boundary. The Old Post Office (derelict) currently inhabits the corner of Chain House and Newgate Lanes but permission is in place for a two-storey dwelling (07/2017/1671/FUL). The site is bound on the southern side by mature hedgerow and trees. A small paddock sized area of land in the ownership of the applicant and used as a small-holding sits to the west with hedgerow screening beyond. Domestic fencing denotes the boundary with Fern Hollow (north).

2.3. The building is operated by S&G Plant Services Ltd who rent, maintain and repair plant and machinery. Plant hire occurs from a separate site. Plant, in the form of mini-diggers, are delivered to the Newgate Lane site generally once a week in bulk, upgraded to conform with British Standards and then dispatched in bulk to clients.

2.4. The site is designated by Policy G1 (Green Belt) of the South Ribble Local Plan.

3. Site Context / Planning History

3.1. There are ten applications on the history of this site. The most relevant are:

- 07/2010/0791/CLU - Application for a Lawful Development Certificate for the use of building as a workshop/storage in connection with vehicle repair and maintenance. Approved December 2010
- 07/2011/0496/FUL - Erection of single storey building (12.2m x 22.8m) for the use as a workshop following demolition of existing workshop. Refused September 2011
- 07/2011/0726/FUL - Erection of single storey building (12.2m x 22.8m) for the use as a workshop following demolition of existing workshop - Amended scheme of planning refusal 07/2011/0496/FUL. Approved December 2011 and partially discharged 07/2013/0201/DIS
- 07/2014/0017/COU - Division of site to separate domestic dwelling and curtilage from existing workshop and associated hardstanding to create two individual uses (amended description). Approved Feb 2014

3.2. The Council's Enforcement records also show that a Breach of Planning Conditions notice was issued to the applicant in 2013 giving 28 days for compliance. The notice stated that the applicant was in breach of conditions 11 and 12 (hours of operation and external activity). In August 2014 the enforcement case was closed with no further complaints received. Further complaints alleging breach of conditions have then been received in 2015, 2018 and 2019 with the basis generally being operations taking place on site outside of permitted hours and noise disturbance from external activities taking place on the site.

4. Proposal

4.1. The site comprises a detached commercial building located to the rear of the site. The area of hardstanding along the southern boundary of the site is currently used for storage of plant vehicles (namely mini-diggers) and parts. Mini-diggers are then moved from external storage area into the workshop where modifications are undertaken to the machinery. Once modifications are complete the mini-diggers are then moved back to the storage area. A large vehicle manoeuvring/parking area is located immediately adjacent to Newgate Lane which is used for the delivery and dispatching of plant machinery – which the applicant states is generally on a weekly basis.

4.2. Condition 12 of planning permission 07/2011/0726/FUL states:

“No machinery, equipment or work activity shall be carried out or used externally of the workshop building that will create an audible noise at any occupied neighbouring properties to the development.

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents particularly with regard to noise and/or disturbance.”

4.3. The proposal seeks permission for changes to the site layout that the applicant believes would allow operations to continue without Condition 12 being breached. The

external storage of plant machinery and parts is proposed to be relocated along the northern boundary of the site (to the area of the site adjacent to the property owned and resided in by the applicant) with the area of hardstanding along the southern boundary close to the residential properties of 'Russel House' and 'Haslemere' being restricted solely to the parking of agricultural machinery associated with the maintenance of the small-holding to the west. A new field gate across is also proposed to allow access to the paddock from this section of the site. The application also proposes installation of a 2m high, close boarded fence along the northern side of this area to screen Fern Hollows rear garden.

4.4. At the time that the original permission was granted in 2011 the Local Planning Authority did not impose conditions requiring that development be implemented in accordance with the submitted approved plans. In such cases where the Local Planning Authority has been required to impose an approved plans condition on a variation of condition application it has been standard practice to vary the condition imposed to secure the details of external materials. The applicant is therefore applying for condition 2 to the varied in order to provide reference to the submitted site layout plan which the permission is proposed to be secured against.

4.5. Condition 2 of planning permission 07/2011/0726/FUL currently states:

"That 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. (When brick, tile, slate etc samples are due for inspection by the Authority please telephone the relevant planning officer to arrange inspection of the samples on site.)"

REASON: To ensure the satisfactory detailed appearance of the development in accordance with Quality of Development Policy (as described in the policy section) in the South Ribble Local Plan."

It is proposed that condition 2 be amended to state:

"That development hereby permitted shall be carried out in accordance with the submitted amended approved plans reference 'Proposed Site Layout and Boundary Treatment Plan 20.001.PL01."

The detail of the colour and texture of the facing and roofing materials shall remain as agreed under discharge of condition application 07/2013/0201/DIS."

4.6. Where an application to vary conditions is granted, the effect is the issue of a new planning permission sitting alongside, rather than as amendment to the original permission which remains intact and un-amended. For this reason, earlier conditions which have not been discharge would also be re-imposed.

4.7. **Note:** For the avoidance of doubt it should be noted that whilst maintenance work, the loading of vehicles and acceptance of deliveries may be controlled by condition, unrelated vehicular movements within, to and from the site do not constitute development and as such do not require planning permission. As a licensed HGV operator the applicant is also separately permitted to store and run 3 no: HGV's from the site, although at the time of the last enforcement investigation this was not taking place.

5. Summary of Supporting Documents

5.1. The application is accompanied by the following:

- Location plan (20.001.PL02: Huntar Haus)
- Proposed site layout and boundary treatment (20.001.PL01 Rev A: Huntar Haus Planning Design)

6. Representations

6.1. Summary of Publicity

6.1.1.A site notice has been posted, and 10 neighbouring properties consulted. Some neighbours were omitted from the initial consultation and as a precautionary measure a second batch of letters was sent out. Ward Councillor have also been notified

6.2. Letters of Objection or Support

6.2.1.At the time of writing this report four letters of objection have been received. Comments are summarised as follows. Late responses will be reported verbally at Committee

Highways

- Damage to vehicles from passing HGV lorries in a residential area.
- Access onto Newgate Lane from Chain House Lane is dangerous and cannot accommodate HGV's from the site
- Increased HGV's accessing Newgate Lane
- Unlawful use of the hardstanding for storage

Residential Amenity

- Loss of amenity and visual appearance/outlook if business is allowed to expand
- Noise, smells and air quality problems already a problem. This would increase if allowed to relocate closer to dwellings in the north
- Plant would be '*within a few metres of boundary and back door*'

Other

- Lack of notification – several households were omitted from the initial consultation. This was identified early in the process and a second round of letters posted as a precaution
- Applicant has already breached conditions imposed on earlier permissions. Respondents question lack of enforcement. Conversely separate resident questions costs to Council of continuous monitoring
- Impact on the Green Belt
- '*Workshop isn't the main use*'
- There is no reason why if approved the applicant could not use both sides of the building for storage

Officer comment in response – Objection has been made with regards to damage from, and problems caused by increasing number of HGV lorries in what is described as a residential location. Newgate Lane is home to 27 dwellings and four separate commercial enterprises - the applicant's site, Newgate Nurseries (large garden centre), a farm/commercial building facing Lincluden and a depot to the rear of 'Overdale' which in 1993 was granted permission for '*storage and distribution of fruit and vegetable produce*'. Each of these businesses would use HGV vehicles to transport goods to and from their own sites and there is no evidence to prove that problems arise solely from the applicant's site. Use of the site is not expected to

change other than external re-configuration. Consequently, HGV numbers and any associated problems are also not expected to rise.

7. **Summary of Responses**

7.1. **Lancashire County Council Highways** has no objections to the proposal

7.2. **Environmental Health** make the following comments. Proposed amendments to Condition 12 and recommended new conditions relating to vehicle storage, boundary fence erection and hours of working as suggested are also felt appropriate.

'The application to regularise activities on this site to amend current ways of working and to reduce the impact of site operations on neighbouring residents is agreeable from an Environmental Health perspective. Upon reviewing previous conditions imposed on site it is agreed that condition 12 is ambiguous and it should be made clearer to ensure that enforcement can be undertaken on the site if the condition is breached. The proposal to change the layout of the site will have a positive impact on neighbouring residents with the storage of external plant machinery and parts being relocated along the northern boundary of the site and the hardstanding along the southern boundary being restricted solely to the parking of agricultural machinery. In addition, the installation of a 2m high close boarded acoustic fence along the northern side of this area to screen Fern Hollow's rear garden will have a positive impact on reducing noise from the site. The following amended/additional conditions are considered to be necessary'.

8. **Material Considerations**

8.1. **Site Allocation Policy /Green Belt Development**

9.1.3. Whilst the site is within the Green Belt, the principle of the use of the site as a workshop for plant machinery has previously been established by the granting of planning permission 07/2011/0496/FUL. The one 'built development' material change proposed is the erection of a 2m high timber boarded fence along 23m of the northern boundary. Such boundary treatments are not uncommon in the Green Belt and will not have an adverse impact on the openness of the Green Belt.

8.2. **Additional Policy Background**

Additional policy of marked relevance to this proposal is as follows:

8.2.1. *Economic Policy*

8.2.1.□.1. The National Planning Policy Framework (2018) at Para 11: provides a presumption in favour of sustainable economic growth and development, with Chapter 6 (Building a strong and competitive economy) committing to economic growth, job creation and prosperity in order to meet the challenges of competition, whilst ensuring that the planning system does everything it can to support sustainable economic growth (Para 80).

8.2.2. *Highways/Transport Policy*

8.2.2.□.1. NPPF (2018) Chapter 9 (Promoting sustainable transport) states that 'developments should be located and designed to accommodate the efficient delivery of goods, and access by service and emergency vehicles' (Para 110). Core Strategy Policy 3 (Travel) also seeks to improve the road network by amongst other things reviewing work place parking, whilst Local Plan Policy F1 (Parking Standards) requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.

8.2.3. Design Policy

8.2.3.1. Core Strategy Chapter 7 (Requiring Good Design) and Local Plan Policy G17 (Design of New Buildings) each attach great importance to the design of the built environment, requiring proposals to take account of the character, appearance and amenity of the local area, and to highways and pedestrian safety.

8.3. Character and Appearance and Relationship to Neighbouring Properties

8.3.1. The external storage of plant and machinery on the site is permitted under planning permission 07/2011/0726/FUL with condition 12 only seeking to restrict external activities on the basis of noise disturbance at neighbouring residential properties. The northern area proposed for storage would be 20m further north from the residential properties at Hazelwood and Russel House than the area currently used and would now be set behind the existing workshop building providing a visual screen. The storage of plant and part would remain close to the existing workshop with the proposed reconfiguration having no greater impact on the character and appearance of the area.

8.3.2. A distance of approximately 30m would be present from Hazelwood (bungalow).36m from The Conifers and 21m from Fern Hollow (formerly Lincluden) would be present with existing hedging and screen fencing proposed. These inter-relationships are considered sufficient so as to prevent the proposed changes from having an undue impact on the amenities of neighbouring properties in terms of overshadowing / overdominance and overlooking / loss of privacy.

8.3.3. Additional conditions are recommended to prevent and restrict parking, external works and machinery storage to certain areas. Wording of existing conditions would also be tightened to afford more control, and accordingly the Local Planning Authority having a more robust case for enforcement should the applicant breach in the future. With these conditions in mind, the proposal is considered to result in overall betterment.

8.4 Highway Issues

The proposed reconfiguration of the external storage areas within the site will not materially alter traffic to and from the site. County Highways have fully assessed the proposal and have raised no objections to the proposed variation.

8.5 Noise Issues

The purpose of the application is to try and address noise and disturbance issues currently being experienced by neighbouring properties. Following the granting of planning permission 07/2011/0726/FUL the use of the site for the repair and maintenance of plant machinery is lawful, as is the storage of plant machinery and parts externally. The alleged associated noise disturbance from the delivery and movement of plant machinery has been investigated as a potential breach of condition 12, which essentially restricted the use of any machinery, equipment or work activity externally that creates an audible noise any occupied neighbouring properties. The ambiguous wording of this condition is of concern to Officers as the trigger of what is audible is not scientific and may vary from person to person and, if applied in the strictest sense, may potentially prevent any operation from taking place on the site including employees parking on the site to access the workshop. It is therefore a concern of Officers that should enforcement action be taken on the breach of condition 12 as currently worded, an Inspector at any subsequent enforcement appeal may consider that this condition fails to meet the tests for conditions.

The proposed changes to the site layout, moving the area of externally storage of plant machinery and parts 20m north behind the workshop building would result in an improved relationship with residential properties on Chain House Lane to the south. The plant machinery and parts would then be stored against the boundary with the applicant's own property. Agricultural machinery which is currently stored along the boundary with the applicant's property would be relocated along the southern boundary of the site. It is however not uncommon in semi-rural and rural areas for agricultural machinery used in connection with small holdings and farms from being stored in close proximity to neighbouring properties.

Amendments to Conditions

In addition to the variation of condition 2 (to be renumbered as condition 1 following the removal of the obsolete standard 3 year time limit planning condition) the following amended/additional conditions are considered to be necessary:

i) Condition 2 (formerly condition 3) amended to secure parking in the area only in the area identified on the submitted plan, to state:

"The area of the site identified by approved plan 20.001.PL01 Rev A (Hunter Haus) for 'Parking' shall remain free for the parking of vehicles for the duration of the approved use.

REASON: To allow for the effective use of the parking areas"

ii) Condition 3 (formerly condition 12) amended to remove ambiguity to state:

"All plant machinery and parts storage associated with the business shall only occur in the area to the north of the existing workshop building as identified by approved plan 20.001.PL01 Rev A (Hunter Haus). No machinery, plant, raw materials, finished or unfinished products, parts, crates, packing materials or waste shall be stored externally on the site outside of this permitted area with the exception of that listed in Condition 4.

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents particularly with regard to noise and/or disturbance'

iii) A newly imposed condition 4 to permit the storage of agricultural vehicles and machinery associated with the smallholding land to the rear adjacent to the proposed new field gate to state:

"Only agricultural vehicles and agricultural machinery associated with maintenance of the agricultural land to the west of the building (as shown on the same approved plan) shall be permitted to be stored in the area to the south of the existing workshop building as identified by approved plan 20.001.PL01 Rev A (Hunter Haus).

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents particularly with regard to noise and/or disturbance"

iv) A newly imposed condition 5 to secure the installation of the 2m timber boarded fence along part of the northern boundary prior to the relocation of the plant machinery storage area to state:

"Prior to first use of the storage area on the northern side, the boundary fence identified on approved plan 20.001.PL01 Rev A shall be erected. The approved acoustic screen/fence shall be retained and maintained at all times thereafter.

REASON: To ensure the provision and retention of adequate screening in the interest of amenity and to accord with Policy 17 in the Central Lancashire Core Strategy”

9. Conclusion

9.1 The proposal is considered to result in a better relationship with neighbouring residential properties and affords the Local Planning Authority the opportunity to impose robust conditions that should further breaches on the site that can be enforced should further breaches on the site occur. For these reasons the application is recommended for approval subject to the imposition of conditions.

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1.The development hereby permitted shall be carried out in accordance with the following approved plans and suite of documents:

- Location plan (20.001.PL02: Hunter Haus)
- Proposed site layout and boundary treatment (20.001.PL01 Rev A: Hunter Haus Planning Design)

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

2.The area of the site identified by approved plan 20.001.PL01 Rev A (Hunter Haus) for ‘Parking’ shall remain free for the parking of vehicles for the duration of the approved use.

