

PLANNING COMMITTEE

WEDNESDAY, 15TH NOVEMBER, 2017, 6.00 PM

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

AGENDA

1 Welcome and Introduction

2 Apologies for Absence

3 Declaration of Interest

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

4 Minutes of the Last Meeting

(Pages 5 - 8)

Held on Wednesday, 18 October 2017, to be signed as a correct record.

5 Appeal Decisions

A verbal update will be given in respect of recent planning appeals.

6 Planning Application 07/2017/2325/FUL - Land On The North Side of Brindle Road, Bamber Bridge

(Pages 9 - 50)

Report of the Director of Development, Enterprise and Communities attached.

7 Planning Application 07/2017/1545/FUL - Land On The East and West Side of Watkin Lane, Lostock Hall

(Pages 51 - 64)

Report of the Director of Development, Enterprise and Communities attached.

8	Planning Application 07/2017/2837/FUL - 69 Liverpool Road, Penwortham, Preston	(Pages 65 - 76)
	Report of the Director of Development, Enterprise and Communities attached.	
9	Planning Application 07/2017/2821/FUL - Howick Hall Farm, Howick Cross Lane, Penwortham	(Pages 77 - 96)
	Report of the Director of Development, Enterprise and Communities attached.	
10	Planning Application 07/2017/2486/FUL - Land Off Shaw Brook Road and Altcar Lane, Leyland	(Pages 97 - 110)
	Report of the Director of Development, Enterprise and Communities attached.	
11	South Ribble Local Plan/Central Lancashire Core Strategy - 2017 Monitoring Reports	(Pages 111 - 114)
	Report of the Director of Development, Enterprise and Communities attached.	

Heather McManus
CHIEF EXECUTIVE

Electronic agendas sent to Members of the Planning Committee Councillors Jon Hesketh (Chair), Rebecca Noblet (Vice-Chair), Renee Blow, Carol Chisholm, Malcolm Donoghue, Bill Evans, Derek Forrest, Mary Green, Ken Jones, James Marsh, Mike Nathan, Mike Nelson, Caleb Tomlinson, Linda Woollard 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, 13 December 2017 - 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, 18 October 2017

MEMBERS PRESENT: Councillors Jon Hesketh (Chair), Rebecca Noblet (Vice-Chair), Renee Blow, Carol Chisholm, Malcolm Donoghue, Bill Evans, Mary Green, Ken Jones, James Marsh, Mike Nathan and Barrie Yates

OFFICERS: Dave Whelan (Legal Services Manager/Monitoring Officer), Jonathan Noad (Planning Manager), Catherine Lewis (Senior Planning Officer), Debbie Roberts (Planning Officer), Chris Sowerby (Senior Planning Officer) and Dave Lee (Democratic Services Officer)

OTHER MEMBERS AND OFFICERS: Councillor Keith Martin, Councillor Graham Walton (Cabinet Member for Neighbourhoods and Streetscene) and Denise Johnson (Director of Development, Enterprise and Communities)

PUBLIC: 15

59 Welcome and Introduction

The Chairman, Councillor Hesketh, welcomed members of the public to the meeting and introduced the committee and explained the proceedings and the role of its members.

60 Apologies for Absence

Apologies for absence were submitted on behalf of Councillors Mike Nelson, Caleb Tomlinson and Linda Woollard.

61 Declaration of Interest

Councillor Ken Jones declared a personal interest in planning application 07/2017/1150/FUL.

Councillor Malcolm Donoghue declared a personal interest in planning application 07/2016/0310/OUT.

62 Minutes of the Last Meeting

RESOLVED (9 Yes, 1 Abstention, 0 No): that the minutes of the meeting held on 26 September 2017 be approved as a correct record and signed by the chairman.

63 Appeal Decisions

There were no appeal decisions to report.

64 Planning Application 07/2017/0623/FUL - Land at Longton Hall Court, Chapel Lane, Longton

Address: Land at Longton Hall Court, Chapel Lane, Longton

Applicant: European Real Estate Investment Company

Agent: David Bailey, Lea Hough & Co, 8 Eaton Avenue, Matrix Park

Development: The improvement of the existing Longton Hall Court junction with Chapel Lane, Longton to adoptable standards and sufficient to enable the service of the remainder of the allocated development sites M V and X South of Longton Hall Longton in the SRBC Local Plan (which would be subject to a future application)

UNANIMOUSLY RESOLVED: that planning permission be approved subject to the conditions as set out in the report.

65 Planning Application 07/2017/1644/FUL - 150 Liverpool Old Road, Much Hoole, Preston, Lancashire

Address: 150 Liverpool Old Road, Much Hoole, Preston, Lancashire, PR4 4QB

Applicant: Athena Group

Agent: Mr Butterworth, 57-59 Hoghton Street, Southport, PR9 0PG

Development: Erection of three blocks of two storey buildings for use as a residential care home (Class C2) together with car parking spaces, vehicular and pedestrian access and associated landscaping following demolition of existing buildings

UNANIMOUSLY RESOLVED: that planning permission be approved subject to the conditions as set out in the report and the amended conditions as set out in the update sheet.

66 Planning Application 07/2017/1150/FUL - 15 Preston Road, Leyland, Lancashire

Councillor Ken Jones declared a personal interest in this planning application as he was a ward member, but was able under the Code of Conduct for Elected Members, to remain in the meeting during the consideration of the application.

Address: 15 Preston Road, Leyland, Lancashire, PR25 4NT

Applicant: Mr Nabeel Tabarik

Agent: Mr Lukman Vika, Daisyfield Business Centre, Suite 301, Appleby Street, Blackburn, BB1 3BL

Development: Change of Use of Ground Floor from housing multiple occupation (Sui Generis) to (Class A5) Hot Food Takeaway including New Shop Front and Siting of New Extractor Flue to Rear

The planning officer reported that three letters of objection had been received and not two as stated in the written report.

UNANIMOUSLY RESOLVED: that planning permission be approved subject to the conditions as set out in the report.

67 Planning Application 07/2016/0310/OUT - Land To The North of Altcar Lane, Leyland

Councillor Malcolm Donoghue declared a personal interest in this planning application as he was a ward member, but was able under the Code of Conduct for Elected Members, to remain in the meeting during the consideration of the application.

Address: Land To The North of Altcar Lane Leyland

Applicant: Homes and Communities Agency

Proposal: To vary the Section 106 agreement associated with this site to provide for 30% affordable housing units as part of a Deed of Variation

UNANIMOUSLY RESOLVED: that the report be noted and the committee be minded to support the supplementary Deed of Variation, with the details being delegated to the Planning Manager in consultation with the Chair and Vice-Chair of Planning Committee upon the successful completion of the Deed of Variation to secure proposed level of affordable housing.

68 Planning Service End of Quarter 2 2017/18 Performance Report

The committee considered a report on the performance of the Planning Service during Quarter 2 of 2017/18.

The committee was informed that the Planning Service continued to perform highly and was one of the top performing planning departments in the country. The Planning Service had key performance measures against which it was judged. Central Government produced reports on the performance of planning authorities and had introduced specific measures whereby poor performing authorities could be placed in special measures.

In respect of future performance reports, the Planning Manager agreed to provide overall performance figures/percentage of appeals allowed against refusal to the committee.

The committee welcomed the report and congratulated officers for the excellent work undertaken.

UNANIMOUSLY RESOLVED: that the contents of the report be noted.

.....Chair

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Agenda Item 6

Application Number 07/2017/2325/FUL

Address Land On The North Side Of
Brindle Road
Bamber Bridge
Lancashire

Applicant Persimmon Homes Lancashire

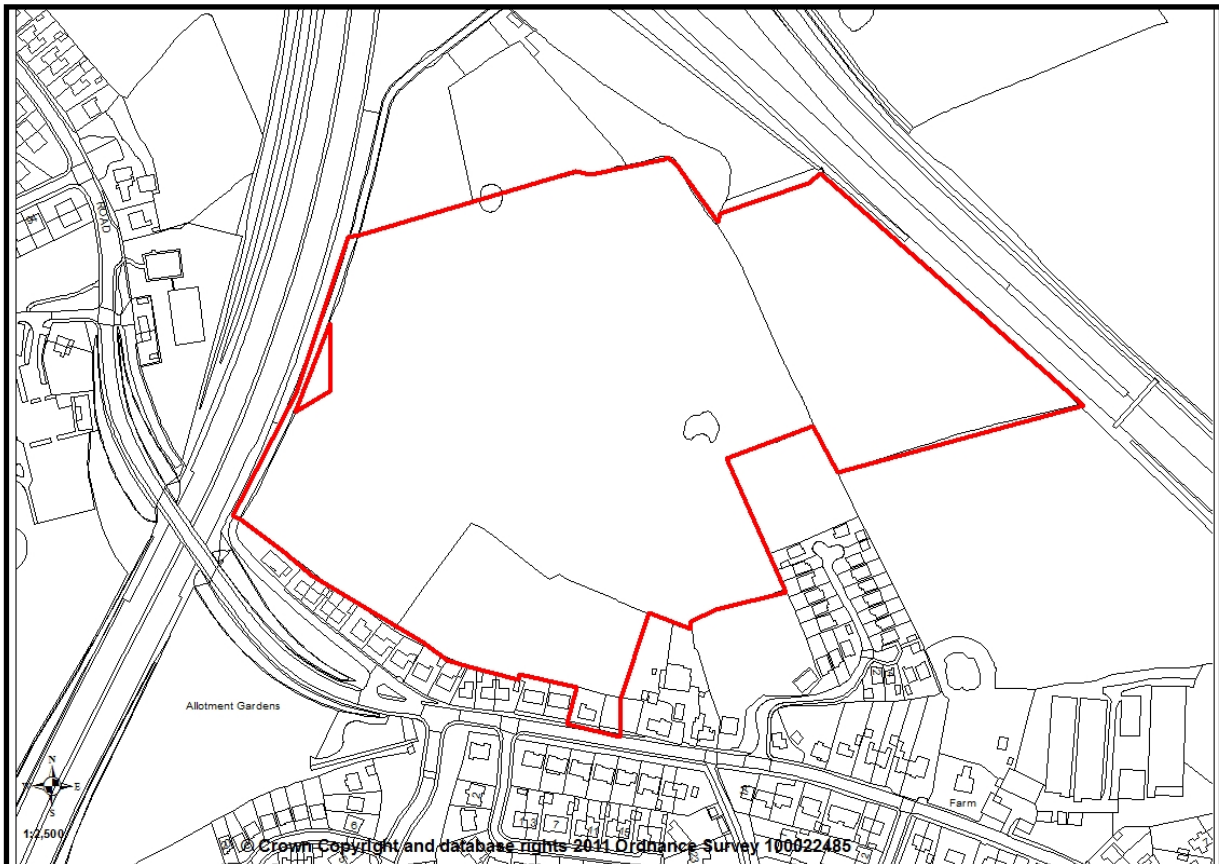
Development Erection of 261 dwellings including 30% affordable homes, associated road infrastructure, landscaping and open space following demolition of 215 Brindle Road

Officer Recommendation That the Members be minded to approve the application and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the submission of a Section 106 Agreement to secure the provision of on-site affordable housing, off-site highway improvements, and public open space

Case Officer Mrs Janice Crook

Date application valid 16.08.2017
Target Determination Date 15.11.2017
Extension of Time 15.12.2017

Location Plan



1. Report Summary

- 1.1 The application is for a residential development of 261 dwellings on the allocated housing site known as Site S. The application is a re-submission of a previously refused scheme for 283 dwelling. The applicant has made a number of amendments to the scheme since the refusal to address some of the issues raised. The proposal has been considered in terms of its compliance with relevant policies in the South Ribble Local Plan and in particular the housing allocation, the impact on the highway network, its impact on biodiversity, the design of the site layout and its impact on residential amenity and the character and appearance of the area.
- 1.2 It is officers' view that the proposal is in accordance with planning policies in the South Ribble Local Plan. Whilst it is acknowledged that the application relates to just part of the Site S housing allocation and is for 11 dwellings more than Policy D1 estimates for the whole of Site S, all the normally required spatial separation distances are achieved, the open space provision is in excess of the requirements set out in the Open Space and Playing Pitch Supplementary Planning Document; the proposal includes the required 30% affordable housing provision and the layout retains the site's existing features such as trees and hedgerows. The application site would also provide a significant number of residential dwellings which in turn will help South Ribble deliver part of its requirement towards the City Deal housing target. It is therefore considered that this site would provide much needed new homes and strongly support the commitment of South Ribble to the delivery of the City Deal.
- 1.3 Whilst it is acknowledged that there is a large amount of objection to this application from neighbouring residents in terms of the impact on the local highway network, particularly due to the railway crossing at the junction of Brindle Road and Bank Head Lane. Lancashire County Council, Network Rail and Highways England have no objection in principle to the application providing a number of measures are secured to promote the site's sustainability.
- 1.4 Further the test within the National Planning Policy Framework is that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This is not the case as the impact on the highway network is not considered as severe in this instance.
- 1.5 Taking all issues into consideration, the points raised by residents and the comments made by statutory consultees, it is considered that the proposed scheme is acceptable and the application is recommended for approval subject to the imposition of a number of planning conditions and subject to the successful completion of a Section 106 Agreement.

2. Site and Surrounding Area

- 2.1 The application relates to a 9.8ha parcel of land to the north of Brindle Road in Bamber Bridge. The application site forms part of a larger site allocated for housing in the South Ribble Local Plan known as Site S. Site S as a whole amounts to 22.7ha and therefore the application relates to less than half of the allocation.
- 2.2 The site is bounded by Shuttingfield Lane and the M6 motorway to the north-west; the M61 to the north-east and Brindle Road to the south. Residential properties are located along Brindle Road and on Cottage Gardens. The site is open and rural in nature and was used for grazing. A public right of way runs through the site along the eastern side of Cottage Gardens, northwards to meet Shuttingfield Lane beyond the site's northern boundary.

3. Background Planning Information

- 3.1 Planning application 07/2014/0204/FUL for the erection of 283 dwellings including 30% affordable homes, associated road infrastructure, landscaping and open space following demolition of 215 Brindle Road for 283 dwellings was refused on 11 December 2014.

- 3.2 As originally submitted, the refused application proposed 315 dwellings. However, following a number of discussions with planning officers with a view to remedy a number of concerns raised during the various consultation periods, a series of amended plans were submitted with planning committee considering the scheme under Revision J of the Site Layout Plan for 283 dwellings giving a density of 35 dwellings per hectare and included 30% affordable housing provision amounting to 85 dwellings. This application was refused by planning committee on four grounds:
- 1. The proposed development fails to demonstrate how the scheme integrates with the remaining parcels of the wider Site S in terms of the site layout, the number of dwellings or the highway network. As such it is considered the proposed development could jeopardise those remaining parcels from coming forward for development in the future, contrary to Policy D1 Site S.*
 - 2. The proposed site layout is of poor design that fails to take into account of the design principles set out in the Design SPD and does not respect the character and appearance of this semi-rural area in terms of building to plot ratio resulting in a higher density of development that is not commonplace in the immediate vicinity of the site. As such the proposal is considered contrary to Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the Partial Version Site Allocations Development Plan Document.*
 - 3. The site layout fails to provide adequate on-site car parking contrary to Policy G17 and Policy F1 in the Partial Version Site Allocations Development Plan Document*
 - 4. The submitted Planning Noise Assessment report dated 20 January 2014 and updated 2 September 2014 together with the design of the site layout and insufficient buffering to the M6 and M61 motorways fails to demonstrate that adequate noise mitigation can be achieved within the scheme. The development may therefore result in a detrimental impact on future residents of the development, contrary to Policy 17 criteria d) in the Central Lancashire Core Strategy.*
- 3.3 Since then Persimmon have held a number of pre-application meetings with the Local Planning Authority (LPA) prior to the submission of this application to discuss various revised schemes and how any unresolved technical issues could be addressed. Pre-application discussions are confidential in nature and the LPA are not at liberty to disclose the details discussed. However, it is normal working practice to encourage the developers to hold public consultation events in line with the South Ribble Local Development Framework Statement of Community Involvement which was approved in December 2013.
- 3.4 In March 2015, Persimmon met with planning officers to update them on the position following the refusal of planning permission. They had also retained the services of Cass Associates to undertake a Masterplanning exercise for the whole of site S and they provided details of the Masterplan and this was discussed together with issues of noise and potential mitigation measures. Proposals for an amended scheme were also discussed. Persimmon advised that they intended to review all the studies and reports that had been submitted with the refused application and would hold a public consultation event prior to the resubmission of the planning application.
- 3.5 In May 2015, Persimmon gave a briefing to the local ward councillors and the residents' action group to which planning officers' were in attendance. Persimmon set out their timeframes for the consultation event and submission of the amended application. However, these timeframes slipped and Persimmon had a further meeting with Planning Officers in September 2015 followed by a further presentation in October 2015 for members of the residents' action group and local councillors.
- 3.6 In November 2015, a public consultation event was carried out to advise members of the public of the Masterplan and on an amended scheme for 220 dwellings.

- 3.7 In March 2016 a further meeting was held with Persimmon Homes and Planning Officers with officers confirming, in principle, the site layout was satisfactory, subject to Persimmon making a series of minor amendments. These were general in nature and included the inclusion such measures as the use of dual aspect housetypes to corner plots; improvement to parking areas with the use of surfacing materials particularly within the POS areas; secure access to the rear of new properties; that some plots were too close to the footpath/highway.
- 3.8 At a meeting in August 2016 Officers confirmed that all issues with the previously refused scheme appeared to have been addressed with the re-design of the layout and the proposed scheme for 220 dwellings was acceptable in terms of meetings policy requirements.
- 3.9 It was almost a year later in June 2017 when Persimmon contacted Officers again. They considered that they had reached a stage where they would be able to submit the application. However, this had resulted in some amendments to the layout and therefore requested a meeting prior to submission to discuss the amendments. This meeting took place on 12th July 2017 where the amended scheme for 261 dwellings was discussed. In the supporting statement submitted with the application it is stated: *“the Council confirmed by email on the 17th July 2017 that in principle they were satisfied with the final site layout subject to a few minor changes to the scheme”*
- 3.10 However, the email did actually raise a number of points of concern which had been discussed and would need to be addressed. The main issues raised were the number of dwellings proposed; the traffic and its impact on the surrounding area and the railway crossing; noise levels to proposed dwellings from the motorways and the visual appearance of the measures used to address the noise.

4. **Proposal**

- 4.1 The application proposes the erection of 261 dwellings with associated road infrastructure, landscaping and open space following demolition of 215 Brindle Road. The proposed dwellings are as follows:
- 3 Alnwick - 2-bed, 2-storey, mews
 - 35 Moseley - 3-bed, 2.5-storey, mews
 - 39 Hanbury - 3-bed, 2-storey, semi-detached
 - 9 WP2B – 2-bed, 2-storey mews
 - 20 Rufford - 3-bed, 2-storey, detached with integral garage
 - 3 WP3B – 3-bed, 2-storey, semi-detached
 - 3 WP3BC – 3-bed, 2-storey, semi-detached
 - 48 Souter - 2-bed, 2.5-storey, mews
 - 16 WP3BT – 3-bed, 2-storey, corner mews
 - 14 Hatfield - 3-bed, 2-storey, detached
 - 9 Clayton – 2/3-bed, 2-storey detached
 - 24 Longthorpe – 3/4 –bed, 2-storey detached with integral garage
 - 5 Gilby – 3-bed, single storey detached with accommodation in the roofspace
 - 5 Chedworth - 4-bed, 2-storey detached
 - 5 Lumley – 3-bed 2.5 storey detached
 - 13 Warwick – 4-bed, 2-storey detached with integral garage
 - 10 Taunton – 4-bed, 2-storey detached with integral garage
- 4.2 Access to the site is proposed from Brindle Road, following the demolition of 215 Brindle Road. Parking provision is proposed in the form of detached or integral garages and parking bays for residents and visitors. Public Open Space (POS) is provided within the site in the form of an open space buffer between the site and the M61, an open space buffer between the site and the M6, and a central area of POS which includes a pond. The POS amounts to 3.51ha of amenity greenspace.

- 4.3 The main differences between the refused scheme and the one now under consideration are:
- A reduction in number of dwellings from 283 to 261
 - An increase in amount of POS from 1.13ha to 3.51ha
 - The retention of existing site features such as trees and hedgerows
 - The submission of new and/or updated reports to address issues previously raised.

5. Summary of Supporting Documents

- 5.1 A number of documents were submitted to support the application: Supporting Planning Statement; Design and Access Statement; Location Plan TGDP/BRBB/LP1A; Colour Masterplan TGDP/BRBB/CM2; Masterplan Character Areas TGDP/BRBB/CM2C; Movement and Access Plan TGDP/BRBB/M&A; Planning Layout TGDP/BRBB/PL2; Street Scenes TGDP/BRBB/CS1; House Type Plans; Landscape Structure Plan 4746.02 Rev B; Updated Ecological Assessment ERAP Ltd. 2017-142; Air Quality Assessment Wardell Armstrong CP 11738-001; Transport Assessment SCP JI/17246/TA/0; Residential Framework Travel Plan SCP JI/17246/TP/0; Noise Assessment Capita CS075958-04

6. Summary of Publicity

- 6.1 One hundred and eighty neighbouring properties were notified, three site notices posted and a press notice published in the local paper. Seventy seven letters of representation were received, objecting to the proposal on the following grounds:

6.2 Environment

- Green fields should not be built on
- Trees and hedgerows should be retained
- Parcels of green open space should be spread throughout the development
- Little green area within the estate for children to play
- Needs extensive buffers to the motorways
- TPO trees will be felled
- Impact on wildlife
- Builders destroy trees and ponds, bury hazardous waste, building cheaply made properties, build on green land and as a result people lose faith in their council. The community should be protected by council not threatened.
- No consideration of protecting the natural habitat
- Close proximity to chemical plant Evans Vanodine on Walton Summit which stores hazardous substances
- Lack of attention to energy efficiency and planning for climate change

6.3 Noise/Air quality

- Air pollution
- Fails to provide adequate noise and air quality mitigation
- Areas of layout will be exposed to all the exhaust fumes from the M6
- Long terraces of dwellings proposed to act as a noise barrier instead of proper measures
- 50dB noise limit breached in many places
- Council's own EHO give impression that the site should never have been allocated for housing in the first place
- EHO comments give impression that site should never have been allocated for housing
- How can site be considered for such high density housing with the impacts from noise?
- All POS areas will be subject to up to 75 dB with health guidelines at a maximum of 55db and therefore will not be fit for purpose

- Cass Associates illustrative Masterplan clearly shows significant acoustic barrier to M6
- Misleading Air Quality report conclusions

6.4 Highway and Traffic

- Travel Plan is completely flawed
- Local roads will be unable to cope with the significant increase in traffic
- Impact on railway crossing
- Railway crossing will mean constant standing traffic
- Queues at peak times stretch to collages on Kellett Lane
- Impact on vehicles using Bank Head Lane when traffic que at railway crossing
- Dread to leave homes due to gridlock and congestion on the small village road
- Impact on ability of emergency services to get through congestion when needed
- Where is the required second entrance point?
- Lack of bus services in the area – how is the site served by excellent transport links
- Train service is only hourly
- Additional traffic will be a risk to children in area
- Cannot believed that the twin housing applications are even under consideration without some thought being given to the traffic flow in this area
- Since site was allocated, traffic using Brindle Road has increased considerably
- Inadequate road layout of Brindle Road and the 3-way junction at the Hospital Inn public house/railway crossing
- Infrastructure of Brindle Road is unable to cope with the extra traffic

6.5 Parking

- Not enough parking provision will encourage parking on highway
- Garage sizes less than 6 x 3m
- Cars on pavements/verges

6.6 Drainage

- Not enough emphasis has been given to drainage
- Area known for flooding
- Are there plans to install new sewerage facilities?