REASON: To allow for the effective use of the parking areas

3.All plant machinery and parts storage associated with the business shall only occur in the area to the north of the existing workshop building as identified by approved plan 20.001.PL01 Rev A (Hunter Haus). No machinery, plant, raw materials, finished or unfinished products, parts, crates, packing materials or waste shall be stored externally on the site outside of this permitted area.

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents particularly with regard to noise and/or disturbance

4. Only agricultural vehicles and agricultural machinery associated with maintenance of the agricultural land to the west of the building (as shown on the same approved plan) shall be permitted to be stored in the area to the south of the existing workshop building as identified by approved plan 20.001.PL01 Rev A (Hunter Haus).

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents particularly with regard to noise and/or disturbance

5. Prior to first use of the storage area on the northern side, the boundary fence identified on approved plan 20.001.PL01 Rev A shall be erected. The approved acoustic screen/fence shall be retained and maintained at all times thereafter.

REASON: To ensure the provision and retention of adequate screening in the interest of amenity and to accord with Policy 17 in the Central Lancashire Core Strategy

6. No maintenance work, the loading of vehicles or the acceptance of deliveries shall take place outside the following times:

0730 hrs to 1800 hrs Monday to Friday

0800 hrs to 1300 hrs on Saturdays.

No work shall take place on Sundays, Bank or Public Holidays.

REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise and to accord with Local Plan Policy G17 in the South Ribble Local Plan.

RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

3 Travel

17 Design of New Buildings

South Ribble Local Plan

F1 Parking Standards

G1 Green Belt

G17 Design Criteria for New Development

Note:

Other application Informative

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

Application Number 07/2020/00068/FUL

Address Site of Former Mainway Court
Mainway Gardens
Bamber Bridge
Lancashire
PR5 6GL

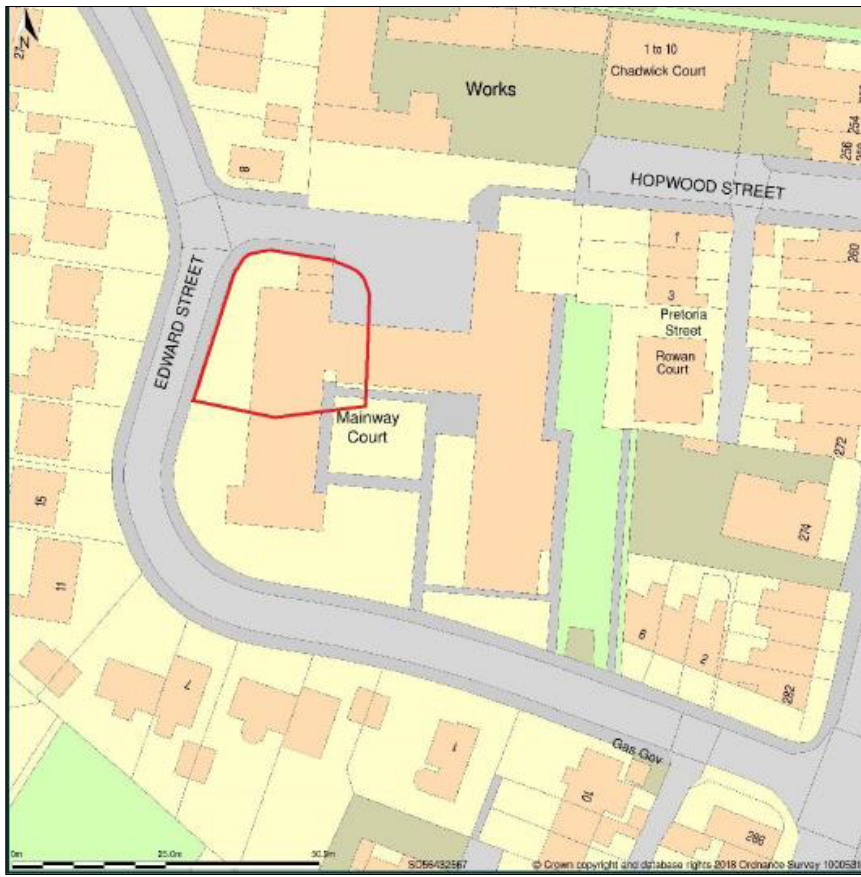
Applicant RP Tyson Construction

Agent Mrs Deborah Smith
Rational House
32 Winckley Square
Preston
PR1 3JJ

Development Retrospective application to retain 4 dwellings as
built at Plots 9-12 of planning permission
07/2018/3017/FUL

Officer Recommendation **Approval with Conditions**
Officer Name **Mrs Catherine Lewis**

Date application valid 23.01.2020
Target Determination Date 19.03.2020
Extension of Time



1.0 Report Summary

1.1 Planning permission was granted for the redevelopment of Mainway Court to provide 12 open market housing and 5 bungalows for affordable rent in September 2018. The plots have not been constructed in accordance with the approved plans and the applicant has submitted two applications to regularise the situation. The effect is that the overall development is closer to Edward Street on its southern and western boundaries.

1.2 This application seeks planning permission for the retention of Plots 9 to 12 because the “as built development” goes beyond the application site boundary. The application therefore includes a narrow sliver of former footway as this would enable these plots to retain their 2 car park spaces in accordance with the original permission. LCC Highways has assessed the application and raised no objections and the plots meet the separation distances and Policy G17 of the South Ribble Local Plan.

1.3 The application is therefore recommended for approval subject to the imposition of conditions.

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 kilometres 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 accommodated known as Mainway Court -a two storey residential block has been demolished and the site is currently being constructed to provide for the construction of ten 3 bedroomed homes; two 4 bedroomed homes and five one bed bungalows with associated parking, landscaping and drainage.

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

3.0 Planning History

3.1 Application ref 2020/00051/VAR Variation of Condition 2 (approved plans) of planning permission 07/2018/3017/FUL to amend the site layout together with the Variation of Conditions 4 (dwelling emissions), 5 (SAP assessment), 6 (landscaping), 7 (materials), 8 (affordable housing scheme), 8 (affordable housing scheme), 9 (ground levels), 11 (parking), 13 (dust management plan), 14 (remediation), 17 (piling), 18 (invasive plants), 19 (cycle storage), 20 (construction management plan), 21 (access), 24 (drainage) and 26 (drainage) to reflect details that have been submitted and agreed by the Local Planning Authority. Currently Pending.

3.2 Non material amendment for solar panels was approved in June 2019 Ref: 07/2019/5196/NMA.

3.3 Prior Notification for the demolition of the existing Mainway Court Ref 07/2018/2013/PAP dated 19 April 2018.

3.4 Planning permission is sought for the construction of: ten 3 bedroomed homes; two 4 bedroomed homes and five one bed bungalows with associated parking, landscaping and drainage (Ref: 07/2018/3017/FUL) approved September 2018.

4.0 Proposal

4.1 The need of the application arises as a result of an error on the commencement of construction. The result is that the dwellings built under planning permission 07/2018/3017/FUL have not been built in accordance with proposed Site Plan dwg no. 159-PL-03 approved under this permission. The effect is that the overall development is closer to Edward Street on its southern and western boundaries and these four plots need to incorporate a small area of land of approximately 0.3m to the residential curtilage so that there is adequate car parking within their site boundary.

4.2 Plots 9 and 10 are some 2.6m further west than previously approved and Plots 11 and 12 are some 3.4m further west than previously approved. Therefore, this application seeks to rectify this error by applying for planning permission to reflect the as built development.

5.0 Summary of Publicity

5.1 Site Notices were posted and a total of 49 properties were consulted. No letters of objection have been received but three representations have been received which are summarised below:

- This application undermines the purpose of the planning application process. If a contractor can make such mistakes, then questions are raised concerning what others may have been made in the construction of these dwellings.
- Queries about the inclusion of more social housing.
- Following a revised application form further clarification was sought about the process to include the sliver land that was part of the footway to be incorporated within the residential curtilages.

6.0 Summary of Consultations

6.1 LCC Highways –Has raised no objection to the application- the amended layout would have a negligible impact on highway safety and highway capacity in the immediate vicinity of the site.

7.0 Policy Background

7.1 i) NPPF

The NPPF Sustainable Growth Policy - The NPPF makes clear that there is a need to provide a sufficient amount and variety of land to significantly boost the supply of homes at Chapter 5. There is a need to provide a wide choice of homes and that land with permission is developed without unnecessary delay. Chapter 11 states that substantial weight should be given to the value of using brownfield land within settlements for homes.

7.2 ii) Core Strategy Policy Considerations

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.

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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 efficient 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.

7.3 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.

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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.

7.4 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 with properties within and beyond the site bounds.

8.0 Material Considerations

8.1 Background

8.1.1 Planning permission has been granted for the redevelopment of Mainway Court to provide twelve Open Market Housing and 5 one bed bungalows for rent. This application seeks to rectify the incorrect location as built to Plots 9 to 12. These plots relate to two pairs of open market semi-detached properties which have been moved

8.2 Suitability of Access and Parking

8.2.1 The site would be accessed from Edward Street which is an unclassified road with a speed limit of 20mph. The internal highway is not to an adoptable standard and therefore would remain private. As plots 9-12 go beyond the previously approved application site boundary this current application includes a narrow sliver of former footpath. Reducing the width of the footway enables Plots 9-12 to retain 2 car park spaces per property in accordance with the original permission. LCC Highways has confirmed that the car parking spaces as built are acceptable

8.2.2 The proposed development therefore meets Policy B1, G17 and F1 of the South Ribble Local Plan.

8.3 Relationship to Neighbours

8.3.1 The Residential Extension Supplementary Planning Document advises that any first floor proposed windows shall have a distance of no less than 21 metres from any facing habitable room windows.

8.3.2 Plots 9-12 are directly opposite no 19, 21, and 23 Edward Gardens and the separation distances are set out below.

8.3.3 Number 23 Edward Gardens is a bungalow and there would be a separation distance of over 24 metres from Plot 12 which is acceptable.

8.3.4 Number 21 Edward Gardens is a detached property and there would be a separation distance of over 24 metres from Plot 11 and 23 metres from Plot 10

Number 19 Edward Gardens is a detached property and there would be a separation distance of 21.8 metres from Plot 9 which is considered acceptable.

8.3.5 It is considered that these distances meet Design Guidance Note: DG03 and therefore would not have an undue impact upon the residential amenities of the existing properties.

8.4 Section 106/ Public Open Space

8.1 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 which has been received.

8.5 Other Matters

8.5.1 The residents have been in contact as there was concern and confusion over the applications. In particular concern was raised about the inclusion of more social housing. The applicant submitted a revised application form which clarified that the social housing related to the bungalows only as previously approved.

8.5.2 The applicant has also arranged for a letter to be sent to all the neighbours explaining the need for the two applications.

8.5.3 Concern has been raised about the process for the inclusion of part of the footpath for the residential curtilage of the four plots. LCC Highways has advised that this has been agreed with the developer through the appropriate mechanisms.

9.0 CONCLUSION

9.1 The site as a whole would provide a range of house types and tenure providing much needed bungalows/accessible living accommodation. The construction and retention of Plots 9-12 meet both the design guidance as set out in the South Ribble Residential Extension Supplementary Planning Document and Policy G17 of the South Ribble Local Plan. The car parking has been assessed by LCC Highways who has raised no objection. Subject to conditions the application is acceptable and complies with the Development Plan and is therefore recommended for approval.

10.0 RECOMMENDATION:

10.1 Approval with Conditions.

11.0 RECOMMENDED CONDITIONS:

1. The development hereby approved shall be carried out in accordance with the following approved plans and documents:

Drawing No. 159-PL-103 Site Location Plan

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

Drawing No 159-PL-102 entitled "Revised Proposed Site Plan"

Drawing No 159-PL-04 Rev A entitled "Type 1, House Plans, Elevation, and Materials"

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

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.

REASON: To ensure a satisfactory form of Development

2. 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.

3. 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.

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4. The approved landscaping details are set out in the documents "Tree Survey Schedule dated 9 November 2017, Drawing No 003 entitled Tree Protect Plan Drawing Number 159-PL-11 Rev H entitled Proposed Landscaping Plan. The approved landscaping details 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

5. The development shall be carried out in accordance with the approved materials Bricks Ibstock Alderly Russet Blend 2978 and roof Marley Edgemoor Grey Concrete interlocking tiles unless otherwise agreed in writing with the Local Planning Authority.

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

6. The affordable Housing Statement by Progress received on the 19 December 2018 shall be implemented in full and 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.

7. Drawing No B.12035/1 entitled " Site Levels" shall be implemented in full.

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

8. 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.

Reason: To ensure a satisfactory form of development.

9. That prior to occupation of the dwelling houses hereby approved the parking spaces as shown on Drawing No. 159-PL-102 entitled Revised 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.

10. Prior to the first occupation of the dwelling, an electric vehicle charging point shall be provided which shall be retained for that purpose thereafter.

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.

Note to applicant: The electrical charging point shall be fitted with a weather proof cover.

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.

11. The Dust Management Plan dated the 9 May 2018 shall be implemented in full.

REASON: In the interests of the amenity of the nearby residents and to be in accordance with Policy 17 in the Central Lancashire Core Strategy

12. The details submitted in the Remedial Works Ref: 28888LG Issue C shall be implemented in full. 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.

13. 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.

14. 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.

15. Details of all piling activities shall be submitted to the local planning authority together with all mitigation measures to be taken before any piling shall take place. 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.

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

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

16. The provision of secure cycle storage for all dwellings shall be 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.

17. The submitted document entitled Edward Street, Layout Drawing Traffic Plan Fire Plan and the statement dated 9 May 2018 shall be implemented in full.

REASON: 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.

18. No part of the development hereby approved shall be occupied 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.

19. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 19 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.

20. 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.

21. The sustainable drainage scheme shall be implemented in accordance with the following details:

Carley Daines & Partners Edward Street, Bamber Bridge Foul & Surface Water Long Sections drawing no.18.B.12035/21

Carley Daines & Partners Edward Street, Bamber Bridge Adopted Drainage Layout drawing no.18.B.12035/22 A

Carley Daines & Partners Edward Street, Bamber Bridge Adopted Drainage Details Surface Water (1 of 3) drawing no.18.B.12035/23

Carley Daines & Partners Edward Street, Bamber Bridge Adopted Drainage Details Surface Water (2 of 3) drawing no.18.B.12035/24

Carley Daines & Partners Edward Street, Bamber Bridge Adopted Drainage Details Surface Water (3 of 3) drawing no.18.B.12035/25

Micro Drainage Calculations ref.NETWORK.14.05.18.EDWARD dated 1st November 2018.

Sutcliffe Mainway Court, Edward Street, Bamber Bridge Phase II Interpretive Ground Assessment ref.28888LG dated September 2017.

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

Reasons

1. To ensure that the proposed development can be adequately drained.

2. To ensure that there is no flood risk on or off the site resulting from the proposed development
22. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details including the following:

Carley Daines & Partners application to United Utilities for a Section 104 Adoption of Sewers ref.CRC/cc/18-B-12035 dated 1st November 2018

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

Reasons

1. To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development
2. To reduce the flood risk to the development as a result of inadequate maintenance
3. To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.