6.7 Policy and Density

- Whole site allocated for 250 dwellings, volume is far greater than the local plan
- 200 properties only would be acceptable on parcel of land
- 250 dwellings on the 22.7 ha site would result in a density of 11 dwellings per hectare
- Remove dwellings adjacent M6
- Adjacent site will add a further 200 dwellings
- A previous scheme was for 220 new homes, why has this increased
- Suburban residential areas have traditionally had housing density of between 8-15 dwellings per hectare, medium density about 30-40. The plans far exceed this
- New proposal reduces by just 22 dwellings to application that was refused
- Net area of density is 37 units per hectare
- Two parts of site will produce 461 dwellings – this is totally inappropriate
- Density more in keeping with a small town
- If the POS is excluded the housing density is 43 dwellings per hectare
- Scheme doesn't integrate with remainder of site

6.8 Character and Appearance

- Design not in keeping with area
- Cramped housing arrangement
- 2.5 storey dwellings proposed, out of keeping with area as no others in area

- Poor design which fails to take account of design principles set out in the design SPD and fails to respect the character and appearance of this semi-rural area
- Resembles a council estate
- Should provide bungalows where existing properties look onto the site
- Design is poor and development should look at Cottage Gardens/Bluebell Way for how it should be done
- Lack of effort is offensive to existing residents
- Materials palette is cheap
- Bungalows should be behind bungalows
- More bungalows needed for aging population

6.9 **Miscellaneous**

- Alternative location would be more suitable and suggest New Mill on Wesley Street.
- As usual correspondence from SRBC sent out in holiday period with unreasonable tight deadlines
- Development planned purely on how much profit can be squeezed out of the site
- This and the proposed Bellway development both make a joke at SRBC's expense
- Other developments in the area have not sold
- This application includes points that were rejected with the last scheme - responsibility of planning officers to pick up on these and reject again
- Secret talks been undertaken for the past year with resident's action group not included – very underhand
- Planning department is not fit for purpose as they have not picked up on several inaccuracies in the supporting statement
- No provision for medical services
- Persimmon have not taken on board responses to consultation events
- Planning department sent email stating that all is well with the proposals apart from a few tweaks. This is insulting
- People don't object as they feel this is a 'done deal'
- We still live in a democracy
- Lack of schools, doctors etc in the area

6.10 Additionally, letters of objection have been received from the Brindle Road Action Group, raising the following points:

- The submitted Planning Statement by HOW Planning contains inaccuracies in the local bus service; the density; that dwellings are used to shield noise from the motorways; where are the purchasers of these new homes?; the open space is on land which cannot be developed due to noise and easements; why was the last residents meeting on 23rd October 2015 when there have been developer/officer meetings since; generation of council tax income lower than estimated in Statement; Council has 6.7 years supply of housing land as at March 31 2016; Local Plan Inspector required that extensive noise buffering is provided;
- The submitted Noise Impact Assessment results in many residents not being able to open their windows; high density terraced housing around the periphery of the site; affordable housing should be spread through the site; noise levels in gardens with some up to 62 dba; construction of earth bunds, erection of 3m high acoustic fence, use of terraced housing and use of garden walls at least 1.8m high still results in unacceptable noise levels; POS subject to noise levels of up to 75 dba; internal guidelines for noise; BS8233:2014 recognises guidelines values are not achievable in all circumstances such as city centres or urban areas adjoining the strategic transport network but this is not applicable as the area is semi-rural.

7. **Summary of Consultations**

- 7.1 **Lancashire County Council Highways** have carried out an assessment of all the submitted plans and documentation relating to highway considerations and make a number of comments in respect of their responsibilities to maintain a safe and reliable highway network; their commitment to reducing congestion and delay and improving highway links both locally and strategically; the scale of emerging development proposals; the delivery of infrastructure to accommodate planned growth; the additional vehicles movement generated by this and other proposed development; the sustainability of the proposed development; the site's location and surrounding networks; the internal site layout; the site access, emergency access and pedestrian/cyclist links; Travel Planning; and the Public Right of Way (PROW).
- 7.2 County Highways initially concluded that the development was unacceptable in terms of sustainable transport provision as the Transport Assessment failed to demonstrate the site could provide pedestrian/cycle connectivity to integrate with the existing and proposed built environment. Nor does it provide access to and encourage sustainable public transport and therefore the development would not in line with a number of key paragraphs of the NPPF including provision of safe and suitable access for all people and to support sustainable development. As such, County Highways required the developer to provide a number of improvements and contributions. These include:
- Provide S106 funding to support the daily daytime bus services for a 5 year period.
 - Upgrade of bus stops on Brindle Road to Quality Bus Standard to be EA compliant.
 - Provision of an uncontrolled pedestrian crossing on Brindle Road.
 - Safety improvement markings at Brindle Road/Bank Head Lane junction.
 - The installation of mobile SPiDs on Brindle Road to the east of the proposed new junction.
 - Enhanced weight restriction signs along Brindle Road and Bank Head Lane.
 - Contribution towards cycle parking enhancements at Bamber Bridge Station.
- 7.3 The developer has confirmed these will be provided and secured within the Section 106 Agreement. A plan has also been provided to demonstrate the location of the pedestrian crossing and the junction markings. County Highways confirm that, with the provision of these improvements and contribution, they have no objections to the proposal.
- 7.4 **Highways Agency** have no objections but recommend that conditions be attached to any planning permission that may be granted to ensure no development is located on or adjacent to the M6 motorway or M61 motorway embankment; that no drainage from the proposed development connects into the motorway drainage system; that no direct vehicular or pedestrian access is between the site and the M6 motorway or M61 motorway; that no acoustic bund or barrier shall be constructed between the eastern boundary of the site and the boundary with the M6 motorway; that no works associated with this consent shall take place on any land registered within the ownership of the Highways England forming the verge of the M6 motorway or M61 motorway; and that no planting, obstruction or regrading of the surface of the site within one metre of the motorway boundary fence and no planting of species that, when mature, shall be of a height that should they fall down, would fall onto any part of the motorway.
- 7.5 **Network Rail** comment that the proposal is not within 10m of the railway boundary but there are a number of level crossings in the area. Network Rail have reviewed the Transport Assessment document and the traffic survey which provides information on the potential increase along Brindle Road and specifically for Network Rail, the junction at Hospital Level Crossing, as this is a notoriously busy junction. The TA at paragraph 8.26 suggests an alternative method of control at the junction, but no details are provided and this needs to be addressed before planning is accepted. Therefore the applicant has arranged a meeting with Network Rail (7th November 2017) to discuss this matter. The outcome will be reported either within the committee update sheet or verbally at the planning committee meeting.

- 7.6 Network Rail also comment, in respect of the Bradkirk Lane crossing that, although there may be an increase in footfall across Bradkirk Lane there is actually a possibility this may reduce with the proposed cycle routes shown in figure 3.2 of the TA.
- 7.7 The Playing Fields is a footpath crossing which is currently in Network Rail's plan to deliver a footbridge during November 2017. Therefore, there will be no impact on risk here.
- 7.8 Bamber Bridge is a manually controlled crossing, as this is a protected crossing the potential increase in traffic will change the risk score slightly.
- 7.9 **Environmental Health** commented that the development has the potential to be adversely affected by surrounding land uses, in particular the adjacent Motorways which is of concern. The applicant has undertaken extensive studies to reduce the impact from the Motorways. Initially, some of the garden areas would experience a sound level above 60dB(A) and this is not acceptable. Therefore the applicant reviewed the proposals and included additional mitigation measures and submitted an updated Noise Report. Environmental Health confirmed that sound level of up to 60dB(A) in the garden areas can now be achieved. Additionally, a boundary treatment plan was submitted to demonstrate 1.8m high acoustic fencing between the garden areas which ensures these levels are met.
- 7.10 Environmental Health require a number of conditions be imposed in respect of the submission of a Dust Management Plan; that wheel wash facilities be installed and used at the entrance of the site; that details be provided of the location of the site compound and storage yard; restriction on the hours of site preparation and construction; restrictions on the times of deliveries of construction materials or removal of construction waste; details of all piling activities; an assessment for the presence of invasive plants; a precautionary contaminated land condition; restriction on the importation of any subsoil and/or topsoil material; that the mitigation measures identified in the submitted noise assessment be installed and maintained thereafter; that electric vehicle recharge points be provided to every property; that no solid fuel appliances shall be installed; that a Full Travel Plan be submitted; that secure cycle storage for all dwellings be provided and that air quality monitoring following 80% occupancy of the development be carried out.
- 7.11 **Ecology** comment that they have relied on ecological survey information provided for the previous application in addition to the updated information submitted in support of this current application. The ecological surveys and assessments of the site, both previous and updated, have been undertaken by suitably qualified consultants and are to appropriate and proportionate standards. The site is of low value to bats as a foraging site or a commuting route. The site is not designated for its nature conservation value and is not adjacent to any designated sites. The site, although large, is considered unlikely to support populations of protected species, although it is used by small numbers of foraging bats.
- 7.12 In terms of habitats, Ecology comment that the site is dominated by species-poor improved and semi-improved grassland of rather limited nature conservation value. There are some locally important habitats including a dry pond, hedgerows and broadleaved trees. Some of these habitats will be lost to the scheme, but compensation for habitat losses has been put forward in the form of new hedgerow and shrub planting, restoration of the pond on the site and significant new tree planting. These proposals are generally satisfactory from an ecology point of view. Therefore they recommend that the submitted Landscape Plan be implemented and that a Landscape Management Plan be secured by a Condition placed on any planning approval to ensure that new landscaping is managed sustainably in the long-term.
- 7.13 In terms of impacts on protected species, the site is unlikely to support great crested newts but does have some limited potential to support amphibians, including the common toad. The

applicant has submitted a Method Statement for and the implementation of this Method Statement can be controlled by a condition.

- 7.14 In terms of other ecological considerations, conditions are required to ensure no vegetation clearance or tree felling be undertaken during the bird nesting season; that retained trees and hedgerows should be properly protected during the course of any development; that a Method Statement should be prepared giving details of measures to be taken to prevent the spread of Himalayan balsam on the site and that consideration should be given to bats during demolition of 215 Brindle Road and during any tree felling operations. If bats are found at any time during works then work must cease immediately and advice sought from a suitably qualified person about how best to proceed.
- 7.15 **Arboriculturist** comments that, due to the scale of the development, an arboricultural consultant should be appointed to provide site monitoring once the development is underway. The Arboriculturist also requires conditions be imposed to ensure trees subject to preservation order TPO 2014 No 7 identified for retention, protective fencing should be erected in accordance with BS5837 2012 prior to development commencing and remain in-situ throughout the development. An inspection programme of the protective fencing should be established and recorded by the arboricultural consultant as part of their overall site monitoring. He also requires that, for trees T3, T18, T26, T37 and T38 existing ground levels should be retained within the RPA and excavated by hand. Any exposed roots should be immediately wrapped to prevent desiccation. Other required conditions include that all newly planted trees should be replaced by replanting on a like for like basis for a minimum of five years; a suitable mulching and watering programme in accordance with BS8545 2014; and that no machinery, tools and equipment should be stored within the RPA of any trees on site.
- 7.16 Finally, the Arboriculturist comments that trees identified to border the M61 Northbound should be changed from *Prunus padus* to a more suitable denser tree to act as an acoustic barrier, eg *Carpinus betulus* Frans Fontaine, or other suitable fast growing dense canopy urban tolerant tree.
- 7.17 **United Utilities** have no objection to the proposed development provided that conditions are attached to any approval in respect of foul and surface water drainage be on separate systems; that a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance, be submitted and that a sustainable drainage management and maintenance plan for the lifetime of the development be submitted
- 7.18 They also comment that a public sewer crosses this site and they require an access strip width of six metres, three metres either side of the centre line of the sewer.
- 7.19 **Environment Agency** did not provide a comment as the development is not one on which they require to be consulted. This is now the remit of the Lead Local Flood Authority, see below.
- 7.20 **Lead Local Flood Authority** initially commented that, in the absence of adequate information to assess the principle of surface water drainage associated with the proposed development, they would object until further information has been submitted. The LLFA did however indicate how their objection could be overcome. The applicant therefore submitted further information which was forwarded to the LLFA for consideration. The LLFA's final comments will be reported once received.
- 7.21 **National Grid/Cadent** carried out an assessment in respect of their apparatus and commented that, due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works. Cadent's comments were passed to the applicant who provided an additional plan which demonstrates that only roadway and parking areas are within the gas pipeline buffer.

- 7.22 **Health and Safety Executive** were consulted through their Planning Advice Web App. The HSE 'do not advise against', on safety grounds, against the granting of planning permission in this case. The criteria used was for less than 3 dwelling units that lie partly or wholly within the consultation distance of the pipeline.
- 7.23 **The Police Architectural Liaison Officer** comments that a development of this scale has the potential to create a significant increase in demand for police assistance and therefore security measures must be incorporated into the design in order to reduce opportunities for crime. These recommendations include the promotion of natural surveillance to allow clear views across the various pockets of public open space. Link footpaths should be avoided; back to back gardens help to keep the area secure and deter intruders; the avoidance of windowless elevations and blank walls immediately adjacent to the public open spaces; the various pockets of landscaping including the buffers should be designed so that trees will not grow to obscure lighting columns or impede natural surveillance as they mature; routes for pedestrians, cyclists and vehicles should be integrated to provide a network of supervised areas to reduce crime and anti-social behaviour; pedestrian/cycle links must be wide, straight, well lit, devoid of hiding places, overlooked by surrounding buildings and activities and well maintained so as to enable natural surveillance along the path and its borders; windows and doors should be PAS 24/2012 (16) certificated; ground floor glazing should be laminated and windows fitted with restrictors; rear gardens be secured with a 1.8m high close boarded timber fence; 1.8m high lockable gate should be fitted flush with the front of the building line to restrict access into private rear gardens; and illumination all external doors with a dusk till dawn light; car parking spaces should be illuminated.
- 7.24 They also make comments on the site security during the construction phase as there have been reported thefts and burglaries at construction sites across all areas of Lancashire.
- 7.25 **Campaign to Protect Rural England** strongly objects to this planning application due to the proposed density of the development and the impact on local residents; lack of green infrastructure; lack of open space by virtue of its placement adjacent the M6 Motorway and the consequent impact of noise and pollution on the health of future residents; the substantial deleterious effect on traffic along Brindle Road; the unsustainability of the proposed development; and its non-compliance with the NPPF, South Ribble Local Plan, along with supporting Supplementary Planning Documents.
- 7.26 **Strategic Housing** comment that the proposed development offers 261 new units of accommodation, a mix of 2, 3 and 4 bedroom family homes including 5 dormer bungalows. The proposal includes 30% affordable homes, equating to approximately 78 in number.
- 7.27 The Core Strategy and Affordable Housing Supplementary Planning Document places a 30% affordable target on residential sites over 15 units making the proposed development policy compliant. The affordable housing type, tenure and mix is yet to be determined. The Central Lancashire Affordable Housing Supplementary Planning Document provides further guidance on the delivery of on-site affordable housing including the design, pepper-potting and tenure mix.
- 7.28 The following information has been taken from the council's housing waiting list Select Move. The number of Select Move applicants who have selected Bamber Bridge as their first choice location is 178. This is broken down as follows: 100, 1-bed dwellings; 49, 2-bed dwellings; 27, 3-bed dwellings and 2, 4-bed dwellings.
- 7.29 Bamber Bridge falls within the Eastern My Neighbourhood Area. Based on current information from the Council's affordable home ownership interest list, 41% of applicants have expressed interest in affordable home ownership within the Eastern area of the Borough. Expression of interest is highest for two and three bedroom houses. Office for National Statistics population projections show that South Ribble has an ageing population and housing for older people has been identified as a priority within The South Ribble

Housing Framework 2016-19. The provision of 5 dormer bungalows will help to meet these aims.

8. Policy Considerations

8.1 National Planning Policy Framework

- I. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. When determining planning applications, this means *"approving development proposals that accord with the development plan without delay"*. **Chapter 6** of the NPPF aims to ensure the delivery of a wide choice of high quality homes and therefore requires the LPA to consider applications for residential development in the context of the presumption in favour of sustainable development.
 - II. **Chapter 4** at paragraph 32 requires that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
 - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
 - III. **Chapter 7** requires good design for new development and paragraph 56 states, *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*
 - IV. Paragraph 66 requires that applicants work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.
 - V. **Chapter 10** deals with the challenge of climate change, flooding and coastal change and requires new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
 - VI. **Chapter 11** aims to conserve and enhance the natural environment through a number of criteria. It requires that development should avoid significant harm to the natural environment or, if unavoidable, be adequately mitigated, or, as a last resort, compensated for. Any opportunities to incorporate biodiversity in and around developments should be encouraged;
 - VII. This chapter, at paragraph 123, also requires development to *avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development*.
- 8.2 Central Lancashire Core Strategy**
- I. **Policy 2: Infrastructure** required developers to work with infrastructure providers to establish works and/or service requirements that will arise from or be made worse by development proposals and determine what could be met through developer contributions, having taken account of other likely funding sources.

- II. **Policy 3: Travel** aims to reducing the need to travel; improving pedestrian facilities; improving opportunities for cycling; improving public transport; encouraging car sharing; and improving the road network.
 - III. **Policy 4: Housing Delivery** provides for and manages the delivery of new housing. Within South Ribble, 417 dwellings are required pa.
 - IV. **Policy 5: Housing Density** seeks to ensure that densities of new development are in keeping with local areas and will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area, consideration will also be given to making efficient use of land.
 - V. **Policy 7: Affordable & Special Needs Housing** provides for the sufficient provision of affordable and special housing to meet local needs. For this site 30% of the dwellings must be affordable.
 - VI. **Policy 17: Design of New Buildings** requires the design of new buildings to take account of the character and appearance of the local area; be sympathetic to surrounding land uses and occupiers; ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa; must link in with surrounding movement patterns and not prejudicing the development of neighbouring land; must minimise opportunity for crime; protect existing landscape features and provide open space; must make provision for the needs of special groups; must promote designs that will be adaptable to climate change; and ensure that contaminated land and land stability are considered.
 - VII. **Policy 22: Biodiversity and Geodiversity** seeks to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area.
 - VIII. **Policy 23: Health** aims to reduce health inequalities by seeking contributions towards new or enhanced facilities from developers where new housing results in a shortfall or worsening of provision.
 - IX. **Policy 25: Community Facilities** seeks to ensure that local communities have sufficient community facilities provision by assessing all development proposals for new housing in terms of their contribution to providing access to a range of core services including education and basic health and care facilities.
 - X. **Policy 26: Crime & Community Safety** requires that developers consider the inclusion of Secured by Design principles in new developments.
 - XI. **Policy 27: Sustainable Resources & New Developments** requires new development to incorporate sustainable resources through a number of measures, including meeting Level 4 of the Code for Sustainable Homes.
 - XII. **Policy 29: Water Management** aims to improve water quality, water management and reduce the risk of flooding and encourages the adoption of Sustainable Drainage Systems in new development.
- 8.3 **Central Lancashire Supplementary Planning Documents**
- I. The **Affordable Housing SPD** provides further advice on how the Council's affordable housing policy is to be implemented and sets out guidance on the range of approaches, standards and mechanisms required to deliver a range of affordable housing to meet local needs.

- II. The purpose of the **Design Guide SPD** is to ensure that new development is designed to a high standard and schemes should be developed in line with the principles set out in the SPD.
 - III. The **Open Space and Playing Pitch** provides advice on the open space and playing pitch policies set out in the Partial Version Site Allocations Development Plan Document and includes guidance of how the provision standards will be applied.
- 8.4 **South Ribble Local Plan**
- I. **Policy A1: Developer Contributions** expects new development to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community. This will be security through the Community Infrastructure Levy.
 - II. **Policy D1: Allocation of Housing Land** allocates land for housing development to meet the 5 year supply of housing land. The application site forms part of Site S: Land off Brindle Road, Bamber Bridge and Policy D1 describes the site and indicate the following:
 - III. *7.48 The site could accommodate in the region of 250 dwellings. However, due to the site's location adjacent to both the M61 and M6 motorways, extensive buffering would be required to mitigate against noise and pollution. The extent of this buffering will be discussed and agreed with the Council.*
 - IV. **Policy F1: Parking Standards** requires all development proposals to provide car parking and servicing space in accordance with the adopted parking standards. These are set out in Appendix 4 of the SADPD.
 - V. **Policy G8: Green Infrastructure and Networks** requires all new development to provide appropriate landscape enhancements; conservation of environmental assets, natural resources, biodiversity and geodiversity; make provision for the long-term use and management of these areas; and provide access to well-designed cycleways, bridleways and footways to help link local services and facilities.
 - VI. **Policy G10: Green Infrastructure Provision in Residential Developments** requires all new residential development resulting in a net gain of five dwellings or more to provide sufficient Green Infrastructure to meet the recreational needs of the development. The Open Space and Playing Pitch SPD offers further guidance.
 - VII. **Policy G11: Playing Pitch Provision** requires all new residential development resulting in a net gain of five dwellings or more to provide playing pitches in South Ribble.
 - VIII. **Policy G13: Trees, Woodlands and Development** has a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on sites. Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost.
 - IX. **Policy G16: Biodiversity and Nature Conservation** seeks to protect, conserve and enhance the borough's Biodiversity and Ecological Network resources. The level of protection will be commensurate with the site's status and development proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks.
 - X. **Policy G17: Design Criteria for New Development Planning** permits new development provided that the proposal does not have a detrimental impact on

neighbouring buildings or on the street scene; that the layout, design and landscaping of the proposal, including internal roads, car parking, footpaths and open spaces, are of a high quality and provide an interesting visual environment which respects the character of the site and local area; that new roads and/or pavements be to an adoptable standard; not prejudice highway safety, pedestrian safety, the free flow of traffic; provide on-site parking spaces to the adopted standards stated in Policy F1; not impact on the significance, appearance, character and setting of a heritage asset; and not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses..

- XI. **Policy H1: Protection of Health, Education and Other Community Services and Facilities** requires that development of major sites for housing should ensure appropriate health, cultural, recreational, sport and education facilities are provided either on site or in the surrounding area through CIL and/or developer contributions.

9. Local Plan Allocation Background

9.1 The principle of residential development on this site was established during the Local Plan process. It is clearly stated in the Local Plan that the whole site, amounting to 22.7 ha, could accommodate in the region of 250 dwellings. During consideration of Site S, the Inspector reported in paragraphs 40 and 41 of the report: *"In relation to site S in particular, concerns have been expressed about the impact of traffic at the nearby level crossing. The Council, through its discussions with the Highway Authority, is satisfied that none of the allocated sites (both within and outside the urban area) would create insurmountable traffic problems and I have no substantive evidence which would suggest otherwise. Network Rail (NR) was consulted on the allocations in the Plan, but did not raise concerns about the impact of the allocation of site S..... Whilst it will undoubtedly be the case that additional traffic from site S would lengthen the queues at the level crossing, I have no evidence to suggest that this would cause insurmountable transport problems. There will be an opportunity to address detailed matters relating to the impact on the surrounding transport network at the planning application stage. Policy A1, discussed below, will ensure that contributions towards infrastructure facilities are secured through S106 agreements or CIL funds..... I note concerns expressed by one of the landowners of site S that the land has the potential to accommodate more than the 250 units indicated in Table 1 and policy D1. There appears to be a number of factors, including noise from adjoining motorways and potential impact on the level crossing, which could affect the final housing density on site S. I note the additional information submitted by the landowner in an attempt to demonstrate the feasibility of additional housing on that site. However, a full and open assessment of such matters would be expected at the detailed site planning stage. Together, the wording of policy D1 and the proposed amendments to policy D2 and its introduction make clear that the number of dwellings on each of the allocated sites is an estimate and that regular monitoring of the number of dwellings provided will take place in order to ensure that the Council provides sufficient housing land to meet its needs. **Nothing in the Plan would preclude additional dwellings coming forward over and above the indicative 250 units should the Council be satisfied that this is appropriate following detailed assessment.**"*

9.2 The purpose of the figure of 250 dwellings was to help officers understand how many dwellings could be built on the site. It also enabled officers to understand how many dwellings could be built within the borough over the full plan period. When the indicative figure was included in the Local Plan there was no detail of how the site could be developed in terms of site layout in order to assess the exact number which could be delivered on site. This is something to be calculated at planning application stage.

9.3 There have been a number of complaints in respect of the recently published Strategic Housing Land Availability Assessment (SHLAA) capacity figure of 360 for Site S. The Housing Land Position Statement and the Strategic Housing Land Availability

Assessments have been combined into one document and are for a specific purpose of monitoring housing delivery and establishing that the authority has at least a five year supply of deliverable housing sites. The published documents are monitoring and evidence base for a specific purpose and therefore do not go through approvals with Councillors. They are not making or changing an adopted policy or making a decision. Therefore the figures in the document are a theoretical capacity of the site and should be seen as such. Detailed consideration of the site's density and capacity remains through the planning application process.

9.4 The submitted planning application is therefore considered in terms of the relevant planning policies, listed above, and particularly Policy G17. This involves an assessment of criteria such as separation distances between dwellings, the amount of car parking spaces, garden sizes, open space requirements, access points, impacts and distances from existing dwellings adjacent to the site, together with the site's constraints in terms of topography, natural features and also buffers in respect of noise levels in order to understand whether the amount of dwellings proposed is acceptable or not.

10. Preston, South Ribble and Lancashire City Deal

10.1 The Preston, South Ribble and Lancashire City Deal was the first of 20 second wave City Deals to be agreed and was signed in September 2013. New investment of £434 million will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,000 new homes over the next ten years.

10.2 Key to the success of City Deal is for development sites to come forward to deliver houses which in turn provides funding towards the costs of the infrastructure. The wider Site S at Brindle Road is one such site. The application site would provide a significant number of residential dwellings, which will help South Ribble deliver part of its requirement towards the City Deal housing target. It is therefore considered that this site would provide much needed new homes and strongly support the commitment of South Ribble to the delivery of the City Deal.

11. Community Infrastructure Levy (CIL)

11.1 This residential development for 261 dwellings would be expected to support a level of wider strategic infrastructure in South Ribble via CIL contributions. The level of CIL for the market housing element of this development has been calculated at £1,463,649.14. These monies would be used for projects identified in the CIL 123 list for the area. The Affordable Housing element of the development does not attract a CIL contribution.

12. Material Considerations

12.1 Density

12.1.1 The application relates to an area of 9.8ha parcel of land within the housing allocation Site S. The proposal is for 261 dwellings with a gross density of 26.6 dwellings per hectare on this part of Site S. This is comparable with existing development in the area and with other more recent residential development. For example the former Cottage Garden Centre development achieved 28 dwellings per hectare; the Arla Foods site has a density of 40 dwellings per hectare; the site opposite the Hospital Inn has 25 dwellings per hectare and the site of the former LCC Offices on Brindle Road has a density of 56 dwellings per hectare. Additionally, sufficient garden spaces are proposed for the dwellings. The proposed development is therefore not considered to result in the overdevelopment of the site.

12.1.2 The scheme also provides amenity open space amounting to 3.51ha which is above that which would normally be required and is due largely to the requirement for buffers to the

boundaries with the adjacent motorways. Therefore the site density is considered acceptable.

12.2 Relationship to Neighbours

12.2.1 The application site encompasses the existing residential development of Cottage Gardens, a small cul de sac of 24 dwellings with only 15, 17 and 19 directly adjacent the application site boundary. Plots 254 to 257 are all two storey dwellings located some 21 plus metres off the common boundary and over 30m to the rear of the existing dwellings. Therefore there will be no issues with overlooking/loss of privacy as the spatial separation distances achieved are in excess of what is normally required for facing windows to two storey properties.

12.2.2 To the south of the application site are properties located on Brindle Road, numbers 183 to 209. These are a mix of two storey dwellings, dormer bungalows and true bungalows. Plots 1, 51, 52, 58, 59, 67, and 68 to 72 are adjacent the common boundary with these existing properties. Most with the exceptions of plot 51 and 68 to 72 have their side gables facing the rear of the existing properties. In all cases, the proposed dwellings achieve in excess of the required 13m separation distance for blank side gables facing rear windows and are therefore considered acceptable. Plot 51 has its rear elevation facing the rear elevation of 207 Brindle Road at a distance of 20m. This is to be the Gilby housetype, a detached bungalow with rooflights in the rear elevation. Therefore the relationship is considered acceptable. Plot 68 to 72 are located to the rear of 183 Brindle Road at a distance of 25m and 35m off the common boundary and therefore will have no undue impact on 183 in terms of overlooking/loss of privacy.

12.2.3 Directly opposite the location of the proposed access is number 298 Brindle Road with 294, 296, 300 and 302 either side. The property 298 Brindle Road is located 23m from the application site boundary where the proposed access is to be formed. The resident of 298 has objected on the grounds that the property is a dormer bungalow with ground floor bedrooms which will be subjects to intolerable light pollution from headlights as vehicles exit the development. Whilst it is acknowledged that 298 Brindle Road and the properties adjacent to it, opposite the site entrance, will experience car headlights facing their windows, the Local Plan does refer to the whole of Site S having two access points at 7.53 *“Given the scale of the site it is likely that two access points will be required but currently the position of any access into the site is not established.”* This application proposes one access with the remaining part of Site S providing the second access.

12.2.4 With regard to the properties most affected by headlights, it is considered that the residential amenities would not be unduly affected to the extent that could support a reason for refusal and this situation is not dissimilar to other parts of the Borough where new development is being planned or approved.

12.2.5 Although a number of objections have been received in respect of the impact on residential amenity, the proposal meets all the required spatial separation distances to existing properties and the application is considered to be in accordance with Policy G17 in terms criteria a).

12.3 Character and Appearance

12.3.1 The area is characterised as 'undulating lowland farmland' and is semi-rural in nature with the site consisting of green open fields with hedgerow boundaries and trees and hedgerows present within the site. However, in contrast the site is also bounded by the M6 and M61 motorways and existing residential development. Existing development in the area is a mix of housetypes with modern detached dwellings on Cottage Gardens and a mix of two storey dwellings, bungalows and dormer bungalows along Brindle Road together with a Listed Building and a farm.

12.3.2 The proposed development is also a mix of housetypes ranging from large detached dwellings set in reasonably sized plots to blocks of mews houses set in smaller plots. Some of the dwellings, the Souter, Moseley and Lumley housetype, are two and a half storey. However, these are mainly central within the site with just the Lumley adjacent the site access road.

12.3.3 The site access provides a tree lined entrance to the site with trees to both sides. Dwellings are located to the western side which are directly accessed off the access road. The inclusion of the trees aims to soften the expanse of hard standing areas which form the parking bays and driveways to these properties. Views of an area of POS are afforded from the site access which provides a 'sense of arrival' to the site

12.3.4 In general, the development provides a landscape buffer to each of the motorways and a central area of Public Open Space. The existing site features such as hedgerows and trees have been retained and incorporated into the development with additionally planting being provided within the open space areas and adjacent the site access road. It is considered that the site layout provide a mixed development which is of a reasonable density, commensurate with existing development in the area. The proposal is therefore considered to be in keeping with the character and appearance of the area, as required by Policy G17 criterion b) and e).

12.4 Impact on Listed Building

12.4.1 A listed building, New House Farm is located to the east of the proposed site access. Along the boundary of the site access with land associated with New House Farm and a small landscaping area is proposed which is to be lined with tree planting. Residential properties are located to the north boundary of the land associated with New House Farm. However, a number of buildings associated with the farm, but not included in the listed building curtilage, are set between the housing development and the listed building.

12.4.2 It is noted that the occupant of New House Farm has objected to the proposed development but none of the points of objection raised relate directly to the Farm's Listed Status. It is considered that the proposal will have no undue impact on the Listed Building or its setting and is therefore in accordance with Policy G17 criteria d).

12.5 Highway Background

12.5.1 During consideration of Site S, the Inspector reported in paragraph 40 of her report: *"In relation to site S in particular, concerns have been expressed about the impact of traffic at the nearby level crossing. The Council, through its discussions with the Highway Authority, is satisfied that none of the allocated sites would create insurmountable traffic problems and I have no substantive evidence which would suggest otherwise. Network Rail was consulted on the allocations in the Plan, but did not raise concerns about the impact of the allocation of site S..... Whilst it will undoubtedly be the case that additional traffic from site S would lengthen the queues at the level crossing, I have no evidence to suggest that this would cause insurmountable transport problems. There will be an opportunity to address detailed matters relating to the impact on the surrounding transport network at the planning application stage....."*

12.6 Lancashire County Council Highways Role

12.6.1 Lancashire County Council Highways, as Local Highway Authority, is responsible for providing and maintaining a safe and reliable highway network. The County Council is also committed to reducing congestion and delay and improving highway links both locally and strategically. With this in mind the present and proposed traffic networks have been considered which are influenced by this proposal.

12.6.2 A further consideration is the scale of emerging development proposals as set out in the adopted Central Lancashire Core Strategy. The Core Strategy sets out the basis for planning in Central Lancashire over 15 years and details strategic sites and key locations

where development will be focused. The application site is just one of a number of potential sites seeking to come forward in South Ribble, all of which, if supported and delivered, will impact on a wider network already experiencing congestion. Therefore, it is critical that the impact of this development does not compromise the existing or future movement needs of people and goods by any mode or the ability to promote and deliver infrastructure to accommodate planned growth.

12.6.3 The additional vehicles generated by this proposed development will result in higher flows on the existing network. County Highways note that the location of this site is on the edge of the current built environment and therefore will require a suitable approach to ensure the successful delivery and continued maintenance of infrastructure and other measures to best integrate the site to the existing partially rural community and to the wider local and strategic network. If such measures are not supported and delivered then the proposed development will not be sustainable and be car dependant with car usage higher than the surrounding built environment. This will in turn exacerbate existing conditions on transport corridors and undermine the principles of the Core Strategy and the delivery of required infrastructure to accommodate all expected movement needs, by all modes, for planned development, with the principles included in the Central Lancashire Highways and Transport Master Plan.

12.7 County Highways Comments on Development Proposals

12.7.1 County Highways have considered the development for 261 residential dwellings with a single access off Brindle Road at the location of 215 Brindle Road and a further emergency access and pedestrian/cyclist access off Shutling Fields Lane. They have considered the submitted plans and supporting documentations, particularly the Transport Assessment by SCP dated June 2017. They also undertook a site visit and considered their comments for the previously refused application 07/2014/0204/FUL.

12.7.2 County Highways comment: *“This proposed site is located beyond the existing urban built environment of Bamber Bridge. The triangular site has a number of constraints which limits the level of direct connectivity and accessibility that can be achieved to the surrounding area and its service provision. There are Motorways on two sides and existing residential properties on the third side. The sites constraints do influence its ability to provide direct desire lines to existing services and off site needs.*

12.7.3 *To the south of the site is Brindle Road which runs east/west and forms a route parallel to the M61. Some 250m to the west of the proposed site access junction, Brindle Road crosses over the M6 on a blind bridge. Immediately to the foot of the bridge is a three-arm mini roundabout providing access into the residential development at Bluebell Way. 600m to the east of the proposed site access is a three arm priority junction with Bank Head Lane with the priority movement being from Brindle Road (n) to Bank Head Lane. The south arm of Brindle Road forms a link to Walton Summit Industrial Estate, the M61, M65 and M6 motorways and the A6. The Brindle Road (s) arm has a barrier controlled railway level crossing some 6m south of the junction. Although the Lancashire County Councils five year data base for Personal Injury Accident (PIA) shows that there are very few collisions/incidents at the junction/crossing, local perception is that there are safety concerns along Brindle Road/Bank Head Lane when the crossing barriers are in operation. The operation of the crossing barriers also increases congestion and delay on this part of the network.....A fair appraisal of the development location is that the site is outside the existing built environment in a semi-rural location. Consequently this proposed residential development will require measures/infrastructure and a suitable approach to integrate the site with the built environment and wider community to access the full range of facilities/services and employment required to support sustainable development. To achieve sustainable patterns of movement and reduce reliance on private cars for making journeys, the proposed significant development should provide appropriate measures in order to make it sustainable..... Without appropriate measures, there is a very real concern that the*

proposed residential area, as submitted, will become a car dependant community with car usage higher than the built environment.”

12.8 Sustainable Transport Modes

12.8.1 County Highways consider that the existing footways on either side of Brindle Road are not directly linked to the proposed development except from the main entrance. As a result, this restricts pedestrian penetration into the development and increases the length of pedestrian journeys, especially to local facilities such as bus stops. County Highways comment that the access route that is available does not link to the expected desire lines for the retail and other facilities in Bamber Bridge or to the bus stops on the south side of Brindle Road. Further, there are no crossing facilities available in the vicinity of the desire lines. As a result, these will increase the use the car rather than sustainable modes of transport. Therefore County Highways require crossing facilities on Brindle Road to improve the sustainability of the development and the installation of both mobile Speed Indicator Devices (SPiDs) to moderate speeds along Brindle Road both in the vicinity of the site, the location of the required crossing and the approach to the junction with Bank Head Lane and the level crossing. They also require enhanced weight limit signs along Brindle Road and Bank Head Lane to remove the number of unsuitable vehicles using the route. The applicant has confirmed these measures will be provided to assist with highway safety issues and can be secured through the Section 106 Agreement. Additionally, plans have been submitted to indicate the location of the bus stops to be upgraded; the location of the crossing; the location of the SPiD; the location of the new signage and the road markings to be upgraded. County Highways confirm that, with the provision of these measures, they have no objections to the proposal.

12.9 Public Right of Way

12.9.1 A Public Right of Way PROW 21 passes through the application site with a further PROW 15 running along Shuttling Fields Lane. The submitted Traffic Assessment states that the PROW will be incorporated into the scheme layout. County Highways comment that the granting of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act using approved legal procedures.

12.9.2 A further PROW Bridleway 46 (Bradkirk Lane) links Brindle Road to a foot crossing over the railway that leads to the Walton Summit employment area. Network Rail comment that there may be an increase in footfall across Bradkirk Lane crossing but there is actually a possibility this may reduce with the proposed cycle routes showing in Figure 3.2 of the TA.

12.10 Public Transport

12.10.1 The site is served by one public bus service 113. The service is hourly starting at approximately 07:04 with the last bus leaving Preston at 18:30, with no Sunday service. The service is run by Stagecoach. The Traffic Assessment and Travel Plan makes reference to two services 113 and 712, it should be noted that the 712 is a service to Runshaw College and only operates during college term time.

12.10.2 The closest bus stops are within 400m of the centre of the proposed site, but these distances can more than double from the outlying points of the development and areas that are not directly connected to the single access by pedestrian footpaths. The bus stops consist of just a pole and flag with no shelter. In order to encourage public transport patronage from the proposed development and make facilities more attractive, these stops should be upgraded to Quality Bus standard. This requirement can be secured within the Section 106 Agreement.

12.10.3 Bamber Bridge Rail Station is approximately 1.3km via PROW footpaths or 1.65km via the public highway. The station is not directly served by bus services from the proposed development. This would limit any benefit that could be gained by the frequent service provided by rail services from Bamber Bridge. County Highways therefore request a

contribution to fund cycle parking provision at Bamber Bridge Station to encourage the use of the station for commuting/education trips. Again, this requirement can be secured within the Section 106 Agreement.

12.11 Proposed Access

12.11.1 The proposed site access is in the location of 215 Brindle Road which is to be demolished. County Highways consider the proposed access has suitable visibility splays based on Manual for Streets (MfS) calculations for an 85% percentile speed of 32.8mph as recorded (2.4 x 43m). However, any further initiatives that could lower the average speed along Brindle Road would increase safety at the junction and in the vicinity of pedestrian desire lines to/from the proposed development. As indicated above, County Highways recommend the installation of mobile SPiDs to help moderate vehicle speeds by increasing driver awareness.

12.11.2 The proposal also includes a secondary emergency access from Shuttling Fields Lane. County Highways comment that details have not yet been provided relating to the operation of this secondary emergency access but there are no objections to the principle to an emergency access from Shuttling Fields Lane.

12.11.3 As well as the main and emergency access points, the Planning Layout indicates further pedestrian/cyclist access is proposed to the south-east of the development and vehicular access to undeveloped fields is to be continued up to the red edge of the plan, also to the south-east. EXPAND

12.12 Internal Layout

12.12.1 County Highways consider that the proposed layout as shown on the Planning Layout TGDP/BRBB/PL2 is acceptable. However, they confirm they would only consider adopting highway that is open for public use and constructed to adoptable standards using agreed materials. In order to be adopted under a Section 38 agreement, the internal design will need to be to Lancashire County Council standards. The applicant is aware of requirement to ensure the internal layout is construction to an adoptable standard.

12.12.2 County Highways also comment that the proposed individual dwelling parking provision is in line with Policy F1 and Appendix 4 in the South Ribble Local Plan.

12.13 Travel Plans

12.13.1 A Framework Travel Plan has been submitted which County Highways confirm is acceptable. On a development of this size they would normally request a contribution to enable Lancashire County Council to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years. This would include reviewing annual surveys; progression of initiatives/actions plan and targets. The Full Travel Plan when developed would need to include the following as a minimum:

- Contact details of a named Travel Plan Co-ordinator
- Results from residents travel survey
- Details of cycling, pedestrian and/or public transport links to and through the site
- Details of the provision of cycle parking.
- Objectives
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
- Action plan of measures to be introduced, and appropriate funding
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

12.13.2 The contribution for Travel Plan monitoring can be secured through the Section 106 Agreement.

12.14 Traffic Assessment

12.14.1 County Highways consider that the vehicle trip rates as presented for this development within the Transport Assessment are deemed acceptable for this style and location of residential development. Trip distribution has been based on 2011 Census Journey to Work Data but this is deemed unreliable. However, a distribution based on movements accessing the residential estate off Bluebell Way has also been included and this is considered more realistic.

12.14.2 County Highways confirm that the observed traffic counts were carried out during school term time and are an acceptable base for future growth. The National Trip End Model forecasts and the TEMPro software are used for transport planning purposes. County Highways confirm the TEMPro growth figures were used to produce acceptable future year base traffic flows for the local network. The future assessment year of 2022 represents a reasonable build out time and is deemed acceptable.

12.14.3 All junctions show a slight decrease in capacity with the development flows but the majority remain within practical capacity levels. However, the exception to this is the Station Road/Collins Road/Brownedge Lane signalised junction which is shown to be above capacity in the future year. The submitted Planning Statement indicates that the applicants are willing to contribute a sum towards the improvement of the Station Road Junction signalling. The amount of contribution to be provided should be proportionally shared with the landowners and developers of the remaining parcels within the Site S allocation. The sum to be provided towards the improvements of this junction can be secured in the Section 106 Agreement. This offer by the developer to fund improvements to the junction is welcome and County Highways who would be pleased to be involved in funding discussions between the Council and the developer.

12.15 County Highway Conclusions

12.15.1 The development, as submitted, was initially considered unacceptable by County Highways in terms of sustainable transport provision. It is critical that development related increases in all modes of movement (demand) are suitably considered and appropriately mitigated against to ensure the development satisfies the NPPF foundation of providing for sustainable transport. County Highways considered the Transport Assessment had failed to demonstrate that the site can provide pedestrian/cycle connectivity to integrate with the existing built and proposed environments, nor provide access to and encourage sustainable public transport and therefore considered the development proposals were not in line with a number of key paragraphs of the NPPF including provision of safe and suitable access for all people and to support sustainable development. As such County Highways, in order to support sustainable transport to satisfy NPPF and to address local traffic impacts, recommended the following improvements/contributions:

- Provide S106 funding to support the daily daytime bus services for a 5 year period.
- Upgrade of bus stops on Brindle Road to Quality Bus Standard to be EA compliant.
- Provision of an uncontrolled pedestrian crossing on Brindle Road.
- Safety improvement markings at Brindle Road/Bank Head Lane junction.
- The installation of mobile SPiDs on Brindle Road to the east of the proposed new junction.
- Enhanced weight restriction signs along Brindle Road and Bank Head Lane.
- Contribution towards cycle parking enhancements at Bamber Bridge Station.

12.15.2 The applicant has confirmed these measures will be provided and have submitted additional plans to demonstrate the location of the bus stops to be upgraded, the location of the crossing point; the location of the SPiDs and the yellow road markings to be refreshed. Financial contributions will be secured through the Section 106 Agreement.

County Highways have confirmed the plans are acceptable and with the provision of these measures, they have no objections to the proposal.

12.15.3 It is also acknowledged that the developer would be expected to support a level of wider strategic infrastructure in South Ribble via the Community Infrastructure Levy (CIL) contributions. The level of CIL for the market housing element of this development has been calculated at £1,463,649.14. These monies would be used for projects identified in the CIL 123 list for the area.

12.16 Affordable Housing

12.16.1 The application includes the provision of 30% affordable dwellings amounting to 85 dwellings. The affordable dwellings are scattered about the site and not located in one area. An affordable housing statement was also submitted and indicated the affordable dwellings would consist of a mix of 2-bed apartments, bungalows and houses for rent together with some 3-bed houses that can be built as/converted to 2-bed or vice versa. Some of the dwellings are proposed as intermediate dwellings. Intermediate are low cost homes for sale, provided at a discount of 70% of open market value to eligible person only. The applicant has proposed that no registered provider would be involved with these but would be provided as the shared ownership units with the developer.

12.16.2 The applicant has indicated that they are in discussion with registered providers for the rented dwellings. Until a Register Provider is on board with the scheme, it is unclear what the final mix of dwelling types will be although this must be the correct mix for this particular area. However, the mix of affordable dwelling types, their provision and retention in perpetuity will be secured through the Section 106 Agreement.