RELEVANT POLICY

NPPF National Planning Policy Framework

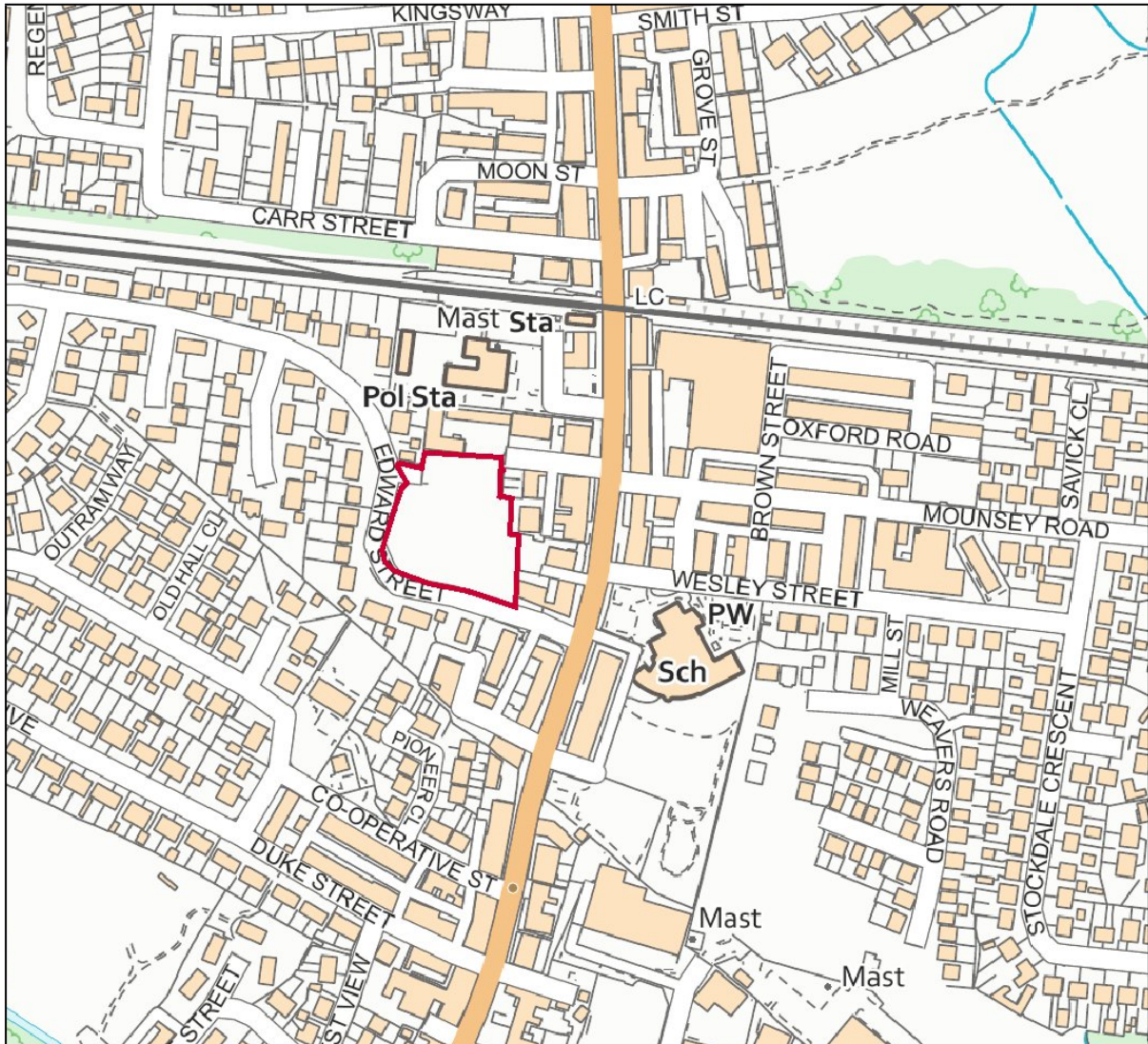
- 1 Locating Growth (Core Strategy Policy)**
- 5 Housing Density (Core Strategy Policy)**
- 6 Housing Quality (Core Strategy Policy)**
- 27 Sustainable Resources and New Developments (Core Strategy Policy)**
- 29 Water Management (Core Strategy Policy)**

- POLB1 Existing Built-Up Areas**
- POLG13 Trees, Woodlands and Development**
- POLG16 Biodiversity and Nature Conservation**
- POLG17 Design Criteria for New Development**
- POLF1 Car Parking**

Note:

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Application Number	07/2020/00051/VAR
Address	Mainway Court Bamber Bridge Preston Lancashire PR5 6GJ
Applicant	RP Tyson Construction
Agent	Deborah Smith Rational House 32 Winckley Square Preston PR1 3JJ
Development	Variation of Condition 2 (approved plans) of planning permission 07/2018/3017/FUL to amend the site layout together with the Variation of Conditions 4 (dwelling emissions), 5 (SAP assessment), 6 (landscaping, 7 (materials), 8 (affordable housing scheme), 8 (affordable housing scheme), 9 (ground levels), 11 (parking), 13 (dust management plan), 14 (remediation), 17 (piling), 18 (invasive plants), 19 (cycle storage), 20 (construction management plan), 21 (access), 24 (drainage) and 26 (drainage) to reflect details that have been submitted and agreed by the Local Planning Authority.
Officer Recommendation	Approval with Conditions
Officer Name	Mrs Catherine Lewis
Date application valid	28.01.2020
Target Determination Date	28.04.2020
Extension of Time	



1.0 Report Summary

1.1 Planning permission was granted for the redevelopment of Mainway Court to provide 12 open market housing and 5 bungalows for affordable rent in September 2018. The plots have not been constructed in accordance with the approved plans and the applicant has submitted two applications to regularise the situation. The effect is that the overall development is close to Edward Street on its southern and western boundaries.

1.2 This application seeks to vary the majority of the site layout for Plots 1-8 and 13-17 to reflect the “as built” development. The plots meet the separation distances as set out in the Residential Extension Supplementary Planning Document and Policy G17 of the South Ribble Local Plan.

1.3 The application is therefore recommended for approval subject to the imposition of conditions.

1.4 A further application set out on the agenda under Planning Reference: 07/2020/00068/FUL relates to Plots 9-12.

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 kilometres 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 has been demolished and the site is currently being constructed to provide for the construction of ten 3 bedroomed homes; two 4 bedroomed homes and five one bed bungalows with associated parking, landscaping and drainage.

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

3.0 Planning History

3.1 Application ref 2020/00051/VAR Variation of Condition 2 (approved plans) of planning permission 07/2018/3017/FUL to amend the site layout together with the Variation of Conditions 4 (dwelling emissions), 5 (SAP assessment), 6 (landscaping), 7 (materials), 8 (affordable housing scheme), 8 (affordable housing scheme), 9 (ground levels), 11 (parking), 13 (dust management plan), 14 (remediation), 17 (piling), 18 (invasive plants), 19 (cycle storage), 20 (construction management plan), 21 (access), 24 (drainage) and 26 (drainage) to reflect details that have been submitted and agreed by the Local Planning Authority. Currently Pending.

3.2 Non material amendment for solar panels was approved in June 2019 Ref: 07/2019/5196/NMA.

3.3 Prior Notification for the demolition of the existing Mainway Court Ref 07/2018/2013/PAP dated 19 April 2018.

3.4 Planning permission is sought for the construction of: ten 3 bedroomed homes; two 4 bedroomed homes and five one bed bungalows with associated parking, landscaping and drainage (Ref: 07/2018/3017/FUL) approved September 2018.

4.0 Proposal

4.1 The need of the application arises as a result of an error on the commencement of construction. The result is that the dwellings built under planning permission 07/2018/3017/FUL have not been built in accordance with proposed Site Plan dwg no. 159-PL-03 approved under this permission. The effect is that the overall development is closer to Edward Street on its southern and western boundaries. This application seeks to vary the site layout for Plots 1-8 and 13-17 which have generally been constructed between 1.2metres to 2.1metres further west metres to the west /south of the approved position.

4.2 Therefore, this application seeks to rectify this error by applying to reflect the “as built development”.

5.0 Summary of Publicity

5.1 Site Notices were posted and neighbouring properties were consulted. The applicant has also arranged for a letter to be sent to all the neighbours explaining the need for the two applications.

6.0 Summary of Consultations

6.1 LCC-Highways Has raised no objection to the application- the amended layout would have a negligible impact on highway safety and highway capacity in the immediate vicinity of the site.

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8.2 Relationship to Neighbours

8.2.1 The Residential Extension Supplementary Planning Document advises that any first-floor proposed windows shall have a distance of no less than 21 metres from any facing habitable room windows.

8.2.2 Plots 13 to 17 relate to the one-bedroom bungalows located to the rear (east of the site). Plots 13 and 14 are located to the rear of existing property known as no 8 Edward Street where there is a separation distance 29 metres which exceeds the minimum separation distance as set out in the guidance. Therefore, there would be very limited impact upon the residential amenities of this existing property.

8.2.3 Plots 15, 16, and 17 would be located to the rear of Plots 9-12 where there is a minimum distance of 23 metres which is considered acceptable. There is approximately 25 metres from the front of Plots 15, 16, and 17 to the rear of the existing Rowan Court which again meets the minimum separation distances. Therefore, the position of Plots 15, 16, and 17 as built is considered acceptable.

8.2.4 With regard to Plots 1-8: Plots 7 to 8 are detached properties where there is a minimum distance of 24 metres and 28 metres respectively which exceed the minimum spatial distance and are therefore considered acceptable.

8.2.5 Similarly, there is a separation distance of 23 metres between Plot 6 and No 3 Edward Street. With regard to Plot 1 there is a separation distance of 21.6 metres to No 1 Edward Gardens which does meet the minimum separation distance as set out in the Residential Extension Supplementary Planning Document.

8.2.6 It is considered that these distances meet Design Guidance Note: DG03 and therefore would not have an undue impact upon the residential amenities of the existing properties.

8.3 Suitability of Access and Parking

8.3.1 The site would be accessed from Edward Street which is an unclassified road with a speed limit of 20mph. The internal highway is not to an adoptable standard and therefore would remain private. LCC Highways has confirmed that the car parking spaces as built are acceptable.

8.3.2 The proposed development therefore meets Policy B1, G17 and F1 of the South Ribble Local Plan.

8.4 Section 106/ Public Open Space

8.4.1 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 which has been received.

9.0 CONCLUSION

9.1 The site as a whole would provide a range of house types and tenure providing much needed bungalows/accessible living accommodation. The construction and retention of Plots 1-8 and 13-17 meet both the design guidance as set out in the South Ribble Residential Extension Supplementary Planning Document and Policy G17 of the South Ribble Local Plan. The car parking has been assessed by LCC Highways who has raised no objection. Subject to conditions the application is acceptable and complies with the Development Plan and is therefore recommended for approval.

10RECOMMENDATION:

10.1 Approval with Conditions.

11. RECOMMENDED CONDITIONS:

1. The development hereby approved shall be carried out in accordance with the following approved plans and documents:

Drawing No. 159-PL-101A Proposed Site Plan

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

Drawing No 159-PL-04 Rev A entitled "Type 1, House Plans, Elevation, and Materials"

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

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

Drawing No 159-PL-07 Rev A entitled "Type 4 House Plans Elevations and Materials"

Drawing No 159-PL-12 Rev A entitled "Type 4 Terrace House Plans Elevations and Materials"

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.

REASON: To ensure a satisfactory form of Development

2. 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.

3. 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.

4. The approved landscaping details are set out in the documents "Tree Survey Schedule dated 9 November 2017, Drawing No 003 entitled Tree Protect Plan Drawing Number 159-PL-11 Rev H entitled Proposed Landscaping Plan. The approved landscaping details 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

5. The development shall be carried out in accordance with the approved materials Bricks Ibstock Alderly Russt Blend 2978 and roof Marley Edgemore Grey Concrete interlocking tiles unless otherwise agreed in writing with the Local Planning Authority.

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

6. The affordable Housing Statement by Progress received on the 19 December 2018 shall be implemented in full and 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.

7. Drawing No B.12035/1 entitled" Site Levels" shall be implemented in full.

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

8. 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.

Reason: To ensure a satisfactory form of development.

9. That prior to occupation of the dwelling houses hereby approved the parking spaces as shown on Drawing No. entitled Revised 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.

10. Prior to the first occupation of the dwelling, an electric vehicle charging point shall be provided which shall be retained for that purpose thereafter.

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.

Note to applicant: The electrical charging point shall be fitted with a weather proof cover.

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.

11. The Dust Management Plan dated the 9 May 2018 shall be implemented in full.

REASON: In the interests of the amenity of the nearby residents and to be in accordance with Policy 17 in the Central Lancashire Core Strategy

12. The details submitted in the Remedial Works Ref: 28888LG Issue C shall be implemented in full. 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.

13. 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.

14. 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.

15. Details of all piling activities shall be submitted to the local planning authority together with all mitigation measures to be taken before any piling is undertaken. 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.

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

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

16. The provision of secure cycle storage for all dwellings shall be 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.

17. The submitted document entitled Edward Street, Layout Drawing Traffic Plan Fire Plan and the statement dated 9 May 2018 shall be implemented in full.

REASON: 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.

18. No part of the development hereby approved shall be occupied 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.

19. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 19 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.

20. 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.

21. The sustainable drainage scheme shall be implemented in accordance with the following details:

Carley Daines & Partners Edward Street, Bamber Bridge Foul & Surface Water Long Sections drawing no.18.B.12035/21

Carley Daines & Partners Edward Street, Bamber Bridge Adopted Drainage Layout drawing no.18.B.12035/22 A

Carley Daines & Partners Edward Street, Bamber Bridge Adopted Drainage Details
Surface Water (1 of 3) drawing no.18.B.12035/23

Carley Daines & Partners Edward Street, Bamber Bridge Adopted Drainage Details
Surface Water (2 of 3) drawing no.18.B.12035/24

Carley Daines & Partners Edward Street, Bamber Bridge Adopted Drainage Details
Surface Water (3 of 3) drawing no.18.B.12035/25

Micro Drainage Calculations ref. NETWORK.14.05.18. EDWARD dated 1st
November 2018.

Sutcliffe Mainway Court, Edward Street, Bamber Bridge Phase II Interpretive Ground
Assessment ref.28888LG dated September 2017.

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

Reasons

1. To ensure that the proposed development can be adequately drained.
2. To ensure that there is no flood risk on or off the site resulting from the
proposed development

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

Carley Daines & Partners application to United Utilities for a Section 104 Adoption of
Sewers ref.CRC/cc/18-B-12035 dated 1st November 2018

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

Reasons

1. To ensure that appropriate and sufficient funding and maintenance
mechanisms are put in place for the lifetime of the development
2. To reduce the flood risk to the development as a result of inadequate
maintenance
3. To identify the responsible organisation/body/company/undertaker for the
sustainable drainage system.

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

POLF1 Car Parking

Note:

REPORT TO	ON
Planning Committee	4 March 2020



TITLE	REPORT OF
SOUTH RIBBLE LOCAL PLAN/CENTRAL LANCASHIRE CORE STRATEGY 2018/2019 MONITORING REPORTS.	Director of Planning and Property

Is this report confidential?	No
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PURPOSE OF THE REPORT

1. This report seeks approval of the draft 2018/2019 Monitoring Report (MR) for both the South Ribble Local Plan and the Central Lancashire Core Strategy, they are then required to be published on the Council’s website as soon as possible after approval.