12.17 Flood Risk and Drainage

12.17.1 An Outline Flood Risk Assessment dated October 2013 was submitted with the application which includes an outline drainage strategy. This has been considered by United Utilities (UU) and the Lead Local Flood Authority (LLFA). UU confirm that they have no objections to the proposed development provided that a number of conditions are imposed in respect of foul and surface water drainage. UU make a number of comments on the proposed development, including that a public sewer crosses this site and they would not permit building over it, requiring an access strip width of six metres. This has been taken into account in the site layout.

12.17.2 In respect of site drainage, UU comment that, in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy:

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

12.17.3 UU also comment that, without effective management and maintenance, sustainable drainage systems can fail or become ineffective and therefore require a condition be imposed requiring the submission of management and maintenance scheme.

12.17.4 The LLFA initially commented that, in the absence of adequate information to assess the principle of surface water drainage associated with the proposed development, they would object. However, they also provided details of how the applicant could overcome their objections. As such further details were provided by the applicant and forwarded to the LLFA for consideration. Any comments received will be reported at Planning Committee

12.18 Public Open Space

12.18.1 Policy G10 sets a standard of 1.33 hectares per 1,000 population of amenity greenspace and there is currently a deficit of provision in the Bamber Bridge East Ward in which the application site is located. This development is required to provide 0.003192ha per dwelling, amounting to 0.82ha of amenity greenspace. There is no requirements for Equipped Play Areas on the site as there is a surplus in the Bamber Bridge East ward and there are no sites within 800m of the development which are considered to be of low quality for which a contribution would be required. As the site is not within 1000m of Central Parks or within 800m of any parks/gardens of low quality value there is no requirement for a contribution for Parks and Gardens. In terms of Natural/semi natures open space, the development is within 800m site identified – Walton le Dale High School and Brennand Close and the development would normally be expected to provide a contribution of £238 per dwelling for improvements to these areas. However this is subject to the identification of a specific project. In this case it is confirmed there are no projects on these sites and they are not within the Council's control and therefore the contribution cannot be requested. There is no requirements for a contribution towards Allotments. There is however a requirement for a contribution of £1,507 per dwelling towards playing pitches in the area. Again this is subject to an identified specific project and Parks have confirmed plans for improvements to the sports pitches at Withy Grove Park, specifically drainage improvements. The contribution would be secured through a Section 106 Agreements.

12.18.2 The total area of Amenity Greenspace provided within the development amounts to 3.51ha in the form of buffers to both the M6 and M61 motorways together with an area central within the site. This is over and above the amount required by Policy G10 and is therefore considered acceptable. Neighbouring residents consider that the open space provided is unusable due to its location adjacent the motorways as it will be impacted on in terms of noise. However, it must be noted that the existing PROW, runs from the eastern boundary of Cottage Gardens through the application site and along to Shuttling Field Lane. The PROW promotes the use of the site for recreation purposes as existing, despite the proximity to the motorways. Therefore the amount and location of the amenity greenspace is considered acceptable and in line with Policy G10.

12.19 Ecology Issues

12.19.1 An updated Ecological Survey and Assessment including licensed bat survey dated June 2017 was submitted. The Ecological Survey concluded that a residential development at the site is feasible and acceptable in accordance with ecological considerations and the National Planning Policy Framework. Ecology comment that it is possible to implement reasonable actions for the protection and long-term conservation of fauna such as roosting bats, nesting birds and commuting/foraging bats associated with the site. However, if the building on the site has not been demolished by May 2018 updated surveys will be required to determine the presence or absence of roosting bats; measures to conserve the habitat connectivity through the site are entirely feasible; redevelopment at the site will provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

12.19.2 The document was considered by the Council's Ecological Advisors who comment that they have relied on ecological survey information provided for the previous application in addition to the updated information submitted in support of the current application. The ecological surveys and assessments of the site, both previous and updated, have been undertaken by suitably qualified consultants and are to appropriate and proportionate standards. Given that the site does not support high quality bat foraging habitat and is unlikely to be used as a significant bat 'commuting route' because it is bounded to the west, north and east by motorways (the M6 and M61) which form effective barriers to bat movements. Therefore the level of bat activity surveys that have been conducted as proportionate and confirm what would be expected given the nature of this site which is of low value to bats as a foraging site or a commuting route. Additionally, the site is not designated for its nature conservation value and is not adjacent to any designated sites.

Although large, the site is considered unlikely to support populations of protected species, although it is used by small numbers of foraging bats.

12.19.3 In respect of the impact on habitats, Ecology confirm that the site is dominated by species-poor improved and semi-improved grassland of rather limited nature conservation value. There are some locally important habitats including a dry pond, hedgerows (which may constitute a priority habitat for conservation) and broadleaved trees. Some of these habitats will be lost to the scheme, but compensation for habitat losses has been put forward in the form of new hedgerow and shrub planting, restoration of the pond on the site and significant new tree planting. These proposals are generally satisfactory from an ecology point of view. The new planting, taken together with the inclusion of garden space in the scheme, will be sufficient to compensate for the minor losses to bat foraging habitat that will be caused by the scheme. Therefore Ecology recommend that the submitted Landscape Plan be implemented and that a condition be imposed requiring the submission of a Landscape Management Plan to ensure that new landscaping is managed sustainably in the long-term.

12.19.4 In respect of the impact on protected species, Ecology accept that the site is unlikely to support the specially protected species great crested newt although it does have some limited potential to support amphibians, including the common toad. The applicant has submitted a Method Statement for reasonable avoidance measures to be taken to avoid any possible harm to amphibians during the course of the scheme ('ERAP' ecological consultants' report ref. 2017-142, 2017, section 5.6). The implementation of this Method Statement should be secured by a condition.

12.19.5 A number of other conditions are also required by Ecology including that no vegetation clearance or tree felling be undertaken during the bird nesting season' that retained trees and hedgerows should be properly protected during the course of any development; that a Method Statement giving details of measures to be taken to prevent the spread of Himalayan balsam on the site be submitted; and an advisory condition that if bats are found at any time during works then work must cease immediately and advice sought from a suitably qualified person about how best to proceed.

12.20 Trees and Hedgerows

12.20.1 A Tree Survey Report dated June 2013 was submitted with the application together with Tree Survey Plans and a Landscape Structure Plan. These have been considered by the Council's Arboriculturist who comments that, due to the scale of the development, an arboricultural consultant should be appointed to provide site monitoring once the development is underway.

12.20.2 The Arboriculturist also requires conditions be imposed to ensure trees subject to preservation order TPO 2014 No 7 identified for retention, protective fencing should be erected in accordance with BS5837 2012 prior to development commencing and remain in-situ throughout the development. An inspection programme of the protective fencing should be established and recorded by the arboricultural consultant as part of their overall site monitoring. He also requires that, for trees T3, T18, T26, T37 and T38 existing ground levels should be retained within the RPA and excavated by hand. Any exposed roots should be immediately wrapped to prevent desiccation. Other required conditions include that all newly planted trees should be replaced by replanting on a like for like basis for a minimum of five years; a suitable mulching and watering programme in accordance with BS8545 2014; and that no machinery, tools and equipment should be stored within the RPA of any trees on site.

12.20.3 Finally, the Arboriculturist comments that trees identified to border the M61 Northbound should be changed from *Prunus padus* to a more suitable denser tree to act as an acoustic barrier, eg *Carpinus betulus* Frans Fontaine, or other suitable fast growing dense

canopy urban tolerant tree. The applicant was advised of this and has amended the Landscaping plan accordingly.

12.21 Noise

12.21.1 A Noise Impact Assessment report dated September 2017 has been submitted with the application which summarises that the site is subject to road noise from the M6 and M61 motorways and it is predicted that facades facing these noise sources will require acoustically enhanced glazing and acoustically attenuated background ventilation to achieve the internal noise level criteria. The assessment of internal noise levels indicates that with appropriately specified facade elements, the indoor noise criteria can be achieved. The scheme layout has been developed to maximise self-screening from the houses to reduce, wherever possible, the external noise levels in the proposed private gardens.

12.21.2 It should be noted that relevant guidance states that where the development is situated adjacent to a *'strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited'*.

12.21.3 A scheme of mitigation has been provided to reduce noise levels as far as is practically possible within the constraints of the land currently available for development. With this mitigation in place, noise levels at the rear gardens are predicted to be below LAeq,16h 59 dB in all cases, which is in-line with the agreed upper limit of LAeq,16h 60 dB in rear gardens.

12.21.4 The Noise Impact Assessment concludes that appropriate noise criteria are achievable for dwellings proposed on this site with consideration for the mitigation measures suggested within the document. A suitably worded condition should be included to ensure that all dwellings achieve the internal noise criteria recommended in BS 8233:2014.

12.21.5 The document has been considered by the Council's Environmental Health Department who comment that the impact of noise from the motorways is of concern. The applicant has undertaken extensive studies to reduce the impact from the motorways, and the latest report, including an increase in the number of properties (from that considered at pre-applications stage for 220 dwellings), appears to show a deterioration in some of the proposed garden areas with sound levels to be experienced above 60dB(A). This is not acceptable and the noise assessment should be looked at again to identify the reasons for these increases and what mitigation measures are required to reduce the levels. For clarification it was previously agreed that the design criteria for external areas is 50dB LAeq,16hr however it has been agreed that in line with BS8233: 2014 levels up to 60dB LAeq,16hr will be acceptable providing everything has been done to reduce sound levels as much as possible.

12.21.6 For internal sound levels the basic calculations suggest that the internal sound level in the worse affected rooms will be reduced from 70dB(A) to 38dB(A). Above the guideline 35dB(A). If more specific calculations have been used these need to be provided to demonstrate that the proposed glazing specification is adequate.

12.21.7 Therefore the EHO advised that further work be undertaken on the noise assessment to make this development acceptable in its entirety. As a result the Noise Assessment was updated and further details were submitted, including a boundary treatment plan to demonstrate 1.8m high acoustic fencing to the rear garden boundaries of properties affected. This achieves a decibel level within the guidelines and Environmental Health confirm the scheme is acceptable with the mitigation measures in place.

12.21.8 Environmental Health require a number of condition be imposed in respect of noise to mitigate the impact on residential amenity during the construction phase of the development. These include details of the location of the site compound and storage yard as the noise from the compound has the potential to adversely affect the amenity of the local area; that no machinery, plant or powered tools be operated outside the hours of 08:00 to 18:00 Monday to Friday 09:00 – 13:00 on Saturdays with no working anytime on Sundays or nationally recognised Bank Holidays; that no deliveries of construction materials or removal of construction waste outside the hours of 09:00 – 17:00 Monday to Friday with no deliveries or removal of waste at weekends or nationally recognised Bank Holidays; that details of any proposed Piling activities be submitted and these be limited to 09:30-17:00; that the mitigation measures identified in the submitted noise assessment be installed and maintained, including all fencing between individual property amenity areas.

12.22 Contaminated Land

12.22.1 A Phase 1 Geo-Environmental Desk Study dated August 2013 was submitted with the previously refused application and which recommended that a Phase II Intrusive site investigation be carried out. A Phase II: Ground Investigation Report dated 10/11/2014 Ref 14-464 was therefore submitted with this current application. The report makes a number of conclusions in respect of the ground conditions; groundwater, foundation option; ground contamination and also general comments.

12.22.2 Both reports have been considered by Environmental Health who do not raise any issues but require conditions be imposed in respect of the process for the development to follow should any adverse ground conditions being discovered once works commence and that Importation of Material be restricted.

12.23 Air Quality

12.23.1 An Air Quality Assessment Report by Wardell Armstrong dated August 2017 Ref CP11738 has been submitted with the application. The air quality assessment and sensitivity analysis were undertaken to consider the potential impact of development-generated vehicles on air quality at twelve existing sensitive receptor locations. The air quality assessment predicts that there will be a negligible impact on concentrations of NO₂, PM₁₀ and PM_{2.5} at all twelve of the existing sensitive receptors considered in 2022. A slight impact is predicted at ESR 2 in 2027 for NO₂. However, concentrations are still well below the air quality objective. A negligible impact is predicted for the remaining ESRs for NO₂, PM₁₀ and PM_{2.5}, with the development in place. All predicted pollutant concentrations are below the relevant air quality objective.

12.23.2 The assessment has also predicted pollutant concentrations at five proposed receptor locations within the proposed residential development site. These receptor locations are representative of the proposed residential areas closest to main pollutant sources, considered to be vehicle emissions from the M6, M61 and Brindle Road. The air quality assessment and sensitivity analysis predicts that all on-site pollutant concentrations will be below the relevant air quality objectives.

12.23.3 The Report considers that specific air quality mitigation is not required as the impact associated with development traffic is assessed as being 'not significant'. However, general best practice measures at the site, which have positive effects for air quality could be included. These include welcome packs for future residents showing sustainable travel, public routes and public transportation options; Travel plan including site-specific measures to increase/improve sustainable travel; and low NO_x boilers.

12.23.4 The report has been considered by Environmental Health who request a condition be imposed requiring the developer to carry out one year of air quality monitoring following 80% occupancy of the development. The location and timing of the monitoring is to be agreed with the LPA. They also require a condition to ensure that Electric Vehicle Recharge points be provided to every property to encourage the use of alternative fuel use for transport.

With the inclusion of these measures, the development is considered to be in accordance with Core Strategy Policy 30.

12.24 Crime and Disorder

12.24.1 The Police Architectural Liaison Officer comments that a development of this scale has the potential to create a significant increase in demand for police assistance and therefore security measures must be incorporated into the design in order to reduce opportunities for crime. These recommendations include the promotion of natural surveillance to allow clear views across the various pockets of public open space. Link footpaths should be avoided; back to back gardens help to keep the area secure and deter intruders; the avoidance of windowless elevations and blank walls immediately adjacent to the public open spaces; the various pockets of landscaping including the buffers should be designed so that trees will not grow to obscure lighting columns or impede natural surveillance as they mature; routes for pedestrians, cyclists and vehicles should be integrated to provide a network of supervised areas to reduce crime and anti-social behaviour; pedestrian/cycle links must be wide, straight, well lit, devoid of hiding places, overlooked by surrounding buildings and activities and well maintained so as to enable natural surveillance along the path and its borders; windows and doors should be PAS 24/2012 (16) certificated; ground floor glazing should be laminated and windows fitted with restrictors; rear gardens be secured with a 1.8m high close boarded timber fence; 1.8m high lockable gate should be fitted flush with the front of the building line to restrict access into private rear gardens; and illumination all external doors with a dusk till dawn light; car parking spaces should be illuminated. These measure should be incorporated into the development during the construction phase in order that the development accords with Policy 26 in the Central Lancashire Core Strategy.

12.25 Other Issues

12.25.1 A number of letters received from objectors to this application comment that planning officers have been underhand in carrying out meetings and 'secret talks' with the developers without the residents' action group being involved. As already indicated, pre-application discussion are confidential although the developer was always encouraged to consult with the community or at least involve the residents' action group.

12.25.2 Objectors comment that the planning department is not fit for purpose as they have not picked up on several inaccuracies in the supporting statement. However, during consideration of the planning application, inaccuracies are picked up with relevant matters being amended or reported in the Committee Report. Objectors also comment that correspondence from SRBC was sent out in holiday period with unreasonable tight deadlines. Again this is unfounded. The notification letters are sent out as soon as a planning application is valid and registered in order to inform neighbouring residents as soon as possible. The LPA have no control over when an application is submitted. The LPA are required under planning legislation to notify neighbouring residents by letter and/or by way of site notice giving 22 days for comment. In reality it is common practice that planning officers accept letters of representation up until the committee report is placed on the agenda and any received after that time are reported verbally to planning committee or on the update sheet. Therefore it is not accepted that the planning department has acted unreasonably in terms of its consultation.

13. CONCLUSION

13.1 The application has been duly considered in light of the National Planning Policy Framework, the Central Lancashire Core Strategy and the South Ribble Local Plan and with reference to all the plans and documentation submitted, particularly the technical documentation, which has been considered by the appropriate statutory consultees.

13.2 Whilst it is recognised that there is a great deal of local opposition to the proposed development, there are no issues raised by statutory consultees that have not been remedied by amended plans/updated details or can be secured by the imposition of

conditions or included within the Section 106 Agreement. In considering the scheme against the relevant planning policies, it is officers' view that the scheme is acceptable and in compliance with those policies.

- 13.3 It must also be recognised that the application site is an allocated housing site and has been fully examined by the Inspector as part of the Local Plan process. The expectation is that such allocated site are to be brought forward for development in a timely manner. The application is providing a mix of 261 dwellings, including bungalows, which will go towards the LPA achieving its housing requirement of 417 dwellings per year. Thirty percent of these will be much needed affordable dwellings.
- 13.4 In view of the above, the application is recommended for approval subject to the imposition of conditions and subject to the successful completion of a Section 106 Agreement.

14. **RECOMMENDATION**

- 14.1 That the Members be minded to approve the application and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the submission of a Section 106 Agreement to secure the provision of on-site affordable housing, off-site highway improvements, and public open space

15. **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 submitted approved plans Dwgs TGDP/BRBB/LP1 Rev A Location Plan; TGDP/BRBB/PL2 Rev A Planning Layout; BRBB.TMP.01 Traffic Management Plan; 47646.02 Rev B Landscape Structure Plan; Housetype Plans: TGDP/BRBB/ALN; TGDP/BRBB/CHE; TGDP/BRBB/CLA; TGDP/BRBB/GIL; TGDP/BRBB/HAN; TGDP/BRBB/HAT; TGDP/BRBB/LON; TGDP/BRBB/MOS; TGDP/BRBB/RUF; TGDP/BRBB/SOU Rev A; TGDP/BRBB/TAU Rev A; TGDP/BRBB/WAR; TGDP/BRBB/WP2B; TGDP/BRBB/WP3B; TGDP/BRBB/WP3BC; TGDP/BRBB/WP3BT; LY-WD16 Lumley; SGD-01 Single/Double Garage; TGDP/BRBB.302.01 Rev B Boundary Treatment Plan; TGDP/BRBB.M&A Rev A Movement and Access Plan
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. During the site preparation and construction of the development, no machinery, plant or powered tools shall be operated, no process carried out and no deliveries taken at or dispatched from the site outside the following times of 0800 hrs to 1800 hrs Monday to Friday; 0900 hrs to 1300 hrs Saturday and 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
4. Prior to the commencement of any works on site, details of all piling activities, including mitigation measures to be taken, shall be submitted to and approved in writing by the Local Planning Authority. Piling activities shall be limited to between the hours of 09:30am and 17:00pm Monday to Friday and 09:30am to 13:00pm on Saturdays, with no activities permitted on Sundays and Bank Holidays.

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

5. No development shall commence until an assessment of the risks posed by any contamination, carried out in accordance with British Standard BS10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR 11) (or equivalent British Standard and Model Procedures if replaced), shall have been submitted to and approved in writing by the Local Planning Authority. If any contamination is found, a report specifying the measures to be taken, including timescale, to remediate the site to render it suitable for the approved development shall be submitted to and approved in writing by the Local Planning Authority. The site shall be remediated in accordance with the approved measures and timescale and a verification report shall be submitted to and approved in writing by the Local Planning Authority. If, during the course of development, any contamination is found which has not been previously identified, work shall be suspended and additional measures for its remediation shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved additional measures and a verification report for all the remediation works shall be submitted to the Local Planning Authority within 28 days of the report being completed and approved in writing by the Local Planning Authority.
REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026
6. Prior to the importation of any subsoil and/or topsoil material into the proposed development site, a Desk Study shall be undertaken to assess the suitability of the proposed material to ensure it shall not pose a risk to human health as defined under Part IIA of the Environmental Protection Act 1990. The soil material shall be sampled and analysed by a Competent Person. The details of the sampling regime and analysis shall be submitted to and agreed in writing by the Local Planning Authority prior to the work taking place.
A Verification Report which contains details of sampling methodologies and analysis results and which demonstrates the material does not pose a risk to human health shall be submitted to the Local Planning Authority for approval in writing.
REASON: To protect human health and the environment in the interests of residential amenity in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026
7. Prior to first occupation of the development hereby approved, an Electric Vehicle Recharge point shall be provided to the dwelling. This shall consist of as a minimum a 13 amp electrical socket located externally or in the garage, in such a position that a 3 metre cable will reach the designated car parking space(s). A switch shall be provided internally to allow the power to be turned off by the resident(s) which if located externally shall be fitted with a weatherproof cover. The EVR shall be maintained and retained at all times thereafter for its intended use.
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.
8. Prior to the first occupation of the development hereby approved, the mitigation measure identified in the Noise Impact Assessment by Capita dated September 2017 Ref CS/075958-04 R04 Revision B, shall be installed within the development and maintained at all times thereafter.
REASON: In the interests of the amenity of the future residents of the development and to be in accordance with Policy 17 of the Central Lancashire Core Strategy

9. No part of the development hereby approved shall commence until a scheme for the construction of all site access, emergency access and the off-site works of highway improvement have been submitted to, and approved by the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.
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.
10. Prior to first occupation of any part of the development hereby approved, the highway improvement works should be constructed in accordance with the approved details. The required highway improvement works include:
a) Provision of a new access point from Brindle Road in accordance with Drawing No. SCP/17246/F01.
b) Provision of mobile SPiD signs at appropriate locations along Brindle Road in accordance with Dwg SCP/17246/F02.
c) Safety improvement markings at the junction of Brindle Road and Bank Head Lane in accordance with Dwg SCP/17246/F03.
d) Improvement to the existing east and west bound bus stops to Quality Bus Standard in accordance with Dwg SCP/17246/F02.
e) Enhancement of existing weight restriction signs along Brindle Road and Bank Head Lane
f) Provision of an uncontrolled pedestrian crossing on Brindle Road in accordance with Dwg SCP/17246/F02.
REASON: In the interests of highway safety and to promote the use of sustainable travel modes and in order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.
11. Prior to construction a Construction Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Plan to include method and details of construction; including vehicle routing to the site, construction traffic parking and the proposed temporary closing of any roads or streets. No construction traffic or deliveries to enter/exit during the network peaks or to wait on the public highway. Such a Construction Plan to be implemented and adhered to during the construction of the development.
REASON: To maintain the operation of local streets and the through routes in the area during construction, particularly during peak periods.
12. The approved Residential Framework Travel Plan Ref JI/17246/TP/0 dated June 2017, must be implemented in full in accordance with the timetable contained within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for a minimum of 5 years.
REASON: To ensure that the development provides sustainable transport options in accordance with Policy 3 in the Central Lancashire Core Strategy.
13. There shall not at any time in connection with the development hereby permitted be planted hedges, trees or shrubs over 1m above the road level within any visibility splay required to maintain safe operation for all users.
REASON: In the interest of highway safety in accordance with Policy G17 in the South Ribble Local Plan 2012-2026
14. Prior to the commencement of any development, details of the foul drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. Foul water shall be drained on a separate system. No building shall be occupied until the

approved foul drainage scheme has been completed to serve that buildings, in accordance with the approved details.

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

15. Prior to commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewer system either directly or indirectly.

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

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

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

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

17. Prior to occupation of the development, a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning Authority and agreed in writing. The sustainable drainage management and maintenance plan shall include, as a minimum:

a) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and

b) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

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

REASON: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

18. Trees subject to Tree Preservation Order (TPO) 2014 No 7 identified for retention (Dwg 4746.02 Rev A shall be protected for the duration of the development, including the erection of protective fencing in accordance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. No access shall be permitted into the identified Root Protection Areas without first obtaining the agreement in writing from the Local Planning Authority. No machinery, tools and equipment shall be stored within the RPA or any trees on site. No tree shall be pruned, cut down, uprooted, topped, lopped or wilfully damaged or destroyed including the cutting of roots without the previous written consent of the Local Planning Authority. Any tree subject to these actions or that are removed without such consent or are dying or are being significantly damaged or becoming seriously diseased during that period shall be replaced with trees of such size and species as will be agreed with the Local Planning Authority.

REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

19. For trees T3, T18, T26, T37 and T38 existing ground levels should be retained within the Root Protection Areas and excavated by hand. Any exposed roots should be immediately wrapped to prevent desiccation. Wrapping should be removed prior to backfilling. Roots smaller than 25mm diameter should be pruned with a suitable sharp tool. Roots over 25mm diameter should only be removed following consultation with an Arboricultural consultant. Prior to backfilling roots should be surrounded with topsoil or sharp sand or inert granular fill before the soil is replaced. No access shall be permitted into the identified Root Protection Areas without first obtaining the agreement in writing from the Local Planning Authority. No machinery, tools and equipment shall be stored within the RPA or any trees on site.

REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

20. The approved Landscaping Structure Plan 4746.02 Rev A 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

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

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

22. 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

23. 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.

24. Prior to commencement of any works on site, the location of the site compound and materials storage area shall be submitted to and agreed in writing by the Local Planning Authority.

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

25. Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of invasive plants, as identified under the Wildlife and Countryside Act 1981 shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of invasive plants during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

REASON: The spread of invasive plants is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment recurs

26. The developer shall carry out one year of air quality monitoring following 80% occupancy of the development. A scheme for the location and timing of the monitoring shall be first agreed in writing with the Local Planning Authority and following completion of the one year of air quality monitoring, a report of the results shall be submitted to the Local Planning Authority.

REASON: In the interests of future residents of the development and to be in accordance with Policy 30 in the Central Lancashire Core Strategy.

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

REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

16. **RELEVANT POLICY**

National Planning Policy Framework

Central Lancashire Core Strategy

Policy 2 Infrastructure

Policy 3 Travel

Policy 4 Housing Delivery

Policy 5 Housing Density

Policy 7 Affordable and Special Needs Housing

Policy 17 Design of New Buildings

Policy 22 Biodiversity and Geodiversity

Policy 23 Health
Policy 25 Community Facilities
Policy 26 Crime and Community Safety
Policy 27 Sustainable Resources and New Developments
Policy 29 Water Management

Supplementary Planning Documents

Affordable Housing
Open Space and Playing Pitches

South Ribble Local Plan

A1 Policy A1 Developer Contributions
D1 Allocations of housing land
F1 Car Parking
G8 Green Infrastructure and Networks Future Provision
G10 Green Infrastructure Provision in Residential Developments
G11 Playing Pitch Provision
G13 Trees, Woodlands and Development
G16 Biodiversity and Nature Conservation
G17 Design Criteria for New Development
H1 Protection of Health, Education and Other Community Services and Facilities

Informative Notes

1a. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.

1b. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Environment Director at County Hall, Preston PR1 0LD, in the first instance, to ascertain the details of such an agreement and the information to be provided.

1c. The applicant is advised that adoption of certain new elements within the public highway attract commuted sums to cover the additional maintenance burden of non-standard features. Commuted sum calculations will be based upon the approved engineering designs and form part of the financial element of section 278 and 38 Agreements.

2. All species of bats found in the UK are European Protected Species under the Habitats Directive 1992, the Conservation of Species and Habitats Regulations 2010 and the Wildlife & Countryside Act 1981 (as amended). If bats are found at any time during the demolition works as part of the scheme hereby approved, then work should cease immediately and advice sought from a suitably qualified bat worker.

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Planning Committee Update Sheet 15th November 2017

Item 6 07/2017/2325/FUL – Land north of Brindle Road, Bamber Bridge

Condition 2 – Amendments include Rev C to the planning layout as the link to the adjacent part of Site S is now to be in an alternative position, as advised by County Highways. It also shows a footpath link from the site to Shutlingfields Lane. Additional plans to show the location of the Affordable Housing, Boundary Treatments, Movement and Access and Site Traffic Management Plan are included. The condition now reads:

The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwg TGDP/BRBB/LP1 Rev A Location Plan; **TGDP/BRBB/PL2 Rev C Planning Layout; BRBB.TMP.01 Rev A Traffic Management Plan**; 47646.02 Rev B Landscape Structure Plan; Housetype Plans: TGDP/BRBB/ALN; TGDP/BRBB/CHE; TGDP/BRBB/CLA; TGDP/BRBB/GIL; TGDP/BRBB/HAN; TGDP/BRBB/HAT; TGDP/BRBB/LON; TGDP/BRBB/MOS; TGDP/BRBB/RUF; TGDP/BRBB/SOU Rev A; TGDP/BRBB/TAU Rev A; TGDP/BRBB/WAR; TGDP/BRBB/WP2B; TGDP/BRBB/WP3B; TGDP/BRBB/WP3BC; TGDP/BRBB/WP3BT; LY-WD16 Lumley; SGD-01 Single/Double Garage; **TGDP/BRBB.302.01 Rev C Boundary Treatment Plan; TGDP/BRBB.M&A Rev B Movement and Access Plan; BRBB/ALP.01 Rev A Affordable Layout**

Condition 3 – amend the wording to read:

During the site preparation and construction of the development, no machinery, plant or powered tools shall be operated, no process carried out and no deliveries taken at or dispatched from the site outside the following times of **07:30hrs to 18:30hrs Monday to Friday; 08:30 hrs to 13:00 hrs Saturday** and no activities shall take place on Sundays, Bank or Public Holidays.

Environmental Health confirmed verbally that these proposed times are acceptable providing the location of the site compound is away from existing residential properties. Therefore, a Traffic Management Plan Dwg BRBB.TMP.01 Rev A Traffic Management Plan has been submitted to show the location of site compound. This has been included within condition 2 relating to plans.

Condition 10 the wording is amended and reference made an additional plans following submission of improvements to the junction of Brindle Road and Bank Head Lane which were agreed with Network Rail and which County Highways have confirmed are acceptable:

Prior to commencement of the development hereby approved, a scheme for the implementation and timescales for the highway improvement works shall be submitted to and approved in writing by the Local Planning Authority. Work shall be undertaken in accordance with the agreed details **under a Section 278 Agreement** unless otherwise agreed in writing. For reference, the required highway improvement works shall comprise of:

- a) Provision of a new access point from Brindle Road in accordance with Drawing No. SCP/17246/F01.
- b) Provision of mobile SPiDs signs at appropriate locations along Brindle Road in accordance with Dwg SCP/17246/F02.
- c) Safety improvement markings at the junction of Brindle Road and Bank Head Lane in accordance with Dwg SCP/17246/F03.

- d) Improvement to the existing east and west bound bus stops to Quality Bus Standard in accordance with Dwg SCP/17246/F02.
- e) Enhancement of existing weight restriction signs along Brindle Road and Bank Head Lane in accordance with Dwg SCP/17247/F05
- f) Provision of an uncontrolled pedestrian crossing on Brindle Road in accordance with Dwg SCP/17246/F02.
- g) Signal improvements to the junction of Brindle Road and Bank Head Lane at railway crossing in accordance with Dwg SCP/17246/F04 Rev A

As reported in the Committee Report para 2.14.3 page 30, Improvements to Station Road/Collins Road junction. This proposal is not now to be progressed as Lancashire County Council Highways have confirmed they are no longer looking for this development to contribute to this junction.

In the interests of clarity, a number of highway improvements will be provided under a Section 278 Agreement with the remainder being included in the Section 106 Agreement, as follows:

- Daily bus service improvements contribution - S106 Agreement
- Travel Plan monitoring contribution - S106 Agreement
- Upgrade of bus stops on Brindle Road to Quality Bus Standard - S278 Agreement
- Safety Improvement Markings at junction Brindle Road/Bank Head Lane - S278 Agreement
- Provision of uncontrolled pedestrian crossing on Brindle Road - S278 Agreement
- Installation of Mobile SPiDs on Brindle Road - S106 Agreement
- Enhanced weight restriction signs on Brindle Road - S278 Agreement
- Improvements to Station Road/Collins Road junction - S278 Agreement
- Secure cycle locker parking provision at Bamber Bridge Station - S106 Agreement

A number of conditions were proposed by Highway England in their consultation response. However, it is considered these should be included as informative notes rather than conditions as they would not meet the tests for imposing conditions as they relate to land outside of the application site boundary.

1. There shall be no development on or adjacent to the M6 Motorway or M61 Motorway embankment that shall put any embankment or earthworks at risk.
2. No drainage from the proposed development shall connect into the motorway drainage system, nor shall any drainage from the site run-off onto the M6 or M61 motorways.
3. There shall be no directly vehicular or pedestrian access of any kind between the site and the M6 or M61 motorways. To this end, a close-boarded fence or barrier not less than two metres high shall be erected along the boundary or the site with the M6 and M61 motorways to the satisfaction of the Local Planning Authority and shall be erected a minimum of one metre behind the existing motorway boundary fence and hedge on the developer's land, be independent of the existing motorway fence, and shall be designed and erected in accordance with the technical approval requirements of the Design Manual for Roads and Bridges (DMRB) Standard 02/2012 (Technical Approval of Highways Structures) if any part of that structure is more than 2.4m in height.
4. No acoustic bund or barrier shall be constructed between the eastern boundary of the site and the boundary with the M61 motorway unless evidence has been provided to

Highways England that the design has been carried out in accordance with the Design Manual for Roads and Bridges (DMRB) Standard 02/2012 (Technical Approval of Highways Structures) and that design approved in principle by Highways England.

5. No works associated with this consent shall take place on any land registered within the ownership of the Highways England Company Limited forming the verge of the M6 motorway or M61 motorway.

6. There shall be no planting, obstruction or regrading of the surface of the site within one metre of the motorway boundary fence so as to establish a buffer zone for maintenance. Access to the site for the purposes of maintaining the motorway boundary fence, embankment and motorway boundary landscape planting shall not be withheld to Highways England and its representatives.

7. There shall be no planting of species that, when mature, shall be or a height that should they fall down, would fall onto any part of the motorway.

8. The applicant shall not ignore the need to ensure that effective steps are taken to mitigate the impact of noise emanating from the M6 motorway upon the development to the satisfaction of the Local Planning Authority; such steps being entirely independent of the SRN and implemented at the expense of the developer.

9. No aspect of this development shall require the close to traffic or either the M6 or M61 motorways.

Finally, a late response from the Lead Local Flood Authority has been received, stating they object to the proposal on two grounds: the applicants have not provided robust justification or evidence as to why preferable run off destinations ie into the ground (infiltration) or to a surface water body, cannot be used for this development and that no attenuation storage calculations have been provided. For each point the LLFA have provided details to overcome their objection.

It is considered that these requirements have already been covered and secured by Condition 15 requested by United Utilities which requires a Surface Water Drainage scheme be submitted which is based on the hierarchy of drainage options in the National Planning Practice Guidance. Therefore this was raised with the LLFA who confirm that the United Utilities condition on surface water covers most of their requirements. They did however request details of the attenuation storage calculations which Persimmon have now provided.

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Further Planning Committee Update Sheet 15th November 2017

Item 6 07/2017/2325/FUL – Land north of Brindle Road, Bamber Bridge

An additional condition is required relating to the link to the adjacent site which is shown on the submitted planning layout plan and as reported in the Planning Committee update sheet sent yesterday.

Prior to the commencement of development (excluding site preparation works) details for the internal road layout of the development shall provide an unfettered vehicle and pedestrian access to the remainder of site's in the South Ribble Local Plan lying to the east of the development hereby approved shall be submitted to the Local Planning Authority for approval in writing in consultation with the Highways Authority. The agreed details shall then be fully implemented within a timeframe to be agreed in writing with the Local Planning Authority.

As the site layout plan has been updated, as per yesterday's update sheet, other plans also require updating to reflect this change. The Landscaping Structure Plan referred to in Condition 20 will be updated within the condition to 4746.02 Rev C.

Condition 26 Air Quality Monitoring

Persimmon have requested this condition be removed and instead they would pay a sum of money for the Council' Environmental Health section to carry out the monitoring instead. The monies would be secured through the Section 106 Agreement. Environmental Health have confirmed this approach is acceptable.

A late letter of objection has been received commenting that the applicant have submitted new house designs, including another 3 storey design. However the new housetype plans that have been submitted since the original submission are not new house designs but improvements to the internal layout. For example the Souter housetype has swapped the first floor bedroom and office area around, at the Local Planning Authority's request and the Taunton Housetype plan was incorrectly referenced.

A comment has also been received following the Planning Committee update sheet of yesterday that changes to condition 3 would be unacceptable in respect of amendments to the hours of working

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Agenda Item 7

Application Number 07/2017/1545/FUL

Address Land On The East and West Side Of
Watkin Lane
Lostock Hall
Lancashire

Applicant Haygrove Properties Ltd.

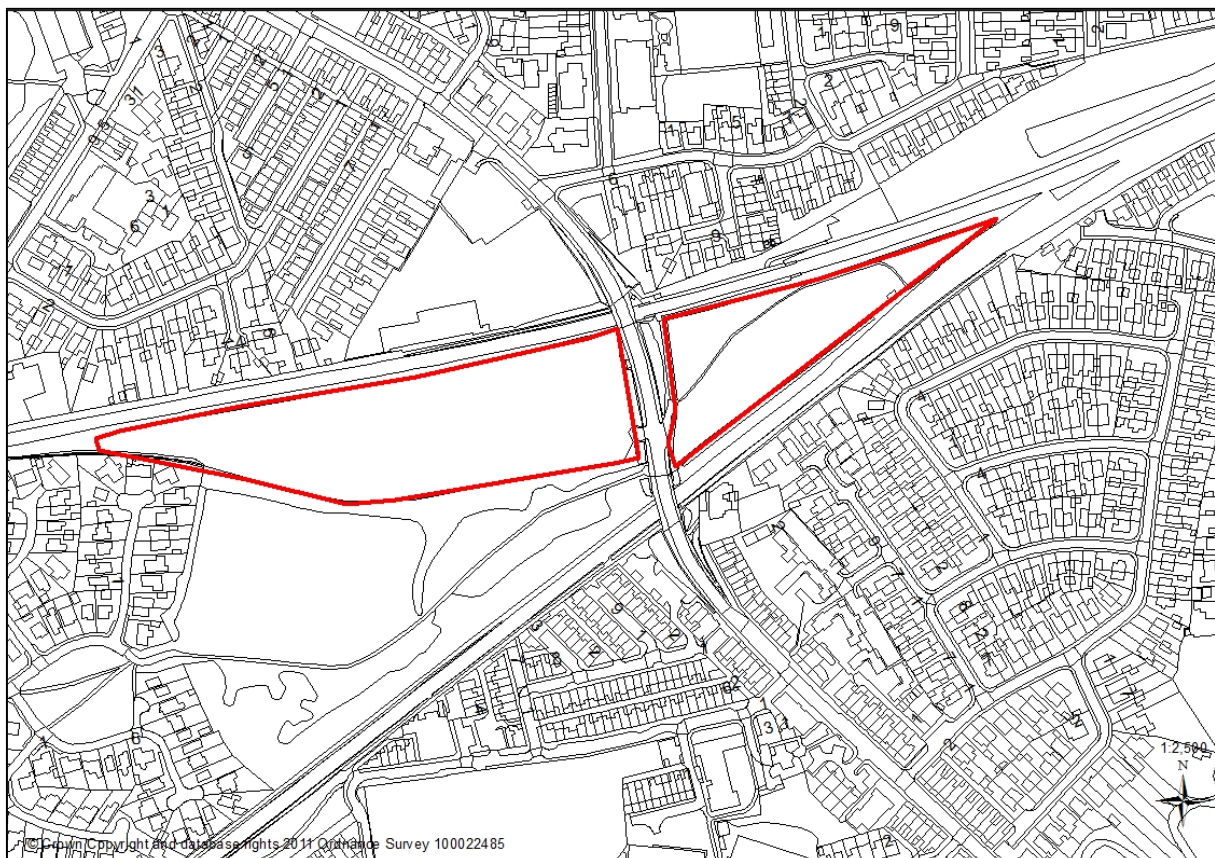
Agent Mr David Shepherd

20 Collingwood Avenue
St Annes
Lytham St Annes
FY8 2SB

Development Change of use of land for storage of caravans
with alterations to access and erection new
fencing to the western site boundary

Officer Recommendation **Approval with Conditions**
Officer Name **Mr Mike Davies**

Date application valid 09.08.2017
Target Determination Date 08.11.2017
Extension of Time 16.11.2017



1. REPORT SUMMARY

1.1 The proposal seeks planning permission to use two sites on either side of Watkin Lane for the storage of caravans manufactured at the nearby Lunar Caravan factory. The sites will act as a storage facility for manufactured caravans to be stored prior to them being delivered to their final destination.

1.2 The two sites are designated as green infrastructure in the Local Plan, but are previously developed land having been used in association with the adjoining railway in the past. Whilst the proposal will have some visual impact on the locality, it is considered to protect green infrastructure and bio-diversity and nature conservation at the site. This should also be balanced with the retention of a long-standing employer in the area where they need to improve their capacity for open storage whilst still being in close proximity to the main centre of manufacturing operations at Sherdley Road and to the greater highway network.

1.3 The proposals will secure an opportunity to implement beneficial measures such as native landscape planting that will safeguard habitats for wildlife such as birds and bats, with the aim of providing a net gain in biodiversity in accordance with the principles of the NPPF, Core Strategy and Local Plan policies. It is therefore considered on balance that the proposal should be supported and it is recommended accordingly that planning permission be granted subject to conditions.

2. APPLICATION SITE AND SURROUNDING AREA

2.1 The two sites consist of open land situated on either side of Watkin Lane (B5254), on the south of the humpback bridge adjacent Lostock Hall railway station and the north side of the hump back bridge which crosses the electrified mainline railway. The area of the two sites measures 2.82 hectares.

2.2 The site is divided into eastern and western sections by Watkin Lane. The larger western section formerly supported engine sheds and tracks associated with the adjacent railway, and now supports predominantly self-seeded shrubs and scrub, with areas of hardstanding and colonising unmanaged grass and short perennial vegetation. The eastern section of the site also supports self-seeded shrubs and scrub vegetation, however this vegetation has been established longer than at the western section of the site and numerous semi-mature trees are present.

2.3 The site is allocated as G7 Green Infrastructure on the Local Plan Policies Map and sits adjacent to a designated Wildlife Corridor G16.

2.4 On the northern side of the railway line on the western side is an existing caravan storage area associated with the applicant's business.

3. SITE HISTORY

3.1 There is no relevant planning history in relation to these two sites.

4. PROPOSAL

4.1 The proposal involves the use of land on both the eastern and western sides of Watkin Lane for the storage of caravans. As part of the proposals alterations to the access points on both sites will be undertaken to safeguard highway safety and new fencing will be erected to the western site boundary.

4.2 It is proposed that 200 caravans will be stored on the western site with a further 20 being accommodated on the eastern side of the road. The 5 caravan spaces on the eastern site which were originally located within the designated wildlife corridor have been deleted at officer's request and additional planting will take place to bolster the wildlife corridor in this area.

5. REPRESENTATIONS

5.1 10 representations have been received in relation to the proposal.

5.2 All the objectors raise concerns in relation to highway safety and reference is made to accident on 13 September by one objector which resulted in the police having to attend and direct traffic. There is reference to near misses in the area particularly where vehicles stop to set down or pick up passengers from the station and there is a fear that the introduction of slow moving vehicles being towed in and out of the two sites will exacerbate the perceived danger further.

5.3 Increased congestion around the bridge and station resulting in further delays and interference with the free flow of traffic in the area.

5.4 Concern has been expressed by several people at the loss of trees on the site.

5.5 One objector states that over production of caravans by the applicant is driving the proposal.

5.6 One objector has raised the issue of increased noise pollution resulting from the use of the site.

5.7 Two objectors have expressed concern that if planning permission is granted for the use then the Local Planning Authority will not be able to effectively police the site and the use will expand to cover the whole site in future.

5.8 One objector has raised concern that caravans maybe occupied in future and refers to the site previously being used by travellers and the problems this caused.

6. CONSULTATION REPLIES

6.1 **County Highways** – No objections to the proposals. The Manual for Streets which is a joint Department of Communities & Local Government (DCLG) and Department for Transport (DfT) publication advocates sightlines of

6.2 **Arborist** – No objections.

6.3 **Ecology** – The information submitted with the application includes an Ecology Survey and Assessment. This survey has been undertaken by an experienced ecological consultancy whose work is known to the Ecology Unit. Overall the survey found the site to have some potential to support protected species. After further survey work no evidence of protected species being present on site was found. With this in mind and subject to the imposition of conditions relating to protection of bird nesting habitat, invasive species removal, lighting design, biodiversity enhancement there are no objections to the proposals.

6.4 **Network Rail** – No comments received.

7. MATERIAL CONSIDERATIONS

Policy Considerations

7.1 NPPF

7.1.1 The National Planning Policy Framework advocates a presumption in favour of sustainable development. In relation to this proposal Core Principle 1 – Building a Strong, Competitive Economy (Paragraphs 18 – 21) and Core Principle 11 – Conserving and Enhancing the Natural Environment (Paragraphs 109 – 114, 117 – 118).

7.1.2 Paragraphs 18 – 21 of the NPPF make it abundantly clear that the Government is committed to supporting sustainable economic development through the planning system. Planning should operate to encourage growth rather than act as an impediment, therefore significant weight should be placed on the support for economic growth in the planning process.

7.1.3 Paragraphs 109 – 114 states that the planning system should support and enhance the natural environment. Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. It goes on to say that LPA's should set criteria against which to judge proposals affecting landscape areas and make distinctions between their importance so that protection afforded is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.

7.1.4 Paragraph 117 – 118 states that to minimise impacts on bio-diversity and geo-diversity planning policies should identify and map components of the local ecological networks, including locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them. When determining planning applications, LPA's should aim to conserve and enhance biodiversity by mitigating any significant harm resulting from a development that cannot be avoided. Opportunities to incorporate biodiversity in and around developments should be encouraged;

7.2 CORE STRATEGY

7.2.1 Core Strategy Policy 18 promotes managed and improved environmental resources through a Green Infrastructure approach to protect and enhance the natural environment where it already provides economic, social and environmental benefits. Investment in and improvement of the natural environment, particularly where it contributes to the creation of green wedges and the utilisation of other green open spaces that can provide natural extensions into the countryside. Finally, secure mitigation and/or compensatory measures where development would lead to the loss of, or damage to, part of the Green Infrastructure network.

7.2.2 In the case of these two sites, they are brownfield sites that have been abandoned since last used as railway yards. They are *not* used for either sport, leisure or recreation and are, in fact, private lands, although access has obviously been gained to them (the western side more so than the eastern side). The proposal would see the retention of large areas of trees to assist with both screening and to aid bio-diversity at the site.