RECOMMENDATIONS

2. That the draft Monitoring Reports be approved for publication on the Council’s website. Any changes to be agreed by the committee will be incorporated into the Monitoring Report prior to publication.
3. That authority is delegated to the Director for Planning and Property to make minor text, layout and formatting changes prior to publication, as necessary.

CORPORATE PRIORITIES

4. The report relates to the following corporate priorities:

Excellence, Investment and Financial Sustainability	
Health, Leisure and Wellbeing	
Place, Homes and Environment	✓

Projects relating to People in the Corporate Plan:

Our People and Communities	
----------------------------	--

BACKGROUND TO THE REPORT

5. The Town and Country Planning (Local Planning) (England) Regulations 2012 requires every local planning authority to produce a Monitoring Report (MR).
6. The legal requirement to produce a monitoring report is written based on there being policies in the Local Plan 2015 which can be monitored. The Central Lancashire Core Strategy was adopted in 2012 and is also monitored as part of this report. The Local Plan (adopted 2015), Performance Monitoring Framework indicators and the Central Lancashire Core Strategy Performance Monitoring Framework are monitored as part of this MR.

PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL , PROCUREMENT)

7. Monitoring is a key feature of the new development plan system introduced by the Town and Country Planning (Local Planning) (England) Regulations 2012. The Regulations require each local authority to produce an MR.
8. This is the fifteenth Monitoring Report to be produced by the Council and covers the period 1st April 2018 to 31st March 2019. This document should be published on the Council's website as soon as possible after approval.
9. MR's should cover the following matters:
 - a. Report progress against the timetable and milestones set out in the Local Development Scheme which is in operation in the period covered by the MR
 - b. Assess how policies are being implemented
 - c. Identify whether policies need to be amended or replaced in the future
10. The Local Development Scheme in operation during the monitoring period was published in February 2019 and will cover the period February 2019 – June 2022. Progress can be summarised as follows:
 - a. Evidence gathering and background work on the review of the Local Plan and Core Strategy has commenced;
 - b. The needs of Gypsies, Travellers and Travelling Showpeople will be incorporated into the revised Local Plan.
11. The MR reports on some contextual indicators for the Local Plan 2015 which provides a broad picture of the social, economic and environmental circumstances in the borough. They establish a baseline position from which change can be measured and are selected to reflect key characteristics and issues in South Ribble.
12. Some of the indicators cannot be updated on an annual basis as they are Census data (which is collected every 10 years with the next being 2021) from those that can the following are a selection:
 - a. The total number of housing completions was 471
 - b. There have been 97 affordable dwellings completed
 - c. Our three parks with Green Flag status have retained the award
13. Some key findings from the Core Strategy Performance Monitoring indicators which haven't been covered elsewhere are:
 - a. The total of 512 affordable dwellings delivered across Central Lancashire has exceeded the Core Strategy overall target of 126 dwellings by 386 dwellings.
 - b. The total number of all dwellings completed was 1,849 in all three authorities which is 508 units above the target of 1,341 set in the Core Strategy.

- c. Employment land take up was 7.11 hectares. In relation to employment, take-up is currently below the Core Strategy target however delivery initiatives have been set up to secure and deliver such development in the future.

14. In reporting on output and contextual indicators, the MR will be a source document for the monitoring of objectives, targets and indicators for the Central Lancashire Core Strategy (2012) the South Ribble Local Plan (2015) and other development plan documents.

CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

15. None

FINANCIAL IMPLICATIONS

16. The purpose of the report is to seek approval to publish the Monitoring Report on the Council’s website and therefore there are no financial implications. The cost of producing and publishing the Monitoring Report is met from within existing budgets.

LEGAL IMPLICATIONS

17. Failure to produce an MR would be contrary to the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

AIR QUALITY IMPLICATIONS

18. Air quality comments to follow.

COMMENTS OF THE STATUTORY FINANCE OFFICER

19. There are no direct financial implications as a result of approving the recommendation in this report. Clearly the delivery of the South Ribble Local Plan plays an essential role with regard to service delivery which in turn impacts on core income and the funding of City Deal.

COMMENTS OF THE MONITORING OFFICER

20. The Council is required by the Regulations referred to in the body of the report to produce these monitoring reports. This gives members the opportunity to assess the progress that is being made in a number of key areas.

OTHER IMPLICATIONS:

▶ HR & Organisational Development	None
▶ ICT / Technology	None
▶ Property & Asset Management	None
▶ Risk	A risk assessment was undertaken as part of the Local Development Scheme and is subject to review.
▶ Equality & Diversity	None

BACKGROUND DOCUMENTS

[South Ribble Local Development Scheme February 2019 – June 2022.](#)

[Central Lancashire Adopted Core Strategy Performance Monitoring Framework July 2012.](#)

[South Ribble Local Plan, adopted July 2015. Performance Monitoring Framework.](#)

APPENDICES

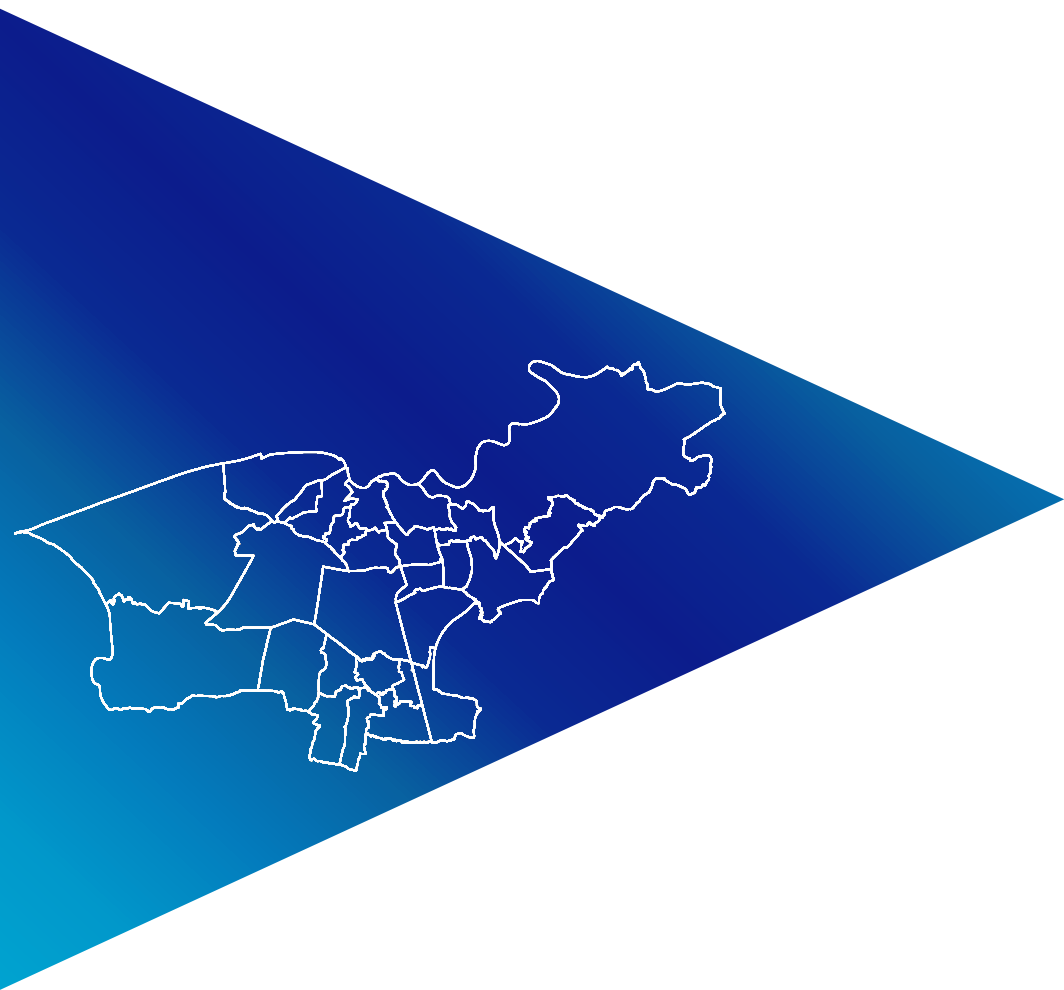
Appendix A – South Ribble Monitoring Report

Appendix B – Central Lancashire Monitoring Report

Jonathan Noad

Director of Planning and Property

Report Author:	Telephone:	Date:
Paul Peckham	01772- 625553	21 February 2020



**South Ribble Local Plan
Monitoring Report**
Covering the period April 2018 – March 2019

Appendix A

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Appendix A

1. Introduction

- 1.1 The Town and Country Planning (Local Planning) (England) Regulations 2012 updated the requirement to prepare Local Development Frameworks (LDFs), which were first introduced in the Planning and Compulsory Purchase Act 2004. In order to assess the effectiveness of the Local Development Framework policies, the regulations also require authorities to produce a Monitoring Report, (MR) which is to be prepared annually. The purpose of the MR is twofold. It will assess the implementation of the local development scheme (LDS) and the extent to which the policies in the local development documents are being successfully implemented.
- 1.2 This is the fifteenth Monitoring Report to be published by the council and it covers the period 1 April 2018 to 31 March 2019. The Central Lancashire Core Strategy was adopted in July 2012, and a separate monitoring report will be produced to report on its monitoring framework and will be the sixth such report. The Local Plan was adopted in July 2015. This MR will report on the Indicators within the Local Plan. This MR will fulfil the following purposes:
- Report progress on the Local Development Scheme;
 - Report key contextual indicators for the South Ribble Local Plan 2015;
 - Report on core output indicators;
 - Report on the South Ribble Local Plan Monitoring Framework 2015.

2. Summary

The Monitoring Report recognises that monitoring impact and effect is a key part of the development planning process.

- 2.1 This MR covers five important areas;
- Reports progress on the South Ribble Local Development Scheme
 - Identifies contextual indicators for the South Ribble Local Development Framework
 - Reports on core output indicators;
 - Reports on the Monitoring Framework of the South Ribble Local Plan (2015)
 - Reports on the Monitoring Framework of the Central Lancashire Core Strategy (in a joint separate document with Chorley and Preston).
- 2.2 This MR will report on milestones using the February 2019 - June 2022 LDS, as this is the most up-to-date. However this currently being revised and will be reported on in subsequent Monitoring Reports.
- 2.3 This report suggests a number of contextual indicators for the Local Plan (2015) Monitoring Framework. Their purpose is to provide a broad picture of the social, economic and environmental circumstances that exist in the borough against which the output and effects of the Local Plan policies can be measured. They effectively establish a baseline position from which change can be measured and are selected to highlight key characteristics of South Ribble.

Appendix A

Demographic structure:	Population growth Population profile
Socio-cultural:	Deprivation
Environmental:	Designated protected areas Trees and hedgerows Green space
Housing and built environment:	Listed buildings Conservation areas
Transport and spatial connectivity:	Air Quality Management Areas Location Demography

2.4 Some of the indicators cannot be updated on an annual basis as they are supplied by the Census with the next being due in 2021. From those that can, the following can be reported:

- Unemployment levels are consistently below both the Lancashire and national average, and are decreasing;
- The population of the borough continues to rise;

2.5 In relation to the Core output indicators, some key findings for the monitoring period 1 April 2018 – 31 March 2019 are:

- 71% of new dwellings were built on previously developed land compared to 64% last year. This is above the national target of 60%;
- The number of housing completions was 491 dwellings in 2018/2019. This is below the annual housing requirement;
- There were 97 affordable dwellings completed in 2018/19, this is significantly above the target of 30 as set out in the Central Lancashire Core Strategy.
- Our three parks with Green Flag status have retained the award.

2.7 The Central Lancashire Core Strategy indicators are reported on in a separate document.

Appendix A

3. Progress on revised South Ribble Local Development Scheme (LDS)

- 3.1 One purpose of the MR is to report on progress in the Local Development Scheme (LDS) in relation to the milestones within it and indicate whether any adjustment to the scheme is considered necessary.
- 3.2 The Council is working jointly with Preston and Chorley Councils, and therefore there is a joint Local Development Scheme in place. The LDS is dated February 2019 – June 2022 and is therefore the most up-to-date LDS for the monitoring period this report covers. A revised LDS is currently being prepared, and this will be reported on in the next MR.
- 3.3 The LDS included the preparation of the following Local Development Documents:

- Central Lancashire Local Plan

- 3.3 For more detail please see the full version of the latest revised LDS which is available to view on the council's web site [here](#).
- 3.4 The milestones for the preparation of these Development Plan Documents during the monitoring period are shown in the table below. The revised timetable is shown in brackets. This will be reported on in more detail in the next MR.
- 3.5 Progress in relation to each of the Local Development Plan Documents is as follows:

Key Stage	Description	Timescale
Stage One Issues and Options (Regulation 18- statutory Consultation)	Consultation process involving engagement of all stakeholders, statutory (UU, EA, HE etc.) and non-statutory including public bodies, members of the public, developers etc. This will include publication of the initial tranche of sites suggested for development.	Expected Summer 2019 Consultation Period July 2019 – September 2019 <i>(Updated to November 2019 – February 2020)</i>
Stage Two Preferred Options (Regulation 18)	Following Issues and Options Consultation, further detailed consideration of the sites will be undertaken looking at consultation responses and review of existing policies and drafting of the new Local Plan policies will be undertaken. This will conclude with a 'Preferred Options' draft Local Plan being published for consultation.	Expected Spring 2020 Consultation Period March 2020 to May 2020

Appendix A

		<i>(Updated to June 2021 – August 2021)</i>
Stage Three Publication Draft (Regulation 19)	The new draft Local Plan, the Integrated Appraisal and statement of consultation along with any topic papers	Expected early 2021 Consultation Period January 2021 to March 2021 <i>(Updated to October 2022 to December 2022)</i>
Stage Four Submission Stage	Collation of final responses to the publication stage and submission to the Planning Inspectorate ahead of the Examination in Public.	Submission to the Planning Inspectorate expected May 2021 <i>(Updated to March 2023)</i>
Adoption	This will follow the examination in public which is expected to last between 6 and 12 months. The length of time depends on the representations made and the extent to which the Inspector requires further work to be undertaken and/or modifications to the draft plan.	Expected June 2022 <i>(Updated to December 2023).</i>

Central Lancashire Core Strategy/South Ribble Local Plan Review

- 3.6 Evidence gathering to inform the review of the Core Strategy and Local Plan is underway. Call for Sites exercises were carried out twice during this monitoring period. There were no milestones for the production of this document during the monitoring period which this report covers. Subsequent Monitoring Reports will report further on this document.
- 3.7 The needs of Gypsies, Travellers and Travelling Showpeople will be incorporated into the reviews of the Central Lancashire Core Strategy and South Ribble Local Plan.

Statement of Community Involvement

- 3.8 Work on the production of a new Statement of Community Involvement has been delayed due to resources in the Planning Policy Team. It is expected that work will commence in summer 2020.

Supplementary Planning Documents

- 3.9 There are 9 Supplementary Planning Documents which are currently adopted, 7 of these are Central Lancashire SPDs with 2 being South Ribble documents.

- Affordable Housing
- Design
- Controlling re-use of Employment Premises
- Rural Development
- Access to Healthy Food (currently under review)
- Open Space and Playing Pitch

Appendix A

- Residential Extensions (South Ribble)
- Renewable and Low Carbon Energy (South Ribble).
- Biodiversity and Nature Conservation

3.10 The LDS does not indicate that any new SPDs will be produced. The need for new SPDs or review of existing SPDs will take place as the review of the Local Plan is carried out.

Overall Conclusion on Progress

3.11 There were no milestones for the Local Plan Review which fell within this monitoring period. However, production of the Plan has slipped and will not meet the milestones shown in the current LDS. A revised LDS is being produced to reflect the new timetable, and this will be reported in subsequent Monitoring Reports.

4. Key contextual indicators for the Local Plan 2015 Performance Monitoring Framework

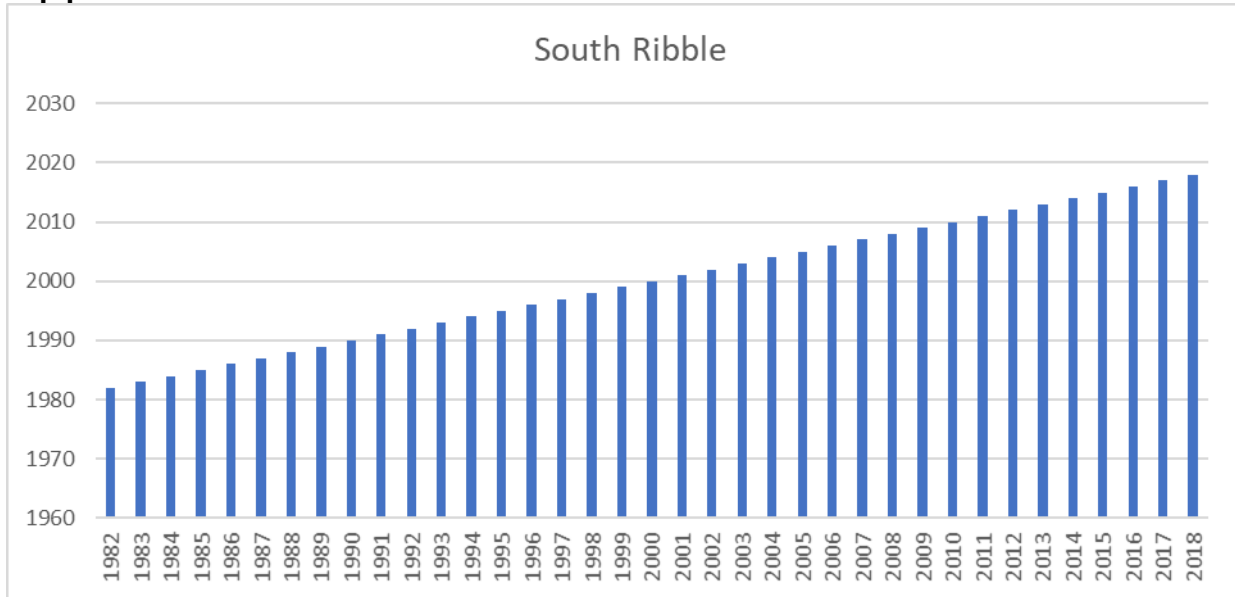
Spatial Portrait

4.1 The borough of South Ribble is situated in the centre of Lancashire and is immediately to the south of the River Ribble. It has excellent communication links from its location astride the north/south M6 motorway, and the main London to Glasgow railway. Connections are available to the M55, M61 and M65 motorways as well as the A6, A49 and A59 roads. Rail links are also available to East Lancashire, the Fylde, Greater Manchester and Merseyside. The borough is less than an hour's drive from the airports at Manchester and Liverpool. The borough has an area of 44 square miles, with approximately 7,730 hectares of greenbelt land, which is approximately 68% of the total area.

Population

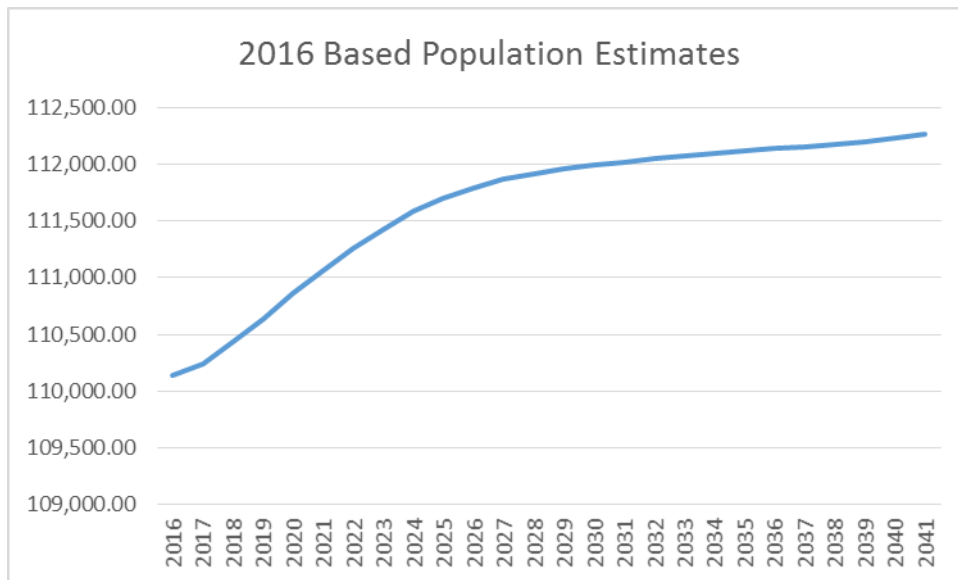
4.2 The population of the borough is estimated to be 110,527 (Source: Office National Statistics (ONS): Mid-Year Population Estimates 2018). The total population for the majority of the time has been rising over the last 30 years as shown in the following chart.

Appendix A



(Source: ONS - mid-year estimates)

4.3 It is projected to continue growing as shown below, although the projections are trend based and do not take into account the effects of strategic policy.



(Source: ONS: Subnational Population Projections)

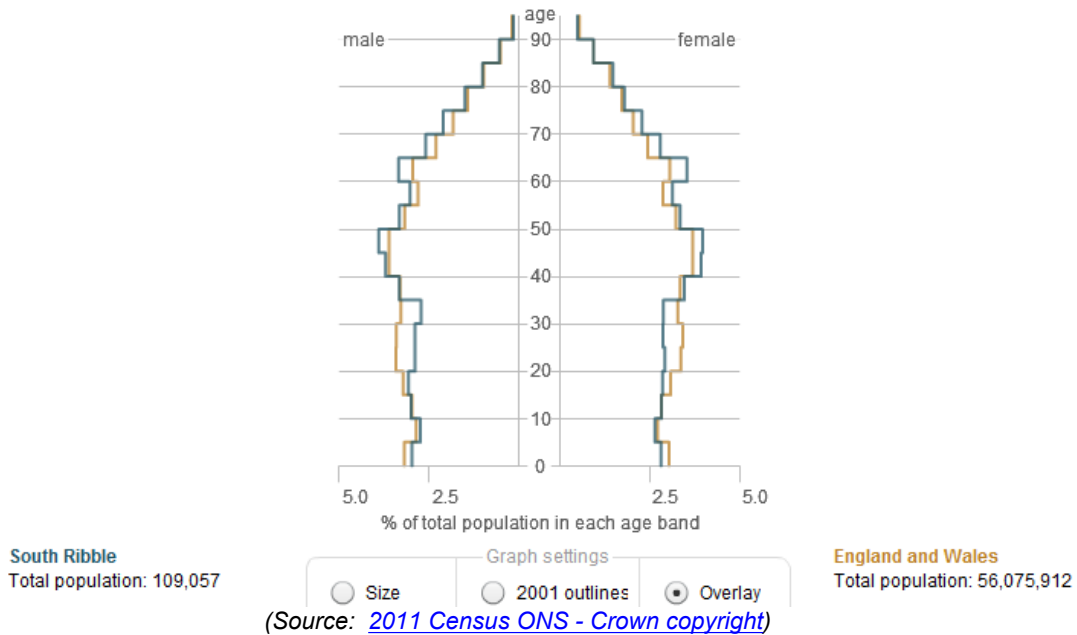
4.4 Comparison with the mid-year estimates and the next census (2021) will show what the actual growth has been against the projected growth. A key issue for the Local Plan is to what extent spatial planning policies will impact population growth.

Population profile

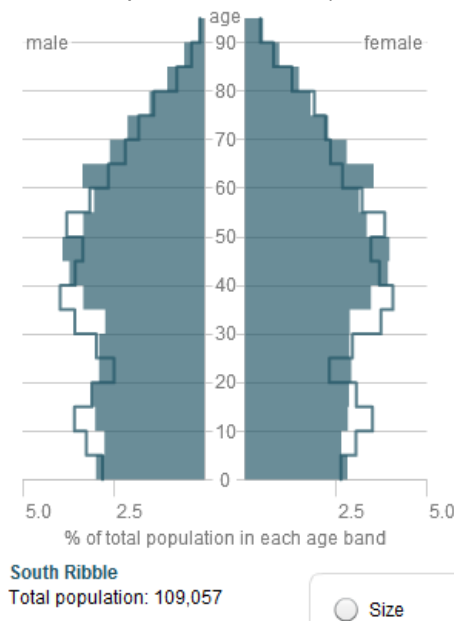
4.5 At the time of the 2011 Census, the usual resident population of the borough was approximately 109,057 broken down into the following age groups.

Appendix A

South Ribble Compared with England & Wales



South Ribble – 2001 Compared with 2011 (outline shows 2001)



4.6 The most noticeable variations in the borough's population from the national average are: fewer adults in the 20-34 age groups and more people in the 60-64 age group. The borough has had a younger than average population over the last 20 years, largely related to in-migration of young people in the new town era. Twenty years on this could account for higher proportions of pre-retired people i.e. those who came here in the 1970s and 1980s.

Unemployment

4.7 The following figures show the current unemployment rates (based on Nomis-official labour market statistics. **Note:** numbers and % are for those aged 16 and over. % is based on a proportion of those economically active.

Appendix A

4.8 The unemployed rate is based on the model used above at March 2019 was 3.2% in South Ribble, which is below the Lancashire rate of 4.1% and also below the North West rate of 3.9%.

Deprivation

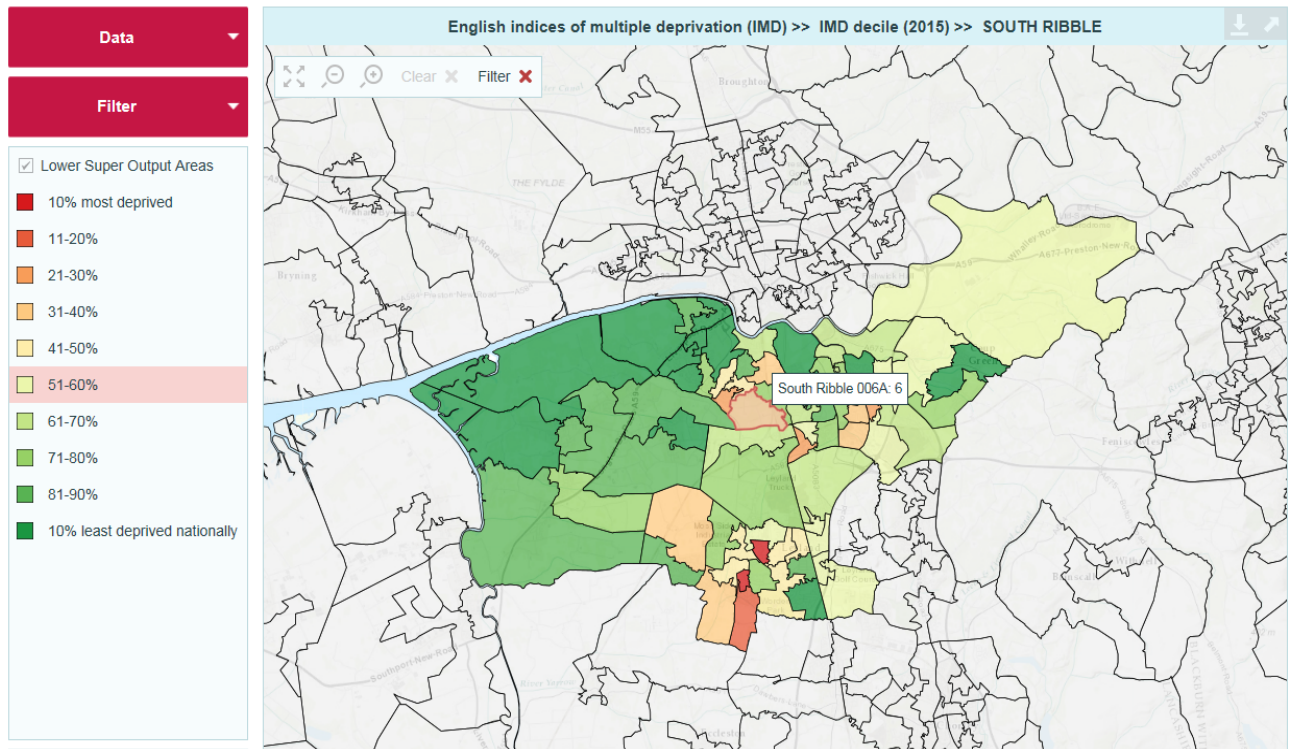
4.9 The Indices of Multiple Deprivation (IMD) measure seven different aspects (or domains) of deprivation for lower level super output areas across England: Income, Employment, Health and Disability, Education, Skills and Training, Barriers to Housing Services, Living Environment and Crime. These are weighted and combined to create the overall IMD. Deprivation is reported down to Lower Super Output Areas (LSOAs); these are subdivisions of wards and contain a minimum of 1,000 people and 400 households. The Indices of Deprivation identifies concentrations of deprivation and it is important to note that not all deprived people live in deprived areas and, conversely, not everyone living in a deprived area is deprived. It is not a measure of affluence.

4.10 The indicators have been chosen because they represent different aspects of deprivation. A lack of deprivation does not necessarily equate to affluence. Therefore, the LSOAs with the highest ranks are not necessarily affluent, just less deprived. The English Indices of Deprivation 2015 rank South Ribble 229 out of 326 local authority areas in England. This indicates that the borough does not suffer from high levels of deprivation. Nonetheless, at a more detailed level, the indices show that there are small areas within the borough with problems related to deprivation. Two LSOA's fall within the worst 10% most deprived areas of England. By comparison, South Ribble has twelve LSOAs in the best 10%.

4.11 The council, in conjunction with its partners across many agencies continues to work to address the deprivation issues. The map below shows deprivation levels across the Borough according to the Indices of deprivation 2015.

Appendix A

Deprivation Levels by Lower Super Output Area



Source: [Lancashire County Council](#)

Designated protected sites

4.12 478.5 hectares or 4.1% of the borough is protected as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserve etc. An objective of the Local Development Framework is to ensure that development does not harm protected sites and habitats. Work is completed on a Habitats Regulations Assessment to ensure protection of these important sites. This was published alongside the Central Lancashire Core Strategy and the South Ribble Site Allocations Partial Version document in November 2013.

Trees and hedgerows

4.13 Twenty-seven areas or a total area of 231.6 hectares is protected as ancient woodland. 388 tree preservation orders (TPOs) were in force in the borough as of March 2019, protecting individual or groups of trees and woodlands. This figure does fluctuate as trees can be felled by storms, become unsafe or new designations can be put in place.