7.2.3 Core Strategy Policy 22: seeks to conserve, protect and identify opportunities to enhance and manage the biological and geological assets of the area, through promoting the conservation and enhancement of biological diversity, having particular regard to the favourable condition, restoration and re-establishment of priority habitats and species populations; Seeking opportunities to conserve, enhance and expand ecological networks; Safeguarding geological assets that are of strategic and local importance.

7.2.4 The site does not enjoy any statutory protection, just local designation in the local plan. That is not to say that it is not important to consider the change of use proposed and how it

would impact on the site. The submitted Ecological Survey does not identify any protected habitats or species at the site. The proposal does however present an opportunity of bringing about a managed approach to the two sites in respect of their continuing maintenance and realising net gains in bio-diversity at the sites. The large number of trees at the sites would be maintained and would afford a degree of screening to the proposed use. The proposal is not considered to be harmful to this policy objective.

7.3 SOUTH RIBBLE LOCAL PLAN 2012 - 2026

7.3.1 Policy G7 – Development proposals should seek to protect and enhance the existing green infrastructure. Development which would involve the loss of green infrastructure will not be permitted unless alternative provision or similar and/or better facilities for the community will be implemented on another site or within the locality; it can be demonstrated that the retention of the site is not required to satisfy a recreational need in the local area; and the development would not detrimentally affect the amenity value and the nature conversation value of the site.

7.3.2 The application is for a change of use with minimal physical development taking place. The proposal would mean that the land can be managed more effectively (whereas it currently is not) and existing good quality trees (though most are self-seeded sycamores) would be retained and maintained to ensure a degree of screening to the site with additional structured planting also being incorporated as part of the proposal.

7.3.3 The proposed change of use does not result in the loss of Green Infrastructure and would ensure that it was maintained and managed by the applicant. The whole parts of the two sites are *not* being proposed as caravan storage. Trees would be retained to boundaries and to the narrow, pointed ends of the two sites and only the more central areas would be used for storage of caravans. In that sense, the proposal would protect and enhance the site as it would introduce a management regime to the overall care of the sites. There is no recreational use of the site at present and the ecology report concludes that there would be no detriment to the nature conservation value of the site by the proposal. As such, there is not considered to be any conflict with the policy requirements.

7.3.4 Policy G13 seeks to protect existing trees and woodland from inappropriate development and also to mitigate where its loss is unavoidable. In this particular case there will be some loss of mainly self-seeded sycamores, but these will be replaced with native species planting elsewhere on the site to mitigate for this loss which will result in a gain in terms of both site management and bio-diversity. Appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and hedgerows.

7.3.5 Policy G16 is concerned with the borough's Biodiversity and Ecological Network resources and their protection, conservation and enhancement. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks.

7.3.6 In the case of this proposal, the site does not enjoy any statutory protection, just a designation in the local plan. That is not to say that it is not important to consider the change of use proposed and how it would impact on the site. The proposal could be seen as a way of bringing about a managed approach to the two sites in respect of their continuing maintenance and bringing about net gains in bio-diversity at the sites.

7.4 Supplementary Planning Document

7.4.1 Central Lancashire Biodiversity and Nature Conservation Supplementary Planning Document provides more detailed guidance in relation to the interpretation of the above policies and expectations in terms of the quality of submissions and mitigation measures.

7.4.2 The site is allocated as Green Infrastructure as identified above. That said the proposal is for caravan storage only and does not involve any permanent buildings or structures being erected on the site. The nature of the use therefore means that any fauna currently using the site will still be able to do so and use provides an opportunity to better manage the flora on the site and adjacent to create a better habitat for native species, whilst at the same time providing an opportunity to eradicate invasive species from the site.

7.5 Highways

7.5.1 As mentioned previously the two sites are situated between two humpback bridges which cross railway lines. Therefore visibility from the access/egress is of primary importance from a highway point of view and this has been a source of concern raised in the objections received in relation to the proposal. Watkin Lane has a double white centreline marking between the two bridges at this location, prohibiting overtaking.

7.5.2 The applicant envisages that the caravans to be stored on the site would come from the Lunar Caravan Factory on Sherdley Road. The route from the factory to the storage area would therefore be Sherdley Road/ A582 Farrington Road/ Watkin Lane. Caravans being collected from the storage area would use Watkins Lane and leave in either direction on the A582 depending on their ultimate destination.

7.5.3 The delivery and collection of caravans would not use the section of Watkin Lane to the north of the sites. The access/egress point would not accommodate arrival and departure movements of a car/caravan combination to/from the north. The applicant has indicated that he would be prepared to accept a condition if necessary restricting vehicles towing caravans in a northerly direction when leaving the site, however the Highway Authority have not asked for this and enforcing such a condition could be problematic, therefore it is not considered prudent to impose such a condition given the views of the Highway Authority.

7.5.4 As a result of the views expressed by objectors and in light of an alleged accident that occurred after the initial consultation response was received from the County Council Highway Engineer, officers requested that the advice be reviewed in light of representations received. The County Highway Engineer has subsequently reviewed his earlier comments along with the accident data which does not show the alleged incident that took place on 13th September and is satisfied that the proposal meets the requirements for sight visibility laid down in the Manual for Streets.

7.5.5 The western site has an existing access directly onto Watkin Lane. The proposal includes radius improvements on the southern side. Gates will be set back 15 metres from the back of the Watkins Lane footway so that a vehicle and caravan would be able to stop whilst the gates are opened without hindering use of the footway.

7.5.6 The eastern site which has a much smaller capacity would be accessed from the existing access road which also serves the station. No alterations are proposed to the access road junction with Watkin Lane although the gates at the end of the access road would need to be widened to provide easy entry/exit to/from the site.

7.5.7 Visibility splays of 2.4 x 43 metres (suitable for the speed limit of 30mph), is achievable at each access point onto Watkin Lane between the two railway bridges. The bridges themselves would not obstruct the visibility splays. The visibility splays would also be totally within the highways boundary.

7.5.8 Swept path plots of a car and caravan (the largest size manufactured by Lunar Caravans) entering and exiting each site have been submitted as part of the supporting evidence with the application and these indicate that there is adequate manoeuvring space

available to allow a car and caravan to enter/exit the sites in a single movement without hindering the free flow of other traffic along Watkin Lane.

7.5.9 The number of arrivals/departures of car and caravan combinations and towing vehicles will be determined by the maximum production facilities at the factory and how caravans ready for collection will be removed from the storage facility. These activities will be spread over a typical working day and the number in any particular 60 minute period will be so low that there would never be any capacity issue on any section of the route between the factory and storage compounds.

7.6 Ecology

7.6.1 The application was accompanied by a supporting ecology survey and assessment of the site. The results of this found no evidence to suggest that protected species were present on the site after further survey work in relation to the potential for slow worms was undertaken. The survey also makes recommendations for the measures for biodiversity enhancement in line with the requirements of the National Planning Policy Framework for bats, birds and landscape planting. These improvements can be secured by way of conditions.

7.6.2 The proposals will have no adverse effect on statutory or non-statutory designated sites. There are no semi-natural or species-rich habitats within the site, and no rare plant species are present. The habitats within the site identified are common and widespread across lowland Britain and are typical of the unmanaged conditions present. No areas qualify as Priority Habitat.

7.6.3 The self-seeded scrub vegetation and trees are of local value as they provide habitat connectivity and structural diversity in an area surrounded by built development. Recommendations for the retention, where possible, of trees and shrubs are presented in the ecology report, and recommendations to ensure that habitat connectivity across the site is not severed by the proposed development are also made.

7.6.4 As vegetation is being removed it is important that this is done in a controlled manner and at a time which does not impact on nesting birds, this issue can be dealt with via condition. Lighting of the site also needs to be carefully considered to ensure it does not impact on bats roosting and feeding sites.

7.6.5 An extensive stand of Japanese Knotweed is present within the eastern section of the site, as well as a single stand of Montbretia. Both are invasive species as listed on Schedule 9 of the *Wildlife and Countryside Act 1981* (as amended). It is an offence to cause the spread of these species in the wild and therefore a condition requiring a remediation strategy to deal with this issue will need to be agreed and implemented this can be done via an appropriate condition.

7.6.6 The site provides suitable habitat for slow-worm, and a record of slow-worm is reported 110 metres to the north-west of the site. The railway line which lies immediately adjacent to the northern site boundary provides suitable connectivity between the site and the known record, however further survey work undertaken did not uncover any further evidence to suggest slow worms were present on either site.

7.6.7 The trees, shrubs and scrub on site and around the periphery provide foraging and nesting habitat for passerine bird species, and also suitable habitat for foraging bats. Recommendations for the protection of nesting birds, and for enhancement of habitats for birds and bats are presented in the ecological report.

7.6.8 The proposal is therefore considered to be feasible and acceptable in accordance with ecological considerations and relevant planning policy. Proposals to store caravans at the site will provide an opportunity to secure ecological enhancement for wildlife.

7.7 Trees and Landscaping

7.7.1 None of the existing trees on the site are subject to a Tree Preservation Order and with many being self-seeded and not worthy of such protection. The Local Authority's Arborist has raised no objections to the proposal. The proposed development would require the removal of some trees, but additional structured planting to provide screening along the western site boundary with the railway line is proposed. This is considered to be acceptable mitigation as it will result in an overall increase in tree cover across the two sites.

7.8 Drainage

7.8.1 There is not proposed to be any change to the surface of the proposed storage areas - they are free draining at present (in effect soaking away in to the existing ground) and the siting of caravans for storage on the lands will not alter this. No new areas of hardstanding(s) are to be laid as part of this proposal.

7.9 Economic Impact

7.9.1 The site is required to provide additional storage capacity for caravans manufactured in the locality by Lunar Caravans. The company act as an important source of local employment employing 400 employees at their site. The caravans will be manufactured and then stored on the two sites until they are dispatched to retailers. The applicant has stated that as a result of the proposal a further 4 full time jobs will be created.

7.9.2 The applicant has indicated that the change of use of the lands concerned, would ensure the retention of the business in the area for the foreseeable future. This would free-up land at Sherdley Road (currently overrun with caravan storage) leading to a more well run business operation that can plan its future more efficiently.

7.9.3 The change of use at the sites as proposed (and with the existing manufacturing operations in Sherdley Road) would ensure job security for existing staff and good potential for new jobs to be created and is considered to assist in the economic role of sustainable development as discussed at paragraph 7 of the NPPF.

7.10 Other Issues

7.10.1 There is to be no security lighting (or columns) and no CCTV installation proposed as part of the scheme although fencing will secure both compounds.

8. CONCLUSION

8.1 Taking into account all National and Local Policy issues and other material considerations it is felt that on balance the proposal should be supported. The proposal will assist a major local employer in planning for the future and help to safeguard employment in the area. In addition, the proposal also presents an opportunity to deal with invasive species and to make a positive contribution to the bio-diversity of the sites and their surrounding by introducing native species of trees and plants as well as a management regime which currently doesn't exist. Taking these factors into account it is considered that overall the proposal; will have a positive impact in the long term.

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 submitted approved plans Dwg 2816 102 Rev A, 2816 103 Rev A, 2816 104 Rev A

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

3. The use hereby permitted shall be for caravan storage only and the caravans shall not be occupied for residential purposes.

REASON: The occupation of the caravans for residential purposes is an unacceptable form of development which is contrary to the objectives of Policy G7 of the South Ribble Local Plan 2012-2026 and Policy 18 of the Central Lancashire Core Strategy.

4. Visibility splays of 2.4 metres by 43 metres at the junction of the site access and Watkins Lane shall be provided and maintained free from vegetation and other obstructions above 600mm in height at all times during the development and thereafter.

REASON: In the interests of highway safety as required by Policy G17 in the South Ribble Local Plan 2012-2026

5. No part of the development shall be occupied or brought into use until the vehicular access hereby approved has been constructed in accordance with the approved plans and is available for vehicular use.

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

6. Before the amended accesses are used for vehicular purposes, that part of the access extending from the adopted highway boundary for a minimum distance of 15m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials.

REASON: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

7. No external flood lighting or security lighting shall be installed at the development hereby approved without first obtaining the written consent of the Local Planning Authority.

REASON: To safeguard the amenity and character of the area and to safeguard the living conditions of nearby residents and to accord with Policy 17 in the Central Lancashire Core Strategy

8. 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

9. The screen fencing shown on the approved plans shall be erected prior to the first occupation of buildings or the commencement of the use and retained thereafter.

REASON: To ensure the provision and retention of adequate screening in the interest of amenity and to accord with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

10. Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of invasive plants, as identified under the Wildlife and Countryside Act 1981 shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of invasive plants during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

REASON: The spread of invasive plants is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment recurs

RELEVANT POLICY

NPPF - National Planning Policy Framework

Core Strategy Policy 18 - Green Infrastructure

Core Strategy Policy 22 - Biodiversity and Geodiversity

South Ribble Local Plan Policy G7 - Green Infrastructure Existing Provision

South Ribble Local Plan Policy G13 - Trees, Woodlands and Development

South Ribble Local Plan Policy G16 - Biodiversity and Nature Conservation

Supplementary Planning Document 6 - Central Lancs Bio-Diversity

Note:

1. Lancashire County Council Crossing Note

The applicant is advised that the new access, will need to be constructed under an appropriate legal agreement. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant is advised to contact Lancashire County Council before works begin on site. Further information and advice can be found at www.lancashire.gov.uk

2. Hedgehog informative note

In order to retain habitat connectivity for Species of Principal Importance, such as amphibians and hedgehogs, boundary treatments should be raised from ground level by 0.15 to 0.20 metre or suitably sized gaps should be left at strategic points.

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Planning Committee Update Sheet – 15th November 2017

Item 7

07/2017/1545/FUL – Land on the East and West Side of Watkin Lane, Lostock Hall.

Additional Condition

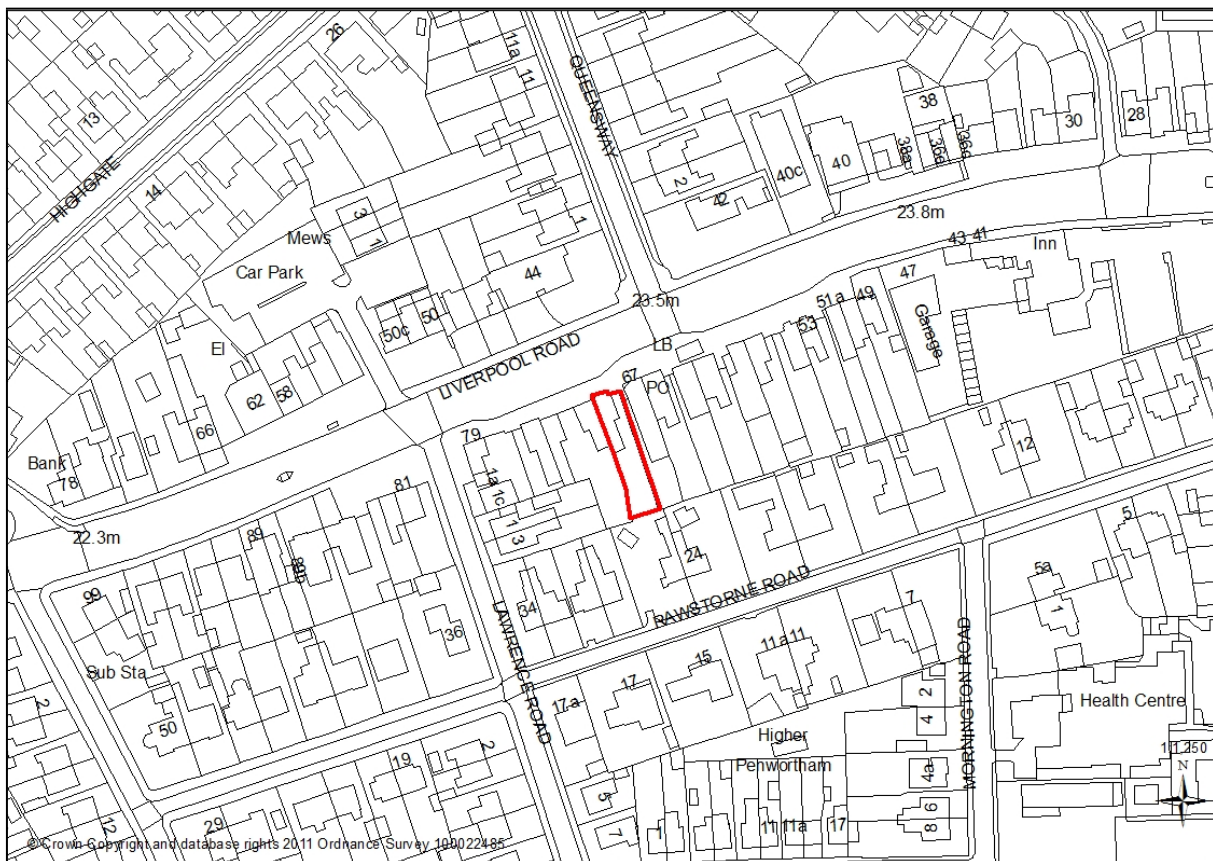
No vehicles shall enter or exit either site outside the hours of 0900 to 1500 hours daily.

REASON: In the interests of the free flow of traffic and highway safety in accordance with Policy G17 of the South Ribble Local Plan 2012-2026.

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Agenda Item 8

Application Number	07/2017/2837/FUL
Address	69 Liverpool Road Penwortham Preston Lancashire PR1 9XD
Applicant	Mr Jason Colles
Development	Change of use from Class A2 (Financial and professional services) to Class A4 (Drinking establishment)
Officer Recommendation	Approval with Conditions
Officer Name	Mr Mike Davies
Date application valid	09.10.2017
Target Determination Date	04.12.2017
Extension of Time	None



1. REPORT SUMMARY

1.1 The proposal involves the change of use of a former craft workshop on the main road through Penwortham district centre into a drinking establishment. The premises are intended to be a craft ales bar and are aimed at attracting a local clientele.

1.2 There have been issues in the vicinity in relation to late night uses and residential amenity is a significant consideration in relation to the appropriateness of this proposal. However, given the district centre location of the site on a main road it is considered an appropriate use subject to the imposition of conditions to protect the amenities of nearby residents.

2. APPLICATION SITE AND SURROUNDING AREA

2.1 The site is a semi – detached property situated on the main road (A59). The property consists of a vacant ground floor unit (Class A2) with an accountant's office above at first floor level Class A2). The adjoining property is occupied by the Yorkshire Building Society as a branch office (Class A2) and the upper floor of this property is also not occupied. To the rear is a car parking area, which also acts as a service yard for several commercial properties fronting onto the main road. Immediately behind the car park are gardens of residential properties.

2.2 The site is allocated within E4 District Centres on the Local Plan Policies Map.

3. SITE HISTORY

3.1 There is no relevant planning history in relation to the premises.

4. PROPOSAL

4.1 The proposal is to change the use of the ground floor unit which formerly operated as an Arts, Crafts and Creative workshop and teaching facility (Class A2) into a drinking establishment (Class A4)

5. REPRESENTATIONS

5.1 Two representations have been received from local residents in relation to this proposal. The objectors raised the following concerns in relation to the proposal.

- Noise Disturbance
- Smell
- Lighting
- Proliferation of non-retail uses (licensed premises, charity shops, hot food take-aways, hairdressers and tea rooms – need for more proper shops).

6. CONSULTATION REPLIES

6.1 Designing Out Crime Officer - Lancashire Constabulary – In the last 12 month period **11/10/2016-11/10/2017** the crimes recorded in the area around this site include robbery, burglary, criminal damage and assault. Licensed premises can be targeted for crimes such as burglary and robbery as well as the risk of incidents of disorder breaking out without warning when people gather whilst or after consuming alcohol. The security measures for this scheme must adequately address that risk in order to keep people safe and feeling safe whilst reducing demand and calls for service on local policing resources.

6.2 This proposal has been discussed with the Lancashire Constabulary Licensing Team for this area and should this application progress through the planning process operating

matters such as the opening times and details around the sale of alcoholic beverages would need to be addressed with them.

6.3 A number of recommendations have been made in relation to security measures relating to the physical security of the building and these have been forwarded onto the applicant.

6.4 Environmental Health – Subject to the imposition of a number of conditions it is considered that the use will not unduly impact on the amenities of the locality. The proposed conditions relate to opening hours, noise insulation, entertainment and use of outdoor areas as well as servicing and storage arrangements.

6.5 Lancashire County Highways Engineer – No objections

7. MATERIAL CONSIDERATIONS

7.1 NPPF

7.1.1 The National Planning Policy Framework advocates a presumption in favour of sustainable development. Core Principle 2 – Ensuring the Vitality of town centres (paragraph 23), Core Principle 7 – Requiring Good Design (paragraphs 56 – 58) and Core Principle 8 – Promoting healthy communities (paragraphs 69 & 70) are relevant to the consideration of this application.

7.1.2 Paragraph 23 states planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres. Local Planning authorities should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality; define a network and hierarchy of centres that is resilient to anticipated future economic changes; define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations; promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres.

7.1.3 Paragraphs 56 – 58 state that good design is a key aspect of sustainable development and should contribute positively to making better places for people. It is important to plan positively for high quality and inclusive design in all development. Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.

7.1.4 Planning policies and decisions should aim to ensure that developments: will function well and add to the overall quality of the area, establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities, create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

7.1.5 Paragraph 69 & 70 identifies the planning system playing an important role in facilitating social interaction and creating healthy, inclusive communities. Planning policies and decisions, in turn, should aim to achieve places which promote: opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity; safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and safe and accessible developments that encourage the active and continual use of public areas.

7.1.6 To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community.

7.2 Core Strategy

7.2.1 Policy 11 of the Core Strategy states that retail and other town centre uses of a scale appropriate to the retail hierarchy and in sustainable locations will be supported, provided that the development respects the character of the centre and assists in maintaining its existing retail function. Retail and town centre uses will be delivered by maintain, improving and controlling the mix of uses in existing district centres, so as to appropriately serve local needs.

7.2.2 Policy 26 of the Core Strategy addresses crime and community safety by promoting working with the police, community safety partnerships and other agencies to co-ordinate analysis and action. Encouraging the inclusion of Secured by Design principles as well as aiming to achieve a complementary mix use of uses in key service centres with appropriate controls over entertainment uses, taking account of the local authorities' Statement of Licensing policies.

7.3 South Ribble Local Plan 2012 - 2026

7.3.1 Policy E4 of the Local Plan relates to protecting and enhancing to maintain the vitality and viability of existing defined district centres. The policy states that planning permission will be granted for new buildings, redevelopment of existing sites, extensions to, or change of use of existing buildings for A1 (Retail Uses) which will be encouraged to achieve a minimum of 60% of the overall units within district centre locations and A3 (Café and Restaurants) uses. Applications for other district centre uses including A2 (Financial and Professional Services), A4 (Drinking Establishments) and B1 (Offices) will be permitted where this would not harm the sustainability of the shopping area.

7.3.2 Policy 17 of the Core Strategy and Policy G17 of the Local Plan set out design parameters for new development should aim to achieve. These include making a positive contribution to the street scene, not impacting prejudicially on highway and pedestrian safety, being sympathetic to surrounding land uses and occupiers, avoiding demonstrable harm to the amenities of the local area, minimising opportunities for crime and maximising natural surveillance, making provision for the needs of all sections of the community such as the elderly and those with disabilities.