Green space

4.14 An Open Space and Recreation study was completed in July 2012 and includes an up-to-date audit of open space provision in the borough and provides a baseline for monitoring changes to the overall amount to inform the LDF process. The study identifies almost 730 hectares of open space in the borough. (Source: Open Space Study database 2012). This includes land in public and private ownership and land which has active or passive use. There is currently a new Open Space Study underway, which is due to be completed in 2018.

Appendix A

Listed Buildings

- 4.15 The borough has 144 entries on the listed buildings register as being of special architectural or historic importance. Two are grade I buildings of national interest, ten are grade II* buildings and the remainder grade II.

Conservation Areas

- 4.16 There are eight conservation areas in the borough, and each has an appraisal and management plan. It is intended that these appraisals and management plans will be regularly reviewed and kept up to date. The Conservation Area Appraisals for each of the 8 Conservation Areas were published early in 2014. New Conservation Areas will be designated in the future where appropriate, in areas that merit such a designation.

Transport and spatial connectivity

- 4.17 The borough of South Ribble is situated in the centre of Lancashire, and is immediately to the south of the river Ribble. It has excellent communication networks from its location astride the north/south bound M6 motorway and the main London to Glasgow railway line. Connections are also available to the M55, M61 and M65 motorways as well as the A6, A49 and A59 roads. Rail links are also available to East Lancashire, the Fylde, Greater Manchester and Merseyside. The borough is less than an hour's drive from Liverpool and Manchester.

Self-build and Custom Housebuilding Register

- 4.18 The Self-build and Custom Housebuilding Act 2015 placed a duty on all local authorities to keep a register so that an assessment of demand in the local area for this type of housebuilding can be made. This is the third reporting year for self-build and custom housebuilding. The headline data from the register shows that we have 22 applicants (all of which are individuals) on the register (low demand) as at 31 March 2019, this has gone up by 7 in the previous 12 months when compared to the 2018 figure. Please see table below for further details:
- 4.19 In line with the above the council established a register that has been open for entries from April 2016. In addition, there is a page on the Council's website relating to self and custom build, and there is a form on it that people can submit electronically or download and fill in to request inclusion on the register. The council requires individuals or associations of individuals to provide: contact details; their preferred location(s), type and size of property (number of bedrooms) they wish to build and the budget etc. To go to the website page please click [here](#).

Group/Individual	Area of Interest	No of Dwellings	Type of Dwelling	Plot Size
Individual	South Ribble	1	Detached House	Unknown
Individual	Western Parishes	1	Detached House	Unknown
Individual	South Ribble	1	Detached House	Unknown
Individual	South Ribble	1	Detached House	0.5ha
Individual	Leyland	1	Detached House	0.5ha
Individual	South Ribble	1	Detached House	0.5-1 acre

Appendix A

Individual	Leyland	1	Detached House	1ha
Individual	South Ribble	1	Detached House	0.25ha
Individual	South Ribble	1	Detached House	0.25ha
Individual	South Ribble	1	Detached Bungalow	0.25ha
Individual	Penwortham	1	Detached House	1ha
Individual	South Ribble	1	Detached House	0.125ha
Individual	South Ribble	1	Detached House	0.013-0.020ha
Individual	Longton	1	Detached House	Unknown
Individual	South Ribble	1	Detached House	0.25ha
Individual	South Ribble	1	Detached House	0.5ha
Individual	South Ribble	1	Detached House	0.25ha
Individual	South Ribble	1	Detached House	1acre
Individual	Walton-le-Dale	1	Detached House	0.15ha
Individual	New Longton	1	Detached House	0.3ha
Individual	Penwortham	1	Detached House	0.05ha
Individual	Penwortham	1	Detached House	0.2ha

5. Performance Monitoring Framework of the South Ribble Local Plan 2015

- 5.1 The Local Plan (2015) Indicators within the Performance Monitoring Framework are monitored. These indicators are below and are considered necessary to accurately measure the effectiveness of the policies within the Local Plan.

Level of Nitrogen Dioxide at the Air Quality Management Areas (AQMA)

Policy/Policies this contributes to - A1, A2, A3

- 5.2 There are currently five declared AQMA's within the South Ribble area. All of the declared AQMA's have been declared for the likely exceedance of the Nitrogen Dioxide annual mean objective of 40µg/m³. During this monitoring period Victoria Road in Walton-le-Dale (AQMA 2) is the only area that has exceeded the objective of 40µg/m³, the other areas are slightly under the objective.

- 5.3 The five current AQMA areas are;

AQMA 1 - Cop Lane, Priory Lane, Penwortham
 AQMA 2 - Victoria Road, Walton-le-Dale going into Preston
 AQMA 3 - Tardy Gate/Brownedge Road, Lostock Hall
 AQMA 4 - Station Road, Bamber Bridge
 AQMA 5 - Turpin Green Lane/Golden Hill Lane, Leyland.

- 5.4 Due to the declaration of another AQMA (AQMA 5) the Council's Air Quality Action Plan (AQAP) is in the process of being revised. The AQAP includes among other measures, actions that will be taken via the development control process to enable a reduction in emissions and the promotion of alternative forms of travel around the borough.

[The Air Quality Action Plan \(AQAP\) and more information regarding air quality in South Ribble is available here.](#)

Appendix A

Changes to Road Traffic Congestion (Core Strategy Policy 3)

Policy/Policies this contributes to - A1, A2, A3

5.5 The Department for Transport (DfT) carries out traffic monitoring in the Central Lancashire area. The monitoring sites are in locations known to experience significant volumes of traffic. These will be monitored each year so will show any trends up or down.

5.6 The table below shows the 7-day average figures for each of the 6 locations across the area of South Ribble.

South Ribble Data

Traffic Counts

Year	Location					
	1	2	3	4	5	6
2012	24495	26962	18337	39533	25083	34009
2013	24403	26841	18309	38889	25136	33899
2014	24671	26960	18831	39830	23103	31591
2015	24468	26661	17664	38558	24087	32836
2016	24238	26330	18217	39445	24872	33882
2017	24667	29287	18139	40504	24859	33762
2018	24727	29304	18177	40662	25361	32894

Location of Monitoring Sites in South Ribble

- 1 A582 Penwortham Way, S of Lodge Lane, Farington Moss (CP 28720)
- 2 A6 London Way, N of B6230 (CP 18511)
- 3 A59 Liverpool Road, S of Hutton Roundabout (CP 56605)
- 4 A6 South Ribble Way, S of A582, Farington (CP 99554)
- 5 A6 Lostock Lane, W of M6 J29a, Bamber Bridge (CP 28555)
- 6 A59 Preston New Road, W of Cuerdale Lane, Samlesbury (CP 16566)

5.7 Locations 1, 2, 3 and 4 above have shown a slight increase during the periods recorded. However, locations 5 and 6 have shown a slight decrease as shown in the table above. The overall increase on the 2017 figure is 775. It is expected that traffic levels will rise further overall as more new development occurs across South Ribble.

5.8 It is important that appropriate infrastructure is put in place to cope with the extra traffic associated with this development. It is also necessary to ensure that appropriate sustainable transport infrastructure is put in place as part of development, to try and reduce the number of cars on the road. We will continue to monitor traffic levels in South Ribble.

Appendix A

- 5.9 The Central Lancashire Highways and Transport Masterplan (March 2013) represents Lancashire County Council's priorities for future investment in highways and transport across Central Lancashire and a delivery programme to 2026 which will see new road space built, public transport prioritised across key corridors into Preston and between Leyland and Chorley, and public realm improvements in city, town and local centres.
- 5.10 The description of Monitoring Sites above includes a 'Count Point' (CP) id for each location (e.g. CP28720). Traffic data from the year 2000 for these and all Count Points in Central Lancashire and nationwide can be viewed on the Department for Transport's website at: www.dft.gov.uk/traffic-counts.

Gross Affordable Dwellings Constructed (Core Strategy Policy 7)

Policy/Policies this contributes to - A1, B2, C1, C2, C3, D1, D2

- 5.11 There has been 97 affordable dwellings completed in the 2018/19 monitoring year, this exceeds the target of 30 as set in the Central Lancashire Core Strategy and is approximately 20% of the overall completion figure of 491 set out below at 5.25 which is an increase on the 2076/2018 figure of around 57%. We expect the number of affordable homes to increase in the future with more large permissioned sites contributing to their development. [For more details please refer to the latest Housing Land Position Statement.](#)

Value of Developer Contributions Collected (and spent on infrastructure priorities) (Core Strategy – Policy 2)

Policy/Policies this contributes to - A1, C1, C2, C3, C4, C5, D1, D2, G9, G10, G11, H1

S106 contributions collected	S106 contributions spent	CIL collected	CIL spent on 123 List	CIL transferred to Parish Councils
£539,849	£28,288	£385,095.02	£39,679.92	£4,562.94

- 5.12 The table above shows that during this monitoring period £539,849 of S106 monies were collected and the capital expenditure funded from S106 monies was £28,288. The amount of CIL contributions collected during the monitoring year was £385,095.02 with £39,679.92 going to be paid to Lancashire County Council for spending on infrastructure priorities. In addition, £4,562.94 has been paid over to the relevant Parish Councils in accordance with CIL regulations.

Net amount of sport, recreation and informal open spaces lost to other uses (Core Strategy Policy 18)

Policy/Policies this contributes to - A1, G1, G3, G4, G5, G6, G7, G8, G9, G10, G12, G13, H1

- 5.13 During this monitoring period there has been nil loss of sport, recreation and informal open spaces to other uses.

Appendix A

- 5.14 To enable the Enterprise Zone to be delivered at BAE Systems Samlesbury the green belt boundary was amended in accordance with policy C5–BAE Systems, Samlesbury of the South Ribble Local Plan.

Quality rating of public open spaces

Policy/Policies this contributes to - A1, G7, G8, G9, G11, G12

- 5.15 75% of the public open spaces that have been assessed within the borough are rated as high quality (as at March 2018). This indicator has not been monitored over the monitoring period covered by this report, so the figure of 75% may not be up to date as the most recent assessment work did not assess the sites in this way.

No reduction in range of uses within the boundary of the Capitol Centre

Policy/Policies this contributes to - B5

- 5.16 There has been no reduction in the range of uses within the boundary of the Capitol Centre during this monitoring period, however the unit that was occupied last year after being vacant for some time has now become vacant again so there is 1 vacant unit within the Capitol Centre (Use Class A1 shops when last occupied).

Higher quality building design (Core Strategy Policy 17)

Policy/Policies this contributes to - C1, C2, C3, G17

- 5.17 All housing developments in South Ribble have been considered against the criteria set out in Policy 17 of the Core Strategy and the Adopted Central Lancashire Design SPD, which uses the principles set out in the original Building for Life (BfL) standard. As well as this, developments are also considered against policy G17 of the South Ribble Local Plan (adopted July 2015) and together ensure that a high quality of design can be achieved.

% of JSA claimants (age 16 to 64) below the Lancashire average

Policy/Policies this contributes to - B3, B4, C4, C5, E1, E2

- 5.18 Official statistics show that 0.5% of the working age population in South Ribble were claiming JSA. Which is below the Lancashire figure of 0.8%.
(Source: ONS. Note: % is the number of claimants as a proportion of resident population of area aged 16-64 claiming Job Seekers at December 2018).

Net loss of employment to another use (ha)

Policy/Policies this contributes to - B3, B4, C4, C5, E1, E2

- 5.19 0.00ha of employment land use has been lost during the monitoring period.

Appendix A

Planning to adapt to climate change (Core Strategy Policy 27)

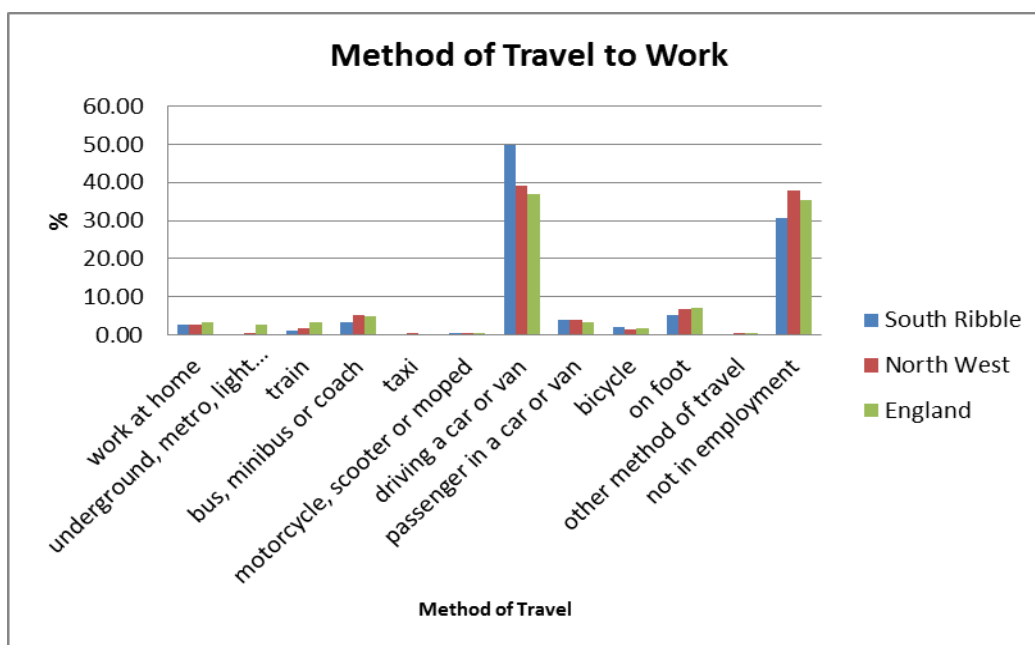
Policy/Policies this contributes to - B3, B4, C1, C2, C3, C4, C5, E1, E2, G17

- 5.20 In March 2015 the Deregulation Act received Royal Assent which proposed that all energy efficiency standards will be included in building regulations. As a result, the Code for Sustainable Homes has been withdrawn. The Code for the Sustainable Homes requirement in Policy 27 of the Core Strategy is therefore no longer required.
- 5.21 The government has set out transitional arrangements until energy efficiency standards are included in building regulations which allow local authorities to continue to apply policies in their local plans that require compliance with energy efficiency standards that exceed building regulations.
- 5.22 In accordance with the transitional arrangements South Ribble is requiring all new dwellings to achieve a minimum Dwelling Emission Rate (DER) of 19% above 2013 Building Regulations which is equivalent to Code Level 4 energy requirements. Compliance with other aspects of the Code for Sustainable Homes is no longer required.

Increase in public transport/bicycle/walking as method of travel to work

Policy/Policies this contributes to - B1, D1

5.23 The table below shows that over half of the working age population travel to work as either a driver or a passenger in a car or van. This is higher than both the regional and the national average. Less people than the regional and national average travel to work on foot, or via train or bus, however, the percentage of people that travel to work on a bicycle is slightly higher than both the regional and national average. This indicator will next be reported on when the next census information is made available sometime during 2021.



Appendix A

Completed development complying with car parking standards (residential and non-residential)

Policy/Policies this contributes to - B1, F1

5.24 All completed development complied with parking standards were required.

Meet South Ribble annual housing requirement

Policy/Policies this contributes to - D1, D2

5.25 During the 2018/19 monitoring year there were 491 dwelling completions in the borough. This is above the annual housing requirement figure of 417 by 74 and 173 above the previous year. This is due to several of the City Deal sites coming forward. It is expected the annual number of completions will rise further as more of these sites from the Local Plan are brought forward for development. [For more details please refer to the latest Housing Land Position Statement.](#)

5.27 The Borough has a total five year requirement, making up shortfall within five years and including 5% buffer. 3,355

5.28 At 31 March 2019, gross five-year supply of 3,976 dwellings. This would result in a 5.93 year land supply, using the Core Strategy Figures. However, as Policy 4 of the Core Strategy has not been reviewed, using the standardised methodology, which is required, would result in a 17.7 year supply of housing. The Appeal decision for the Oakdene, Chain House Lane site reinforced that the Council should be using the standard methodology figure for its 5 year supply.