7.4 Penwortham Neighbourhood Plan

7.4.1 The Penwortham Neighbourhood Plan reinforces Policy E4 of the Local Plan in seeking to control the over proliferation on non-retail uses in the district centre at the expense of the retail offer. The plan acknowledges that it is important for the vitality and viability of the centre to have a strong retail character and appearance.

7.4.2 From a policy perspective it is important to ensure that the district centre retains a healthy and balanced retail offer alongside other complimentary uses such as that proposed. In this particular case the property in question was previously in use as an arts and crafts workshop teaching various skills and as such the proposal will have no impact in terms of reducing the current retail offer in the district centre as the premises were not previously in retail use.

7.5 Amenity

7.5.1 The proposal seeks consent to open the premises between 11.00 and 23.00 hours Monday to Friday 11.00 to 00.00 hours on a Saturday and 12.00 to 22.30 hours on Sundays. Within the Penwortham District Centre there are already several other venues operating similar hours. Having raised the issue with the applicant in relation to drinking up time he is comfortable with the hours applied for and these will be replicated in the licensing application so that any planning permission or license granted is consistent with the other.

7.5.2 There is an existing car parking area to the rear of the site which abuts the gardens of adjoining residential properties. The car park serves existing commercial premises which front onto Liverpool Road including Papa John's Pizza Shop which opens late into the evening and also operates a delivery service to customers from the premises.

7.5.3 The issue of an outdoor smoking area has been raised with the applicant as the submitted proposals do not indicate what provision is intended to be made to accommodate patrons who may wish to smoke. The applicant has indicated that his preference would be to accommodate any outdoor smoking area to the side of the premises as it would provide a comfortable area for those wishing to smoke whilst having no impact on the non-smokers entering and leaving the premises via the front entrance. As this area is to the side of the building it would have minimal impact on adjoining residents as the building would act as a screen. Locating the smoking area here would also deter people smoking in front of the premises. The applicant has indicated that he is keen to work with the Council to find an acceptable solution and therefore the details of this could be dealt with via condition.

7.5.4 The issue of an outdoor drinking area has also been raised and the applicant has indicated that subject to agreement he would prefer to locate this on the private forecourt in front of the premises to minimise any disturbance to neighbours. Again details in relation to this area can be dealt with via the imposition of an appropriate condition.

7.5.5 With regards to entertainment, the applicant has indicated that due to the type of business and the atmosphere he wishes to create he anticipates a need for low amplified background music. It is his intension that customers will be able to have conversations on the premises and the music will be at a level to facilitate this. However, the applicant has indicated that as the aim is to be a community based establishment he would encourage local, live singers and musicians at the weekends within reasonable time constraints and due consideration to local residents. Again this could be controlled by the imposition of appropriate planning conditions as well as through licensing.

7.5.6 It is not intended that any brewing will take place on the premises and the applicant has confirmed this in writing. As this issue was raised as a source of concern by a resident, it is considered that this issue can again be dealt with via a condition prohibiting such processes taking place on site.

7.5.7 Clearly, impact on the amenities of surrounding neighbours and the locality is an important consideration in such cases and often it is how the premises are managed rather than the actual use itself, which can cause problems. There is a fine balance to be struck between supporting new local businesses and protecting the amenities of existing residents. Given the proposed hours of operation and how the applicant envisages operating it is not considered that the use of the premises given their size will have any significant detrimental impact on the amenities of local residents provided appropriate conditions are imposed and these are adhered to by the applicant. The applicant has shown a willingness to engage and is agreeable to the recommended conditions being attached to any planning permission granted. It is considered that this will allow the premises to operate in the manner the applicant envisages without any detrimental impact to others in the locality.

7.6 Servicing

7.6.1 No deliveries or collections to the premises will take place outside normal working hours. Storage of crates, barrels and bottles will be in a secure, contained area at the rear of

the premises. The issue of waste disposal has been raised with the applicant who will make arrangement appropriate arrangements for the safe disposal of commercial waste. Details of this can be agreed via condition prior to occupation.

7.7 Crime and Security

7.7.1 Whilst, a number of recommendations have been made by Lancashire Constabulary in relation to the physical security of the premises the implementation of these is not something that the Local Planning Authority can control through the imposition of conditions as they involve fitting internal security systems. Any conditions imposed on a planning permission need to satisfy the six tests laid out in paragraph 206 of the NPPF which are necessity, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

7.7.2 As stated above the security recommendations have been forwarded to the applicant and an informative drawing the applicant's attention to them can be attached to any subsequent planning permission granted.

7.8 Other Issues

7.8.1 The submission was not clear in relation to maintaining access to the upper floor and also how this would continue to be used if at all. The applicant has indicated that the existing staircase will not be removed as it is accessed from a separate door located at the front of the property. The upper floor is not part of the proposal and is leased separately by an accountant. The proposal includes plans to reconfigure under the stairs, taking away a small wall to widen the doorway through to the rear of the property and thus making better use of the available space.

8. CONCLUSIONS

8.1 Having regard to the location of the premises in a district centre and all material considerations it is considered that the change of use of the ground floor of the premises from an Arts & Craft workshop (class A2) to a Drinking Establishment (Class A4) is appropriate. Whilst, there have been issues in regard to other late night premises in the locality these issues have arisen due to the management of the premises rather than the actual use. It is therefore important that a distinction is drawn between the use itself and how it is managed in the future. For this reason it is proposed to impose conditions on any consent granted to ensure that the amenities of the neighbourhood are protected and provided these are adhered to, then it is considered that the proposal will positively contribute to the offer of the district centre.

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 submitted approved plans Dwg 001 and 002

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

3. The development hereby permitted shall not be occupied until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control, and any other measures to reduce the risk of crime, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime in accordance with Policy 17 and 26 of the Central Lancashire Core Strategy and Central Lancashire Design Guide Supplementary Planning Document (Adopted October 2012).

4. The premises hereby approved, shall not be open to customers outside the hours of 1100 hrs to 2300 hrs Monday to Friday, 1100 to Midnight Saturday and 1200 hrs to 2230 hrs on Sunday, Bank or Public Holidays unless otherwise agreed in writing with the Local Planning Authority

REASON: In the interests of the amenity of nearby residential properties in accordance with Policy 17 in the Central Lancashire Core Strategy

5. The development hereby approved shall not be brought into use until details of facilities for the storage of refuse and waste materials have been submitted to and approved by the Local Planning Authority and completed entirely in accordance with the approved scheme. 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

6. There shall be no external speakers, floodlighting or patio heaters installed in the outside area without prior written consent of the Local Planning Authority.

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

7. Details of the smoking shelter provision must be submitted and approved prior to occupation and thereafter implemented and retained in accordance with the approved details. It must not be used by customers to consume food or drink to ensure that patrons do not cause nuisance to nearby residential properties.

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

8. Prior to the installation of any external fixed mechanical plant, equipment, air conditioning units and/or condenser units or extraction systems being installed on the premises, full details of the siting and noise levels to be experienced at the nearest properties and the fixings to be used shall be provided to the local planning authority for written approval. The approved system shall then be installed as agreed and thereafter maintained as approved. Any changes to the system shall first be agreed with the local planning authority in writing.

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

9. All external doors shall be fitted with self-closers and rear doors and windows shall remain closed throughout the opening times of the premises (except for emergencies). External use shall be restricted to the hours 11:00 to 22:00 Monday to Saturday and 12:00 and 21:00 on Sundays and Bank Holidays.

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

10. There shall be no live or recorded entertainment music played at the property.

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

11. Times of deliveries shall be restricted to between 09:00hrs and 17:00 hrs.

REASON: In the interests of residential amenity and highway safety and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

12. There shall be no waste collection between the hours of 19:00hrs and 07:30hrs Monday to Friday. No waste collection on Saturdays, Sundays or Bank Holidays.

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

13. Any construction works associated with the development shall not take place except between the hours of: 0800 hrs to 1800 hrs Monday to Friday and 0800 hrs to 1300 hrs Saturday. No construction works shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing with the Local Planning Authority.

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

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

RELEVANT POLICY

NPPF - National Planning Policy Framework

Core Strategy Policy 11 - Retail and Town Centre Uses and Business Based Tourism

Core Strategy Policy 17 - Design of New Buildings

Core Strategy Policy 26 - Crime and Community Safety

South Ribble Local Plan Policy E4 - District Centres

South Ribble Local Plan Policy G17 - Design Criteria for New Development

PEN - Penwortham Neighbourhood Development Plan

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 £97. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. Condition 10. Does not apply to incidental music as determined under the Licensing Act 2003 or any regulations there under.

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Planning Committee Update Sheet – 15th November 2017

Item 8

07/2017/2837/FUL – 69 Liverpool Road, Penwortham

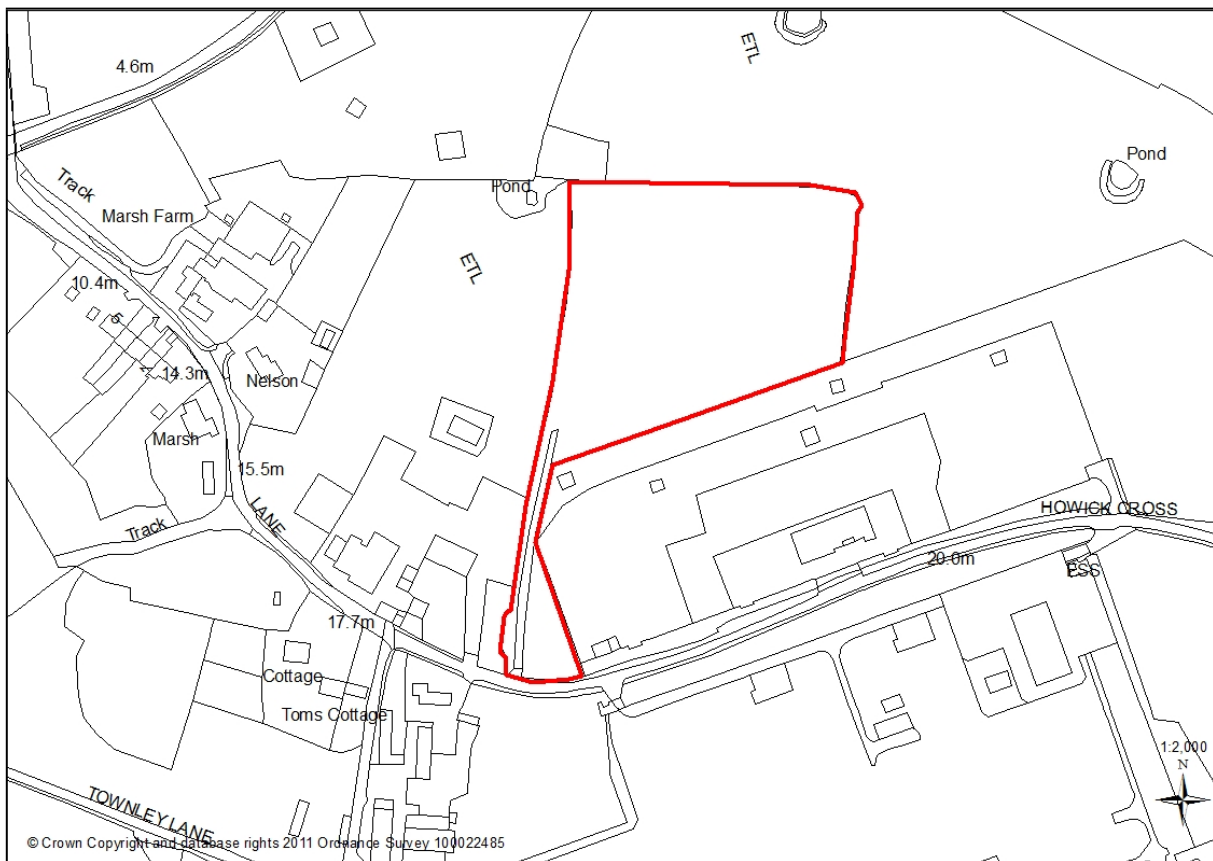
Penwortham Town Council object to the change of use on the grounds of proliferation of Class A4 use within the district centre which will change the nature of the shopping district into a “night time” economy.

The Town Council would like to see some protection afforded to the Penwortham District Centre to encourage a variety of retail uses in order to protect the viability and vitality of this important area of the town, as set out in the Central Lancashire Core Strategy and the South Ribble Local Plan.

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Agenda Item 9

Application Number	07/2017/2821/FUL
Address	Howick Hall Farm Howick Cross Lane Penwortham Lancashire
Applicant	Penwortham Storage Ltd
Development	Erection of a battery storage facility with associated infrastructure, CCTV and landscaping
Officer Recommendation	Approval with conditions.
Officer Name	Debbie Roberts
Date application valid	20.09.2017
Target Determination Date	20.12.17
Extension of Time	None



1. Report Summary

1.1. This application seeks permission for installation of a battery storage facility, with ancillary, security and landscaping works on a site towards the end of Howick Cross Lane, Penwortham. A full description of the site and its particular requirements is available below.

1.2. The proposal, its proximity to and potential impact towards the immediate area have been fully assessed, and full publicity of the scheme undertaken but representation from neighbouring residents, ward councillors or interested parties has not been made.

1.3. The site and its extended surroundings are designated as Green Belt by Local Plan Policy G1 (Green Belt) of the South Ribble Local Plan

1.3 On balance and taking into account the above comments, the proposed development for installation of a battery storage facility with associated infrastructure, CCTV and landscaping is deemed to be in accordance with the National Planning Policy Framework, Policies 17, 22, 28 and 29 of the Central Lancashire Core Strategy, Policies G1, G13, G16, G17 and Chapter J of the South Ribble Local Plan 2012 and the Penwortham Neighbourhood Development Plan 2017. It is therefore recommended for approval subject to the imposition of conditions.

2. Application Site and Surrounding Area

2.1. The proposal refers to a 3.6 acre tract of open land with deep, narrow access located to the north of Howick Cross Lane, Penwortham, and designated as Green Belt under Policy G1 of the South Ribble Local Plan.

2.2. The site which was historically in agricultural use is bound on all sides by hedgerow, and accessed from Howick Cross Lane via existing field gate. Overhead power lines cross the western part of the site and the access way in a south-easterly direction.

2.3. Abutting the site access in the west is Pollards Farm and its domestic curtilage/hardstanding; the main proposal site lying alongside agricultural land to the rear of Pollards Farm. Facing the access gate in the South are Grade II listed Hesketh Farm and a short row of cottages, whilst to the south-east is a National Grid utility building compound (north Howick Cross Lane) and the extended National Grid power station site (south of Howick Cross Lane). There are no other properties beyond the cottages and Howick Cross Lane stops some 900m to the west where it meets the River Ribble.

2.4. Surrounding the site in the north are deep tracts of agricultural land beyond which is the River Ribble (approx. 750m); the proposal site is not immediately visible from any neighbouring property.

3. Site Context / Planning History

3.1. There is no planning history for this site.

4. Proposal

4.1 *Background Information* – Additional grid support is required in line with the Energy Act 2013 so as to support low carbon futures with secure, reliable supplies of electricity. As such there is a need to manage changes in the systems frequency, voltage and imbalances during periods of high and low demand; this balance is fundamental to an energy efficient future and effectively offers an important local advantage in prevention of blackout.

4.2 In response to this requirement for increased flexibility of local demand, the applicant seeks permission to develop the proposal site to the north of Penwortham Substation on Howick Cross Lane

4.3 'Frequency Services' is a new service required by National Grid to help balance frequency fluctuations on the grid system; certain commercial batteries being able to achieve the required 100% power output in one second or less

4.4 The application proposes erection of a Battery Storage Facility (BSF) which would store up to 49.99 MW of electricity. This would provide ancillary services to National Grid and supply energy security to the local network during times of peak demand. Identification of suitable sites for viable grid connection appears to be restricted to areas in close proximity to appropriate services.

4.5 The facility comprises:

4.5.1 Banks of lithium-ion batteries housed in 13 no: single storey, steel cabins known as 'E Houses'. These would be located throughout the western part of the site, would be 13m long x 5m wide, and 4.6m high (3.8m unit topped by 0.8m air conditioning unit)

4.5.2 26 MV blocks to house transformers and inverters – each to be 7.8m long, 2.2m wide and 2.7m high.

4.5.3 132kv substation and associated electrical infrastructure – this element would be sited towards the south-eastern side of the site, and would measure approximately 55m x 50m with a maximum height of 6m

4.5.4 The compound as a whole would be protected by 2.5m high steel mesh fences, and 4m high acoustic fencing to the south and west; a similar situation to the adjacent National Grid facilities.

4.5.5 An attenuation pond is indicated along the northern edge of the facility with narrow swale drainage (SuDS) proposed along the western and southern edges. Circulation space within the compound would be porous gravel. Existing hedgerows will be managed and retained although the hedge adjacent to the field gate will need to be cut back to allow widened access. Additional tree planting has been shown however to mask any visual interruption caused by the development, and to enhance overall site biodiversity.

4.5.6 Also included would be a temporary construction compound (approx. 52m x 32m) to the southern edge of the site (behind National Grid utility building). This area would include meeting, drying, office and utility/WC space with parking and waste storage areas.

4.6 Construction on site is expected to be completed within 6 months and would require a workforce of up to 40 personnel during initial ground work phases, reducing to 20 towards the latter phases of development. Units are manufactured off site and craned into position during a relatively short period of time, and traffic movement is expected to be limited to around 10 lorries per day – again reducing following peak, initial ground work period. The applicant has indicated that apart from work required during emergency situations, construction on site would be confined to weekdays and Saturday morning only.

4.7 Post-completion, the unit will be largely unmanned other than occasional visits from supervising engineers; permanent operational lighting other than for security and to allow general maintenance is therefore not required. A CCTV system to monitor the perimeter is however necessary.

5. Summary of Supporting Documents

5.1. The application is accompanied by the following:

- Geophysical Survey Report (NAA 17/90: July 17)
- Topographical Survey (Survey Eng Ltd SE-TS-02)
- Appendix II Topo Survey (RPS Group SE-TS-02: July 17)
- Construction Traffic Management Plan (Sept 17)
- Landscape Appraisal (Sightline: Sept 17)
- Noise Impact Assessment (RPS JAT9473-REPO-15-RO: Sept 17) & email O Troup/D Roberts 25.10.17 (14:47)
- Flood Risk Assessment (RPS1297: Sept 17)
- Appendix 1 Windes Calculations 9RPSJER1297: Sept 17)
- Drainage Impact Assessment (RPS NK018770/DIA07: Sept 17)
- Ecological Impact Assessment (Naturally Wild SE1702.V1: July 17)
- Plans and elevations
 - Block Plan (Statera SL162-PA-101)
 - Masterplan site layout (Statera SL162-PA-101)
 - Design & Access / Planning Statement (Statera: Sept 17)
 - Location Plans (Statera 211-LOC-01 & SL162-PA-500)
 - Acoustic fence details (GP-AF-01: August 2017)
 - Temporary construction compound (Statera GP-CC-01)
 - Control & Switchgear building (Statera GP-CR-01)
 - DNO Control Room (Statera GP-DNO-01)
 - E House (Statera GP-EH-01)
 - MV Block (Statera GP-MV-01)
 - Palisade Fence (Statera GP-SF-01)
 - Substation (Statera GP-LSS-01)
 - Cross Section (Statera 211-CS-01)

6. Representations

6.1. Summary of Publicity

6.1.1 A site notice has been posted, and 26 neighbouring properties consulted. Ward Councillors Bird, Howarth and Noblett have also been notified. A community engagement meeting was also arranged on Weds 6th Sept at Hutton Village Hall – a total of 8 residents attended the event.

6.2. Letters of Objection or Support

6.2.1. None received

6.3. Town/Parish Council Response

6.3.1. **Penwortham Town Council** have not commented

7. Summary of Responses

7.1. Ecology Consultant – The application is accompanied by Ecological Assessment (Naturally Wild SE-17-02: July 2017) which finds the site to be of low ecological value. It does recommend however that existing hedgerows and trees are protected during construction, that hedgerow removal is undertaken outside of the bird nesting seasons where the presence of nesting birds is confirmed, and that a second amphibian survey is undertaken prior to commencement of development on site. The Councils ecologist is confident however that as adjacent ponds have a recorded history of Great Crested Newt (GCN) activity, a second survey is not required providing that the application proceeds on the basis that GCN are present.

7.2. In order for the developer to derogate from the provisions of the Habitat Regulations 2010 where species are present, it must be demonstrated that they meet the following three tests

- That the proposal is of imperative overriding public interest
- There is no satisfactory alternative solution
- That the proposal can be implemented and favourable conservation status of the species maintained

7.2.1. The first two are planning considerations, and it is considered that the proposal by virtue of its wider economic and social benefits is of overriding public interest, and as such passes test one. Similarly with regards to test two, the scheme is constrained in its need to be within close proximity of existing infrastructure i.e. the adjacent National Grid site, whilst protecting the general and visual amenity of the community, and in such an area that site security can be easily maintained; this is of particular importance.

7.2.2. Test three which seeks to maintain GCN's favourable conservation should be supported by conditions to require appropriate construction, protection and site clearance measures, and a drainage pond planting and maintenance plan or a draft Natural England Licence. As a full NE license is only available once planning permission has been granted, a condition to require pre-commencement detail of landscape maintenance is considered the most favourable option.

7.2.3. For the reasons stated above, having regard to proposed SuDS and landscaping enhancement measures, and subject to the imposition of appropriate conditions to protect site biodiversity, the three tests required of the Habitat Regulations 2010 are considered met.

7.3. Environment Agency have replied but did not wish to be consulted

7.4. Environmental Health have assessed the proposal, the applicants Noise Impact Assessment and additional supporting acoustic information, and subject to compliance with this report and imposition of a construction management condition they have no objections.

7.5. Health & Safety Executive – An assessment has been made of the site using the HSE Webapp system which does not advise against proposed development in this area.

7.6. Lancashire Constabulary have no objection other than to require security fencing and CCTV which already form part of this proposal. They have however referred the application to the **Constabulary Counter Terrorism Security Advisors** who have no further comment to make

7.7. Lancashire County Council Highways are of the opinion that the site is fully accessible, and that on this 30mph road proposals should have a negligible impact upon highways safety and capacity. They have requested that a condition to require wheel washing during construction is imposed (within standard Construction Management condition), and that pre-commencement paving to access areas is completed. A condition to require prior and post completion assessment of Howick Cross Lane, and for damage to the lane to be made good following assessment has also been requested. As it is not possible however for this authority to prove that the applicant/his contractors have caused damage, the condition is not felt reasonable or relevant in planning terms to the development. For this reason it does not pass the tests required for planning conditions (Para 206: NPPF) and has been omitted.

7.8. Cadent (formerly National Grid Gas Distribution) – Cadent identified that the proposal was within the vicinity of National Gas transmission pipelines, electricity transmission overhead lines and above ground electricity sites and installations. As such the proposal was referred to the Land and Development Asset Protection Team (High Pressure Gas Transmission and Electricity Transmission Apparatus) who had no objections, but who offered a series of notes which will be included with this decision should permission be granted.