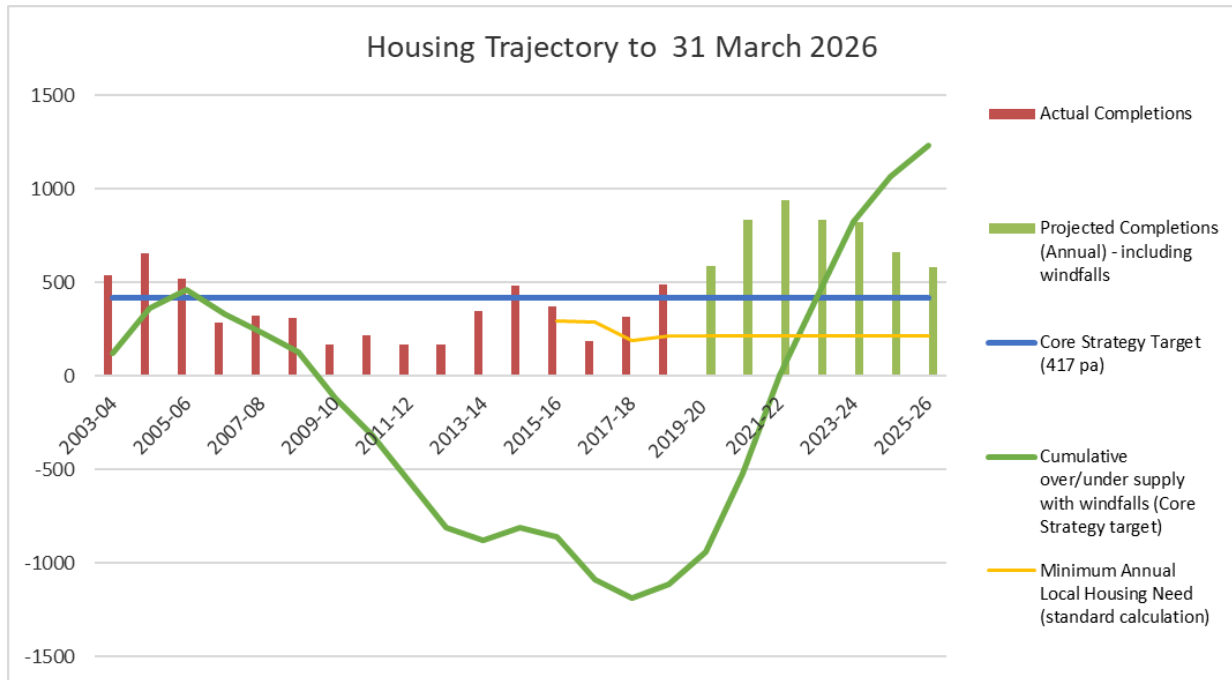
Net additional housing expected to come forward each year over the remaining plan period to meet the overall housing requirement. (This should take into account the previous delivery of dwellings since the start of the plan period).

Policy/Policies this contributes to – D2

5.30 Additional housing is expected to rise over the next few years due to the large sites which are now starting to come forward, several of which are now under construction. It should be noted that the inclusion of sites in the trajectory does not mean development will come forward on a site nor does it guarantee planning permission will be granted. It means, to the best of current knowledge sites are able to deliver housing subject to other factors such as funding, the release of land and/or the provision of additional infrastructure. Any site without valid planning permission will be subject to the normal planning process.

Appendix A

5.31 The following housing trajectory chart relates to the current strategic requirement at 31 March 2019.



Source: SR Housing Land Position Statement 2019

[For more details please refer to the latest Housing Land Position Statement.](#)

Proportion of agricultural workers dwellings approved

Policy/Policies this contributes to - D3

5.32 Three agricultural dwellings have been approved within this monitoring period.

Proportion of A1, A3 and A4 uses in Leyland Town Centre

Policy/Policies this contributes to - E3

	A1	A3	A4
Leyland Town Centre	41%	4%	3%
Within Primary Retail Frontage	51%	4%	6%

5.33 The Local Plan 2015 sets a target of a minimum of 60% A1 units in the primary retail frontage. This indicator reports on the amount of A1, A3 and A4 uses, which currently is below the 60% target set in the Indicator, and the target of 60% or more A1 uses set in the policy, in both the town centre and primary retail frontage.

5.34 The proportion of A1 units is currently below the target set in the policy, applications for non-A1 uses should therefore not currently be supported unless there are exceptional circumstances.

[Please see the latest Retail Position Statement for more detail.](#)

Appendix A

Proportion of A1, A3 and A4 uses in district centres

Policy/Policies this contributes to - E4

District Centre	A1	A3	A4
Penwortham	44%	8%	1%
Bamber Bridge	38%	3%	3%
Tardy Gate	61%	4%	2%
Longton	43%	5%	0%

5.35 Policy E4 of the Local Plan 2015 sets a target of a minimum of 60% A1 uses in the district centres. The Indicator in the Monitoring Framework has a target of the proportion of A1/A3 and A4 uses combined being more than 60%. For centres where the 60% target for A1 uses has not been met, no further applications for non-A1 uses should not be permitted unless there are exceptional circumstances.

5.36 Only one of the district centres (Tardy Gate) currently meet this target within the Monitoring Framework, with some centres being significantly below the target. [Please see the latest Retail Position Statement for more detail.](#)

Proportion of A1, A3 and A4 uses in local centres

Policy/Policies this contributes to - E5

Local Centre	A1	A3	A4
Kingsfold	34%	2%	2%
Earnshaw Bridge	50%	0%	0%
Farington	41%	0%	5%
Higher Walton	30%	5%	5%
Seven Stars	56%	3%	6%
Walton Le Dale	22%	0%	5%
Gregson Lane	54%	8%	0%
New Longton	82%	9%	0%
Walmer Bridge	39%	6%	6%

5.37 Policy E5 of the Local Plan 2015 sets a target of a minimum of 60% A1 uses in the local centres. The Indicator in the Monitoring Framework has a target of the proportion of A1, A3 and A4 uses combined being more than 60%.

5.38 For centres where the 60% target for A1 uses has not been met, no further applications for non-A1 uses should be permitted unless there are exceptional circumstances.

5.39 Only three of the local centres currently meet the target within the Monitoring Framework, with some centres being significantly below the target.

Appendix A

Vacant units in town/district/local centres

Policy/Policies this contributes to – B4, B5, E3, E4, E5

Retail Centres	% Vacant
Leyland Town Centre	6%
Penwortham District Centre	9%
Bamber Bridge District Centre	3%
Tardy Gate District Centre	4%
Longton District	3%
Kingsfold Local Centre	2%
Earnshaw Bridge Local Centre	0%
Farington Local Centre	14%
Gregson Lane Local Centre	15%
Higher Walton Local Centre	5%
New Longton Local Centre	0%
Seven Stars Local Centre	11%
Walmer Bridge Local Centre	6%
Walton-le-Dale Local Centre	5%

- 5.40 The table above shows that two of the centres in the Borough have a 0% vacancy rate, these are New Longton and Earnshaw Bridge. Gregson Lane has the highest rate although this is significantly down on the rate of last year. Four of the centres have seen a decrease in the vacancy rate, four centres have seen a slight increase with the rest staying the same as last year.
- 5.41 Leyland, Kingsfold, Walton-le-Dale and Gregson Lane have all seen a decrease in vacancy rates on last year. Whilst Penwortham, Longton, Seven Stars, Walmer - Bridge and Farington have seen an increase. Bamber Bridge, Tardy Gate, Earnshaw Bridge, Higher Walton and New Longton have stayed the same as last year.
- 5.42 The target of no increase in vacant units for three consecutive years within the town and district centres in the performance indicator of the Local Plan 2015 has been met. Vacancy rates will continue to be monitored in order to ensure the effectiveness of the policies. [Please see the latest Retail Position Statement for more detail.](#)

Percentage of Buildings in Greenbelt approved for re-use

Policy/Policies this contributes to - G2

- 5.43 100% of applications that met policy requirements were approved for re-use in the green belt.

Appendix A

Loss of trees/woodland protected by TPOs

Policy/Policies this contributes to – G13

5.44 386 tree preservation orders (TPOs) were in force in the borough as of March 2019 protecting individual or groups of trees and woodlands, this figure is higher than last year so there was no loss. However, trees protected by a TPO can be removed for various reasons i.e. damaged, being structurally unsound and leaning etc.

Number of Green Flag awards for parks/green spaces in the Borough

Policy/Policies this contributes to - G7

5.45 Three of the borough's parks/green spaces have been awarded the Green Flag award for 2017/18. This is the same as previous years so there has been no loss of the Green Flag awards.

Worden Park to maintain Green Flag status

Policy/Policies this contributes to - G9

5.46 Worden Park has maintained its Green Flag status for the 2017/18 monitoring period.

Development on unstable or contaminated land contrary to policy

Policy/Policies this contributes to - G14

5.47 There was no development on contaminated land contrary to policy in this monitoring period. Any proposals for development of this type of land would have to be in accordance with policy G14 of the Local Plan.

Development on derelict land contrary to policy

Policy/Policies this contributes to - G15

5.48 No development took place on derelict land contrary to policy in this monitoring period. Close working between the Planning Policy and Development Management teams will ensure that any future schemes on such sites are in accordance with policy G15 of the local plan.

Appendix A

6. Monitoring Framework

- 6.1 The council recognises that monitoring and review are important in producing an effective Local Plan. Monitoring helps measure the outputs and outcomes of policies, but it also helps to establish a sound evidence base upon which policies can be developed.
- 6.2 The monitoring process is ongoing and integral to the Local Development Document process.
- 6.3 The Planning Policy team already has good monitoring systems in place and gathers information such as;

- Housing and employment land completions;
- Town/district/local centre health checks;
- Data on housing need with housing colleagues;
- Working across boundaries with other districts to understand the characteristics of the wider central Lancashire area e.g. the Core Central Lancashire sub regional strategy commissioned jointly with Preston CC and Chorley BC;
- Evidence from commissioned studies e.g. the South Ribble Retail Study (2017), the Central Lancashire Open Space Assessment (2019); Central Lancashire Employment Land Study (2017) with accompanying 2019 update, and the Central Lancashire Strategic Housing Market Area Assessment (SHMAA) 2017.
- Maximise the use of published data e.g. from the ONS website and the Lancashire Profile website;
- Developing the Corporate Land and Property system (including GIS) to store and analyse spatial data;
- Working with Lancashire County Council to develop our monitoring information.
- Develop the evidence bases for the LDF, jointly with Preston and Chorley Councils, e.g. the Joint Employment Land Review and the Strategic Flood Risk Assessment.

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Central Lancashire Local Development Framework

Central Lancashire Core Strategy Monitoring Report

Covering the period April 2018 – March 2019



Appendix B

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Appendix B

Introduction

The Joint Central Lancashire Core Strategy has been produced by the Central Lancashire authorities of Chorley, Preston and South Ribble and was adopted in July 2012; it is a key part of the Local Development Framework. This is the Seventh Monitoring Report of the performance indicators of the Core Strategy (please see Appendix D of the Core Strategy), and contains data for Chorley, Preston and South Ribble Councils.

Adopted Central Lancashire Core Strategy Indicators

1. Provision of housing developments by location

Related Policy: Policy 1 - Locating Growth

Location of housing completions 2018/19

Location	No. of dwellings completed 2018/19	% of dwellings completed 2018/19	Central Lancashire target (%)
Preston/South Ribble Urban Area *(Within Strategic Sites and Locations)	902 (549)	48.8% (26.7%)	48% (25%)*
Buckshaw Village	129	7%	10%
Key Service Centre	332	18%	25%
Urban Local Service Centre	232	12.5%	9%
Rural Local Service Centres and elsewhere	254	13.7%	8%
Total	1,849	100%	100%

* Included within 48% for Preston/South Ribble UA

Table 1 of the Core Strategy establishes the predicted proportion of housing development across Central Lancashire until 2026. The number of new homes built in the Preston/South Ribble Urban area in 2018/19 was slightly below the predicted proportion.

The Preston, South Ribble and Lancashire City Deal, agreed with government in September 2013, will help to improve future housing delivery across the City Deal area and seeks to secure the necessary strategic infrastructure to deliver some 17,420 new homes over the next 10 years.

The number of dwellings constructed across Central Lancashire in 2018/19 increased by 236 dwellings compared to the 2017/18 Monitoring Report. There was a higher proportion of dwellings built in the Preston and South Ribble Urban Area and in Key Service Centre locations than elsewhere in Central Lancashire in the monitoring period. There was also an increase in the number of dwellings constructed in the Rural Local Service Centres and elsewhere.

More sites allocated in the 3 Local Plans are now coming forward. It is likely that there will be more development on Strategic Sites, although development at Buckshaw Village is

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nearing full capacity. The targets set for locations of development in the Core Strategy will be achieved in the future.

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Location of housing completions 2012-2019

Location	No. of dwellings completed 2012-2019	% of dwellings completed 2012-2019	Central Lancashire target (%)
Preston/ S Ribble Urban area <i>*(within strategic sites and locations)</i>	3,914 (1,423)	38.3% (13.9%)	48% (25%)*
Buckshaw Village	1527	14.9%	10%
Key Service Centre	2,078	20.3%	25%
Urban Local Service Centre	1,443	14.1%	9%
Rural Local Service Centres and elsewhere	1,272	12.4%	8%
Total	10,234	100%	100%

* Included within 48% for Preston/South Ribble UA

Over the monitoring period (2012/13–2018/19), the majority of all housing developments have occurred within the Preston/ South Ribble Urban Area (38% in total) as envisaged by the Central Lancashire Core Strategy. 13.9% of development within the Preston and South Ribble Urban Area has been within the Strategic Sites and Locations. This is expected to increase rapidly in the coming years with the help of City Deal securing necessary strategic infrastructure. This is supported by the fact that a number of developers are currently on site in strategic locations such as North West Preston.

A higher percentage of development than envisaged by the Core Strategy has occurred across the period in Buckshaw Village (14.9% of all development) due to higher than expected completion rates because of the attraction of this centrally located site within the housing market.

Development within Key Service Centres, Urban Local Service Centres and Rural Local Service Centres and elsewhere has not generally been in line with the proportion of development envisaged in those locations by the Core Strategy.

2. Value of Developer Contributions Collected (and spent on infrastructure priorities)

Related Policy: Policy 2 - Infrastructure

Local Authority	S106 contributions collected	S106 contributions spent	CIL collected	CIL spent on 123 List	CIL transferred to Parish Councils
Chorley	£3,221,985.07	£4,992,504.26	£5,007,578.23	£417,418.00	£750,251.54
Preston	£1,635,596.60	£151,097.00	£3,216,366.98	£2,643,254.91	£390,490.70
South Ribble	£539,849	£28,288	£385,095.02	£39,679.92	£4,562.94

The above table shows the amount of S106 contributions and CIL collected by each authority. Preston transferred £2,643,254.91 of the CIL collected to LCC to spend on the

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123 List. South Ribble will transfer £39,679.92 of the CIL collected to LCC to spend on the 123 list. Chorley spent £417,418.00 of the CIL collected on the 123 List in the monitoring period. As the table above shows, CIL monies have been transferred to the relevant Parish Councils as per the CIL regulations.

3. Changes to Road Traffic Volume

Related Policy: Policy 3 - Travel

The Department for Transport carries out traffic monitoring in the Central Lancashire area. The tables below show the 7 day average figures for each of the 6 locations selected in Chorley, Preston and South Ribble. These will be monitored each year so will show any trends up or down in the future. The monitoring sites are in locations known to experience significant volumes of traffic.

Chorley Data

Traffic Counts

Year	Location					
	1	2	3	4	5	6
2012	9040	6701	24849	12762	5232	13173
2013	8995	6241	24838	12763	5185	13137
2014	9211	6390	23565	13162	5294	13531
2015	9236	6404	24557	13449	5287	13808
2016	9508	6554	25342	13854	5320	14204
2017	9974	6622	25322	16492	4219	14191
2018	12048	6658	23174	16348	4218	9916

Location of Monitoring Sites in Chorley

- 1 A49, South of Coppull Moor Lane, Coppull (CP 28446)
- 2 A5106 Wigan Lane, W of A6, Coppull (CP 73686)
- 3 A59, Windgate, S of Carr House Lane, Bretherton (CP 26594)
- 4 A6 Preston Road, S of Moss Lane, Whittle-le-Woods (CP 56153)
- 5 A581, Highfield Road, Croston (CP 2732)
- 6 A49, Wigan Road, S of A5083, Clayton-le-Woods (CP 36529)

Preston Data

Traffic Counts

Year	Location					
	1	2	3	4	5	6
2012	22100	37262	24470	17807	44779	29558
2013	22079	37075	24537	17792	44618	28169
2014	22711	38513	25247	18361	41138	28965

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2015	23650	38082	26325	16484	40745	30610
2016	24414	34669	22670	16956	46131	31562
2017	24367	32472	23612	16843	41961	29334
2018	-*	32192	23696	16715	42024	29358

Location of Monitoring Sites in Preston

- 1 A6 Garstang Road, S of Woodplumpton Road, Broughton (CP 56155)
(*Broughton Bypass opened Oct 2017, no equivalent site)
- 2 A6 London Road, Salmon Street (CP 8526)
- 3 A59 Brockholes Brow, W of River Ribble (CP 7709)
- 4 A5085 Blackpool Road, E of A6063 (CP 1766)
- 5 A59 Guild Way, New Ribble Bridge (CP 3867)
- 6 A583 Blackpool Road, W of Riversway (CP 1725)

South Ribble Data

Traffic Counts

Year	Location					
	1	2	3	4	5	6
2012	24495	26962	18337	39533	25083	34009
2013	24403	26841	18309	38889	25136	33899
2014	24671	26960	18831	39830	23103	31591
2015	24468	26661	17664	38558	24087	32836
2016	24238	26330	18217	39445	24872	33882
2017	24667	29287	18139	40504	24859	33762
2018	24727	29304	18177	40662	25361	32894

Location of Monitoring Sites in South Ribble

- 1 A582 Penwortham Way, S of Lodge Lane, Farington Moss (CP 28720)
- 2 A6 London Way, N of B6230 (CP 18511)
- 3 A59 Liverpool Road, S of Hutton Roundabout (CP 56605)
- 4 A6 South Ribble Way, S of A582, Farington (CP 99554)
- 5 A6 Lostock Lane, W of M6 J29a, Bamber Bridge (CP 28555)
- 6 A59 Preston New Road, W of Cuerdale Lane, Samlesbury (CP 165676)

At 4 of the 6 traffic count point locations in Chorley traffic levels have reduced over the period 2018/19 following increases recorded during 2012-2018; 2 out of 5 in Preston have reduced and 0 of South Ribble's have reduced whilst the rest have risen. It is expected that traffic levels will rise generally as new development occurs throughout the sub region. Traffic levels on individual routes will be affected by general levels of traffic growth and localised development but also by new road schemes and complementary traffic measures put in place to cope with the extra traffic associated with this development. It is also necessary to ensure that appropriate sustainable transport infrastructure is put in place as part of development, to try and reduce the number of cars on the road. This report will continue to monitor traffic volumes/trends in Central Lancashire.

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The Central Lancashire Highways and Transport Masterplan (March 2013) represents Lancashire County Council's priorities for future investment in highways and transport across Central Lancashire and a delivery programme to 2026 which will see new road space built, public transport prioritised across key corridors into Preston and between Leyland and Chorley, and public realm improvements in city, town and local centres.

The description of Monitoring Sites above includes a 'Count Point' (CP) id for each location (e.g. CP 2872). Traffic data from 2000 for these and all Count Points in Central Lancashire and nationwide can be viewed on the Department for Transport's website (at www.dft.gov.uk/traffic-counts).

4. Net Additional Dwellings Completed

Related Policy: Policy 4 - Housing Delivery

Local Authority	Housing Completions 2018/19	Target
Chorley	573	417
Preston	785	507
South Ribble	491	417
Total	1,849	1,341

The total number of dwellings completed in all three authorities is 508 units above the target of 1,341 set in the Core Strategy. This is higher by 236 units on last year. The dwelling completion targets have been exceeded by all the authorities.

In Chorley, Buckshaw Village and Chorley Town have seen the highest completions. In Preston sites such as Cottam and North West Preston allocated in the adopted Local Plan are coming forward for development/being completed. In South Ribble development has taken place between Brindle Road, Heatherleigh and Altcar Lane.

The Preston, South Ribble and Lancashire City Deal (2013) is helping to improve future housing delivery across the City Deal area (Preston City Council and South Ribble Borough Council area) and seeks to secure the necessary strategic infrastructure to deliver some 17,420 new homes over the period to 2024.

5. Affordable Housing

Related Policy: Policy 7 - Affordable Housing

Local Authority	Affordable Housing Completions 2018-19	Target
Chorley	202	50
Preston	213	46
South Ribble	97	30
Total	512	126

Core Strategy Policy 7 requires market housing schemes to deliver affordable housing as on-site provision or via off-site provision/financial contributions. The amount of affordable housing required to be delivered is dependent on a sites location, size and such considerations as financial viability.

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The definition of ‘affordable housing’ also includes shared equity products (for example Home Buy) that are agreed after planning consent has been granted therefore, net dwelling completion figures and affordable housing completions comparable.

The total of 512 affordable dwellings delivered across Central Lancashire exceeded the Core Strategy overall target of 126 dwellings by 386. This figure is higher than the overall figure last year of 409 affordable dwellings.

6. Employment Land Take-Up

Related Policy: Policy 9 - Economic Growth and Employment

Local Authority	Employment Land Take-Up 2018-19 (ha)	Total Take-Up Since 2009 (ha)	Target 2010-26 (ha)
Chorley	3.29	32.55*	112
Preston	2.2	29.54	118.5
South Ribble	1.62	46.32	223.5
Total	7.11	108.41	454.0

- For Chorley 0.24ha has been deleted from the Total Take up (Chorley) since 2009. This relates to A2 uses (Financial and Professional services) added during 2012, 2014, 2016 which are not monitored in the above figures.

Employment land take up is below the Core Strategy target at the current rate. However, steps have been taken to manage the delivery of employment land in order to promote development.

In Chorley this includes promoting and increasing inward investment in Chorley and bringing forward key employment sites allocated in the Chorley Local Plan.

In addition, the Preston, South Ribble and Lancashire City Deal aims to create 20,000 new jobs across the City Deal area over the next 10 years.

The total employment land take-up in the Central Lancashire area as a whole since 2009 (108.41 ha) has increased by 7.11 ha compared to last year 4.21 ha.

7. Working Age Population Qualified to NVQ Level 4 or higher

Related Policy: Policy 15 - Skills and Economic Inclusion

Chorley	Preston	South Ribble	North West
28,100 or 41.1%	38,600 or 42.4%	27,300 or 41.2%	35.5%

Source: ONS/Nomis 2018 Crown Copyright

In terms of education and skills monitoring the Core Strategy aims to achieve a performance better or equal to the regional average.

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According to recent statistics a higher proportion of the working-age population in Chorley, Preston and South Ribble are qualified to NVQ level 4 or higher than the region as a whole and Great Britain (39.3%). Preston's figure has increased above the regional average for the current monitoring year for the first time in 3 consecutive years.

The Central Lancashire authorities adopted an Employment Skills SPD in September 2017 in order to ensure new development proposals consider the economic impact of development and improve the skills of local people to enable them to take advantage of the resulting employment opportunities.

8. Number of Heritage Assets at Risk

Related Policy: Policy 16 - Heritage Assets

Local Authority	Heritage Assets at Risk
Chorley	Bank Hall, Liverpool Road, Bretherton (Category D) Lower Burgh Hall, Coppull New Road, Chorley (Category F) Buckshaw Hall, Euxton Lane, Euxton (Category E) Bretters Farm moated site and two fishponds (declining condition) Ingrave Farm moated site (improving condition)
Preston	Church of St George the Martyr, Georges Road (Category C) Wing of Former Barton Old Hall, circa 20m south of Old Hall Farmhouse, Fishergate Hill Preston – Conservation area
South Ribble	Woodfold Park, (declining condition, although none of the buildings at risk are within South Ribble), the park is within Blackburn with Darwen, Ribble Valley and South Ribble Local Authorities areas and is in multiple, private ownership.

Source: Historic England – Heritage/Buildings at Risk Register

The Core Strategy aims to prevent the increase or reduce the number of heritage assets at risk in Central Lancashire.

There remain three buildings at risk in Chorley with the condition of these buildings showing some improvement in recent years. Structural works are in an advanced state at Bank Hall, Bretherton, which are due to be completed by September 2019 with internal fit out following, at which stage it can then be removed from the register. There are also two scheduled monuments at risk at Ingrave Farm and Bretters Farm.

In Preston, the Church of St George the Martyr, the Wing of Former Barton Old Hall, Jepps Lane and Fishergate Hill remain on the list, whilst Preston 7th day Adventist Church (Category F) and Jepps Lane (Category C) have been removed from the register

Woodfold Park, of which only a small part of the parkland is within South Ribble, is a registered park and garden which is listed as Grade II. The park is in multiple private ownership.

9. Higher Quality Building Design

Related Policy: Policy 17 - Design of New Buildings

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All developments in Chorley are considered against the criteria set out in Policy 17 and the Adopted Central Lancashire Design SPD. In addition, policies included in the Built and Natural Environment section of the Chorley Local Plan, including BNE1: Design Criteria for New Development ensure that high design quality is achieved.

Chorley has not used Building for Life (BfL) for any schemes for a number of years.

All housing developments in Preston have been considered against the design policy criteria in the Adopted Design SPD which uses the principles set out in the BfL standard (originally launched in Sep 2012 and updated in Jan 2015 - this is called Building for Life 12 - BFL12). Preston uses the BFL scheme for all major developments, not just those over 5 ha.

All housing developments in South Ribble have been considered against the criteria set out in Policy 17 Design of New Buildings and the Adopted Central Lancashire Design SPD which uses the principles set out in the BfL standard (originally launched in September 2012 and updated in January 2015 - this is called Building for Life 12 – BfL12). As well as this, developments are also considered against policy G17–Design Criteria for New Development of the South Ribble Local Plan (2015).

Due to changes in the BfL Scheme the target in Indicator 9 is now out of date and needs re wording.

10. Amount of Sport, Recreation and Informal Open Space lost to other uses

Related Policy: Policy 18 - Green Infrastructure

Local Authority	Loss of Open Space
Chorley	Nil
Preston	Nil
South Ribble	Nil

The Core Strategy aims to avoid the unmitigated loss of sport, recreation and informal open space across Central Lancashire.

In Preston, Chorley and South Ribble there has been no loss of sport, recreation and informal open space in the monitoring period.

11. Change of areas of biodiversity importance

Related Policy: Policy 22 - Biodiversity

Local Authority	Loss of Areas of Biodiversity Importance
Chorley	Natural England (regional, national and international sites) has informed there have been no net losses in areas designated for their environmental value in Chorley during this monitoring period.
Preston	Natural England (regional, national and international sites)

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	has informed there have been no net losses in areas designated for their environmental value in Preston during this monitoring period.
South Ribble	Natural England (regional, national and international sites) has informed there have been no net losses in areas designated for their environmental value in South Ribble during this monitoring period.

The Core Strategy seeks to protect areas of biodiversity importance across Central Lancashire. Over the last three year monitoring period there have been no losses in areas of biodiversity importance across the three authorities.

The Central Lancashire Biodiversity and Nature Conservation Supplementary Planning Document SPD (July 2015) provides guidance on the interpretation and implementation of the relevant Central Lancashire policies on biodiversity and sets out what is required as part of the planning process. This includes guidance in relation to ecological networks.

12. Improving Community Health

Related Policy: Policy 23: Health

Local Authority	Consents Granted on Strategic Sites and Locations Without a Health Impact Assessment (HIA)
Chorley	No applications were received that require a HIA in this monitoring period.
Preston	Preston ensure that applications on North West Preston Strategic Site meet the principles set out in the HIA which was carried out for the North West Preston Strategic Location Master plan (December 2013).
South Ribble	No applications have had consents granted that require an HIA in this monitoring period.

Health Impact Assessments (HIA) are required for major planning applications on Strategic Sites and Locations. Preston and South Ribble have had a HIA undertaken within the previous monitoring period. Preston's being for the North West Preston Strategic Location and the location in South Ribble being the Cuerden Strategic Site. However, South Ribble has not granted consent on any Strategic Sites without a HIA in this monitoring period.

13. Planning to Adapt to Climate Change

Related Policy: Policy 27: Sustainable Resources and New Developments

In March 2015 the Deregulation Act received Royal Assent which proposed that all energy efficiency standards will be included in Building Regulations. As a result the Code for Sustainable Homes was withdrawn. The Code for the Sustainable Homes requirement in Policy 27 is therefore no longer relevant.

The Government set out transitional arrangements until energy efficiency standards are included in Building Regulations which allow local authorities to continue to apply policies

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in their Local Plans that require compliance with energy efficiency standards that exceed Building Regulations.

In accordance with the transitional arrangements, the three authorities are requiring all new dwellings to achieve a minimum Dwelling Emission Rate (DER) of 19% above 2013 Building Regulations which is equivalent to Code Level 4 energy requirements. Compliance with other aspects of the Code for Sustainable Homes are no longer required.

All other new developments in the three areas have achieved a BREEAM rating of 'very good' in accordance with Policy 27.

Appendix One

Monitored Policies of the Adopted Central Lancashire Core Strategy

The following policies are those within the Performance Monitoring Framework of the Adopted Central Lancashire Core Strategy (Appendix D):

1. Policy 1: Locating Growth
2. Policy 2: Infrastructure
3. Policy 3: Travel
4. Policy 4: Housing Delivery
5. Policy 7: Affordable Housing
6. Policy 9: Economic Growth and Employment
7. Policy 15: Skills and Economic Inclusion
8. Policy 16: Heritage Assets
9. Policy 17: Design of New Buildings
10. Policy 18: Green Infrastructure/Sport and Recreation
11. Policy 22: Biodiversity
12. Policy 23: Health
13. Policy 27: Sustainable Resources and New Developments

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