8. Material Considerations

8.1 Green Belt Site Allocation Policy

8.1.1 The site and its surroundings are designated as Green Belt by Policy G1 of the South Ribble Local Plan. 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, but when considering any planning application, local planning authorities

should ensure that substantial weight is given to any harm to the Green Belt. (NPPF Paras 87 & 88)

8.1.2 Exceptions as prescribed by both the NPPF and G1 are as follows:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, where it preserves the openness of the Green Belt;
- extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original;
- the replacement of a building, where it is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs; or
- limited infilling or the partial or complete redevelopment of previously developed sites which would not have a greater impact on the openness of the Green Belt

8.1.3 Para 91 of the NPPF also states that *'when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such circumstances might however include the wider environmental benefits associated with increased production of energy from renewable sources'*.

8.1.4 In addition Para 93 notes that *'Planning plays a key role in helping shape places to ... minimise vulnerability and provide resilience to the impacts of climate change by supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development'*, whilst Para 97 says that *Local Planning Authorities should recognise the responsibility on all communities to contribute energy generation from renewable or low carbon sources'*

8.2 Other Relevant Policy

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

8.2.1 National Planning Policy Framework

8.2.1.1 The NPPF at Para 14 provides a presumption in favour of sustainable development which *'should be seen as a golden thread running through plan making and decision taking'*. Para 7 of the same document identifies three dimensions to sustainable development which amongst other things include the following

- Support for economic growth by ensuring the provision of appropriate infrastructure
- A social role which reflects community needs for present and future communities; and
- Protection and enhancement of the natural environment including mitigation against climate change by moving towards a low carbon economy.

8.2.1.2 Chapter 7 (Design) also attaches great importance to the design of built environments; a key aspect of sustainable development. In assessing proposals such as

this therefore, local planning authorities – in addition to consideration of visual appearance and relationship to the immediate locale - should focus on whether the development itself is an acceptable use of the land, rather than on the control of processes or emissions where these are subject to approval under separate pollution control regimes. Local planning authorities should assume that these regimes will operate effectively (Para 122) and that proposed developments have also been designed to do so

8.2.1.3 Chapter 11 (Conserving and Enhancing the Natural Environment) – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity. This is reflected by Core Strategy Policy 22

8.2.2 Central Lancashire Core Strategy

The Core Strategy was adopted at full Council on 18th July 2012, and is therefore a material consideration in the determination of this planning application.

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

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

8.2.2.3 Policy 28 (Renewable and Low Carbon Energy Schemes) supports schemes for renewable and low carbon energy schemes where

- a) the proposal would not have an unacceptable impact on landscape character and visual appearance of the local area
- b) the reason for designation of a site would not be compromised by the development
- c) Noise, odour, traffic or other impact is mitigated and;
- d) any significant adverse effects are considered against the wider environmental, social and economic benefits including scope for mitigation, adaptation and/or compensatory provisions

8.2.2.4 Policy 29 (Water Management) seeks to improve water quality and flood management by appraising, managing and reducing flood risk in all new development.

8.2.3 South Ribble Local Plan

In addition to the Local Plan Policy G1 (see Site allocation above), the following policies are also applicable:

8.2.3.1 Policy G13 (Trees, Woodlands and Development) states that development will not be permitted where it affects protected trees and woodland. Where loss of the same is unavoidable however this policy accepts suitable mitigation.

8.2.3.2 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.

8.2.3.3 *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.

8.2.4 Penwortham Neighbourhood Development Plan

8.2.4.1 The Penwortham NDP was adopted in February 2017 and as such carries weight when assessing planning proposals. The NDP seeks to ensure that Penwortham continues to thrive, and to provide an outstanding quality of life for current and future generations through a series of objectives; two of which are:

- Supporting measured and appropriate sustainable development to allow all members of the community the opportunity to remain a part of it.
- Endorsing policies that have a positive effect on the environment such as reducing or removing flood risk, mitigate climate change, reduce carbon footprints and protect open spaces.

8.2.5 Overarching National Policy Statement for Energy (EN-1): (Department of Energy & Climate Change). Para 2.2.20 of EN-1 states that *'It is critical that the UK continues to have secure and reliable supplies of electricity as we make the transition to a low carbon economy. To manage the risks to achieving security of supply we need sufficient electricity capacity to meet demand at all times. Electricity cannot be stored so demand for it must be simultaneously and continuously met by its supply. This requires a safety margin of spare capacity to accommodate unforeseen fluctuations in supply or demand'* National Policy Statements (such as EN-1) form part of the overall framework of national planning policy (NPPF Para 3), and as such are a material consideration in decisions on planning applications.

8.3 Impact Upon The Green Belt

8.3.1 This proposal site is a large tract of open land in a fairly secluded, semi-rural locale, and it has to be acknowledged that any development on the scale of that proposed would undoubtedly be of consequence to the openness of the immediate area, and subsequently that of the Green Belt. In this respect and with reference to the wording of NPPF Para's 89 and 91 (above), the proposal constitutes inappropriate development in the Green Belt which would by definition result in unacceptable harm. Neither can it be said to benefit from inclusion within one of the aforementioned specific exemptions offered by the NPPF and Local Plan Policy G1.

8.3.2 The onus therefore is on the applicant to demonstrate that there are very special circumstances which clearly outweigh any harm caused to the fundamental open nature of the area.

8.3.3 The first point to consider are the environmental benefits of the battery storage project which would help to balance frequency fluctuations on the grid system, and would make a significant contribution to the local networks energy security during times of peak demand. This also provides a distinct local advantage to residents of the area who would

benefit during periods of blackout or power disruption. The Government's commitment to ensure that 15% of our energy comes from renewable sources by 2020 (UK Renewable Energy Strategy 2009) is also relevant

8.3.4 NPPF Para 91 states that such special circumstances might include the wider environmental benefits associated with increased energy production. The applicant cites both this, Para's 93 and 97, and the National Policy Statement EN-1 in support of the project which he believes would outweigh any harm; particularly as each stresses the need for additional energy infrastructure in order to minimise vulnerability of electricity provision for the social, economic and environmental benefit of all.

8.3.5 Secondly, is the relatively low nature of the proposal within a well screened site already surrounded by large scale, grid infrastructure, and almost invisible from outside of its own boundaries. Although openness within the site itself would be compromised, any loss of overall openness to the locality or interruption of views is considered limited; particularly when taking into account existing, restricted access into and around the site from all sides. The application is accompanied by a thorough Landscape Appraisal which confirms this opinion. Adjacent security measures and infrastructure also restrict use of the site to only a handful of other purposes; its use for this project effectively releasing alternative sites for more appropriate development.

8.3.6 Thirdly, identification of suitable sites for viable grid connection appears to be restricted to areas in close proximity to appropriate services. Such specific needs which are paramount to the project's success are considered to outweigh any green belt obligations

8.3.7 It should also be noted that although located in the Green Belt, the site is straddled by overhead power lines supported by large pylons, and its neighbour which spans both sides of Howick Cross Lane is the larger power station site to which this facility would be ancillary. The main site covers approx. 52 acres / 21 hectares compared to the proposal site of 3.6 acres/1.4ha

8.3.8 On balance, and taking all of the above into account, it is considered that the 'very special circumstances' required of Green Belt Policy have been demonstrated for the following reasons, and therefore any harm to the Green Belt has been outweighed:

- The proposed battery storage facility would result in significant benefits to the local area in terms of economic, social and environmental betterment for existing and future generations
- The proposed scheme would help to reduce vulnerability of electricity provision in line with nationally adopted policy and legislation, and Government commitments to energy protection. It would also offer a significant local advantage to residents in terms of power provision.
- The battery storage facility is of local and regional importance
- Projects of this nature must be sited within close proximity to particular services. Howick Cross Lane is one of a relatively small selection of sites which are able to sustain this type of facility.

- In the context of the wider Howick Cross power station (adjacent) the proposed scheme is minor in both size, height and capacity,
- Apart from the field gate access, the proposal site would be visible only from undeveloped land to the rear and the river. It would be located away from residential properties, the sites frontage facing Howick Cross Lane is screened by existing buildings and very mature planting, and in terms of detrimental *visual* impact and loss of openness, erection of this battery facility would be negligible

8.4 Relationship to Neighbours

8.4.7 The closest properties to the proposed development are Hesketh Farm – a Grade II listed property which faces the access only at approximately 31m away, but would be 140m from the nearest infrastructure; this property abuts the existing power station in the west. To the east of Hesketh Farm is a short terrace of cottages (72m – 95m from the entrance), and adjacent to the main access way in the west is Pollards Farm at 90m from the access and 97m from proposed infrastructure. When considered in the context of the wider area, and in light of proposed spatial separation, it is unlikely that significant additional impact by virtue of loss of privacy, overlooking or general amenity as a result of the proposal would occur. Noise, Air and Odour are discussed separately below.

8.5 Design, Character & Appearance

8.5.7 Local Plan Policy G17 (Design Criteria for new development) seeks to ensure new development relates well to neighbouring buildings and the extended locality, and that layout, design and landscaping of all elements of the proposal are of a high quality; providing interesting visual environments which respect local character, reflect local distinctiveness, and offer appropriate levels of parking and servicing space in line with Policy F1 (Parking Standards) of the same document. Core Strategy Policy 17 (Design of New Buildings) mirrors these criteria.

8.5.8 In consideration of the above, local distinctiveness and character of the area have been assessed, although Para: 65 of the NPPF does state that *'local planning authorities should not refuse planning permission for developments which promote high levels of sustainability because of concerns about incompatibility with existing townscapes'*. This particularly sustainable site is within relatively easy reach of local road networks, yet is secluded in nature, well screened and would sit well within its own and the extended environment.

8.5.9 The site is bound by mature hedgerow/woodland – to be upgraded should permission be granted – and there are no public rights of way around or through the site. Fencing currently in place to adjacent National Grid units, and neighbouring properties are such that the site and lands beyond are virtually inaccessible. Similarly views into and beyond the site are limited from outside of the site; this confirmed by the applicants Landscape Appraisal (Sightline: Sept 17).

8.5.10 This proposal although significant in size, is not considered unacceptable when taking into account the context of the wider area with its power station neighbour, and proposed augmented landscaping. Visual impact is also considered limited

8.6 Highways Considerations, Suitability of Access and Parking Arrangements

8.6.7 The application has been assessed by the Highways Authority (see discussion above). The application is also accompanied by a Construction Traffic Management Plan which details hours of work and access arrangements into the site. The plan proposes construction from 7am to 8pm weekdays, and 7am – 2pm Saturdays. Security would monitor the site from 5pm – 7.30am daily.

8.6.8 Although the site sits within a fairly secluded location, access to Howick Cross Lane itself would bypass a fairly built up residential area. As such, and taking into account the nature of development, a condition to restrict construction to 8am – 8pm weekdays, 8am – 2pm Saturdays, no development Sunday, Bank or Public Holidays is felt necessary to prevent a loss of amenity to the inhabitants of these properties.

8.7 Natural Environment, Ecology and Ground Conditions

8.7.7 The application is accompanied by a series of documents pertaining to flood risk, drainage, ecological impact and ground conditions which have each been assessed by the relevant statutory body (see responses above).

8.7.8 Although loss of hedgerow is generally less acceptable, the applicant is required to remove some hedging at the main access primarily for highways safety and visibility reasons. Additional tree planting around the edges of the site will however more than compensate for this minor loss; conditions to require the same are therefore considered necessary.

8.7.9 *Ecology* –The site does not contain any protected species, or habitats of national or local importance, and apart from peripheral woodland is of limited value to wildlife. Surrounding areas however have a recorded newt presence which should be protected by measures to be supplied prior to commencement on site (see detailed ecology response above). The report affirms that measures to augment site biodiversity will include suitable landscaping and additional enhancement measures; conditions to require the same have been included.

8.7.10 There are no other features of obvious landscape value on the site

8.7.11 Prior to submission of the application a request for a screening opinion was submitted (Sept 2017). The scheme was assessed against the requirements of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 and associated guidance, and was not subject to Environmental Impact Assessment.

8.7.12 *Flood Risk / Drainage* - Core Strategy Policy 29(e) (Water Management) seeks to improve flood management in areas such as Penwortham. Howick Cross Lane sits within Flood Zone 1 - an area of low probability flooding, and one below the threshold for sequential testing. There would however be an increase in surface water runoff which would be collected via filter drains, passing initially through grass lined swales into the proposed

attenuation pond. Permeable gravel walk and roadways, and run-off from container roofs would also be drained towards this sustainable drainage system.

9 Conclusion

9.1 The site and its extended surroundings are designated as Green Belt by Local Plan Policy G1 (Green Belt) of the South Ribble Local Plan

9.2 Whilst it is acknowledged that there would be substantial harm to the Green Belt by way of inappropriate development and harm through loss of openness, it is considered on balance that the very special circumstances required of Green belt policy have been demonstrated, and that any harm seen on this fairly concealed tract of land are far outweighed by the social, economic and environmental benefits of the proposal (as detailed above). Existing mature planting already screens, and subsequently reduces openness to the proposal site; little would change post-development particularly as screening is to be increased.

On balance and taking into account the above comments, the proposed development for installation of a battery storage facility with associated infrastructure, CCTV and landscaping is deemed to be in accordance with the National Planning Policy Framework, Policies 17, 22, 28 and 29 of the Central Lancashire Core Strategy, Policies G1, G13, G16, G17 and Chapter J of the South Ribble Local Plan 2012 and the Penwortham Neighbourhood Development Plan 2017. It is therefore recommended for approval 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 with reference to the following approved plans and suite of documents:
 - Geophysical Survey Report (NAA 17/90: July 17)
 - Topographical Survey (Survey Eng Ltd SE-TS-02)
 - Appendix II Topo Survey (RPS Group SE-TS-02: July 17)
 - Construction Traffic Management Plan (Sept 17)
 - Landscape Appraisal (Sightline: Sept 17)
 - Noise Impact Assessment (RPS JAT9473-REPO-15-RO: Sept 17) & email O Troup/D Roberts 25.10.17 (14:47)
 - Flood Risk Assessment (RPS1297: Sept 17)
 - Appendix 1 Windes Calculations 9RPSJER1297: Sept 17)
 - Drainage Impact Assessment (RPS NK018770/DIA07: Sept 17)
 - Ecological Impact Assessment (Naturally Wild SE1702.V1: July 17)
 - Plans and elevations
 - Block Plan (Statera SL162-PA-101)

- Masterplan site layout (Statera SL162-PA-101)
- Design & Access / Planning Statement (Statera: Sept 17)
- Location Plans (Statera 211-LOC-01 & SL162-PA-500)
- Acoustic fence details (GP-AF-01: August 2017)
- Temporary construction compound (Statera GP-CC-01)
- Control & Switchgear building (Statera GP-CR-01)
- DNO Control Room (Statera GP-DNO-01)
- E House (Statera GP-EH-01)
- MV Block (Statera GP-MV-01)
- Palisade Fence (Statera GP-SF-01)
- Substation (Statera GP-LSS-01)
- Cross Section (Statera 211-CS-01)

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, but not be limited to:
- proposed suitable times of construction.
 - parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - location of site compound
 - suitable wheel washing facilities for vehicles leaving site. Details also to include mechanical sweeping of roads adjacent to the site.
 - measures to control the emission of dust and dirt during construction
 - measures to control the emission of noise during construction
 - details of external lighting to be used during construction
 - a scheme for recycling/disposing of waste resulting from demolition and construction works
 - anticipated delivery times

REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17 residential schemes in the interests of minimising the environmental impact of the development.

4. During construction and site clearance, no plant, equipment or machinery shall be operated, or deliveries taken at or dispatched from the site outside the following times:
 0800 hrs to 2000 hrs Monday to Friday
 0800 hrs to 1400 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 commencement of development hereby approved, that part of the access track extending from the highway boundary for a minimum distance of 20m into the site shall be appropriately paved in tarmacadam, concrete, block pavements or other approved materials.
REASON: To prevent loose surface material from being carried onto the public highway and in the interests of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026
6. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site as detailed in the Tree Protection Plan which has been agreed by the local planning authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the local planning authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.
REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026
7. 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
8. No site clearance, site preparation or development work shall take place until a Conservation Maintenance Plan providing details of measures to maintain favourable Great Crested Newt (GCN) conservation status have been submitted to, and agreed in writing by the Local Planning Authority in consultation with its ecological advisors. The Plan shall include, but not be limited to the following:
- Details of measures necessary to achieve vegetation clearance of the site in preparation for construction and/or a draft European Protection Species licence submission
 - Planting design and maintenance schedule for the SuDS pond which may be colonised by GCN's and will need to be protected during floor maintenance procedures

- Landscape details for the area within the development site to ensure that it is suitable for GCN foraging and refugia
 - Design features to prevent newts becoming trapped in the Hydrobrake control feature and associated chamber which are featured in the SuDS pond
- Once agreed, the approved proposals should be implemented in full, maintained and retained thereafter.

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

9. Should the development not have commenced within 24 months of the date of this permission, a re-survey be carried out to establish whether bats or other protected species 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 such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority 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
10. If the presence of bats, barn owls, great crested newts or other protected species is detected or suspected on the development site at any stage before or during development or site preparation, works must not continue until Natural England has been contacted regarding the need for a licence.
- REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
11. No tree felling, clearance works, demolition work or other works that may affect nesting birds shall take place between March and August inclusive, unless the absence of nesting birds has been confirmed by surveys or inspections.
- REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy
12. External lighting associated with the development shall be directional and designed to avoid excessive light spill and shall not illuminate bat roosting opportunities within and surrounding the site, or trees and hedgerows in the area. The principles of relevant guidance should be followed (e.g. the Bat Conservation Trust and Institution of Lighting Engineers guidance Bats and Lighting in the UK, 2009).
- REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 28 Renewable and Low Carbon Energy Schemes
- 29 Water Management

South Ribble Local Plan

- G1 Green Belt
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

Penwortham Neighbourhood Development Plan

Note:

1. Discharge of Conditions - 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 £97. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. National Grid Asset Protection Notes: General

The applicant is advised to take notice of the following notes which have been submitted by the National Grid Asset Protection Team.

- No buildings should encroach within the Easement strip of the pipeline, and no demolition shall be allowed within 150 metres of a pipeline without an assessment of the vibration levels at the pipeline. Expert advice may need to be sought which can be arranged through National Grid.
- National Grid has a Deed of Easement for each pipeline which prevents change to existing ground levels & storage of materials. It also prevents the erection of permanent / temporary buildings, or structures. If necessary National grid will take action to legally enforce the terms of the easement.
- We would draw your attention to the Planning (Hazardous Substances) Regulations 1992, the Land Use Planning rules and PADHI (Planning Advise for Developments near Hazardous Installations) guidance published by the HSE, which may affect this development. To view the PADHI Document, please use the following link : <http://www.hse.gov.uk/landuseplanning/padhi.pdf>
- You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and National Grid's specification for Safe Working in the Vicinity of National Grid High Pressure gas pipelines and associated installations - requirements for third parties T/SP/SSW22. A National Grid representative

will be monitoring the works to comply with SSW22, and will also need to ensure that our pipelines access is maintained during and after construction.

- To view the SSW22 Document, please use the link below:
<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33968>
- Copies of the HSE Guidance HS(G)47 can be found at
<http://www.hse.gov.uk/pubns/books/hsg47.htm>

- National Grid pipelines are normally buried to a depth cover of 1.1 metres but actual depth/ position must be confirmed on site by trial hole investigation under National Grid supervision. Ground cover above pipelines should not be reduced or increased.
- If excavation is planned within 3 metres of National Grid High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a National Grid representative. Pre-commencement safe working methods must be agreed to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.
- Excavation works may take place unsupervised no closer than 3 metres from the pipeline once the actual depth and position has been confirmed on site under the supervision of a National Grid representative. Similarly, excavation with hand held power tools is not permitted within 1.5 metres from our apparatus unless the work is undertaken with NG supervision and guidance.

3. National Grid Asset Protection Notes: Pipeline Crossings

- Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at locations agreed with a National Grid engineer. All crossing points must be fenced on both sides with a post and wire fence and with the fence returned along the easement for a distance of 6 metres.
- The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. No protective measures including the installation of concrete slab protection shall be installed over or near to the National Grid pipeline without the prior permission of National Grid. National Grid will need to agree the material, the dimensions and method of installation of the proposed protective measure. The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to National Grid.
- Please be aware that written permission from National Grid is required before any works commence within the National Grid easement strip. A National Grid representative shall monitor any works within close proximity to the pipeline to comply with National Grid specification T/SP/SSW22.
- A Deed of Indemnity is required for any crossing of the easement including cables

4. National Grid Asset Protection Notes: Cable Crossing

- Cables may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees. A National Grid representative shall supervise any cable crossing of a pipeline and an impact protection slab should be laid between the cable and pipeline if the cable crossing is above the pipeline.
- Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service must cross below the pipeline with a clearance distance of 0.6 metres.

5. National Grid Asset Protection Notes: British Standards/ Overhead Lines

- All work should be carried out in accordance with British Standards policy
 - BS EN 13509:2003 - Cathodic protection measurement techniques
 - BS EN 12954:2001 - Cathodic protection of buried or immersed metallic structures – General principles and application for pipelines
 - BS 7361 Part 1 - Cathodic Protection Code of Practice for land and marine applications
 - National Grid Management Procedures
- National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset.
- National Grid requires 3D drawings to be provided at the earliest opportunity (DWG, DGN or DXF)
- Statutory electrical safety clearances must be maintained at all times. National Grid recommends that no permanent structures are built directly beneath our overhead lines. These distances are set out in EN 43 – 8 Technical Specification for “overhead line clearances Issue 3 (2004) To view EN 43 – 8 Technical. Specification for “overhead line clearances Issue 3 (2004).
http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/appendixIII/applII-part2
- The statutory minimum safety clearance is 7.6 metres to ground and 8.1 metres to a normal road surface. Further detailed information can be obtained from the Energy Networks Association's (www.energynetworks.org.uk) Technical Specification E-43-8 for “Overhead Line Clearances”, Issue 3 (2004)
- Any changes in ground levels which are proposed either beneath or in close proximity to our existing overhead lines would serve to reduce safety clearances. Safety clearances to existing overhead lines must be maintained in all circumstances. To view the Development Near Overhead Lines Document.
<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=23713>
- To view the National Grid Policy's for our Sense of Place Document.

<http://www2.nationalgrid.com/UK/Services/Land-and-Development/A-sense-of-place>. The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 "Avoidance of Danger from Overhead Electric Lines."

- Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors at the point where the conductors are under their maximum 'sag' or 'swing' conditions. Overhead Line profile drawings should be obtained using the above contact details.
- If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.
- Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or "pillars of support" of our towers. These foundations extend beyond the base area of the tower. Pillar of Support drawings should be obtained using the contact details above.
- Due to the scale, bulk and cost of the transmission equipment required to operate at 275kV or 400kV we only support proposals for the relocation of existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure project of national importance which has been identified as such by government.
- Further information regarding our undergrounding policy and development near transmission overhead lines is available on our website at: <http://www.nationalgrid.com/uk/LandandDevelopment>

Agenda Item 10

Application Number 07/2017/2486/FUL
Address Land Off Shaw Brook Road and
Altcar Lane
Leyland
Lancashire

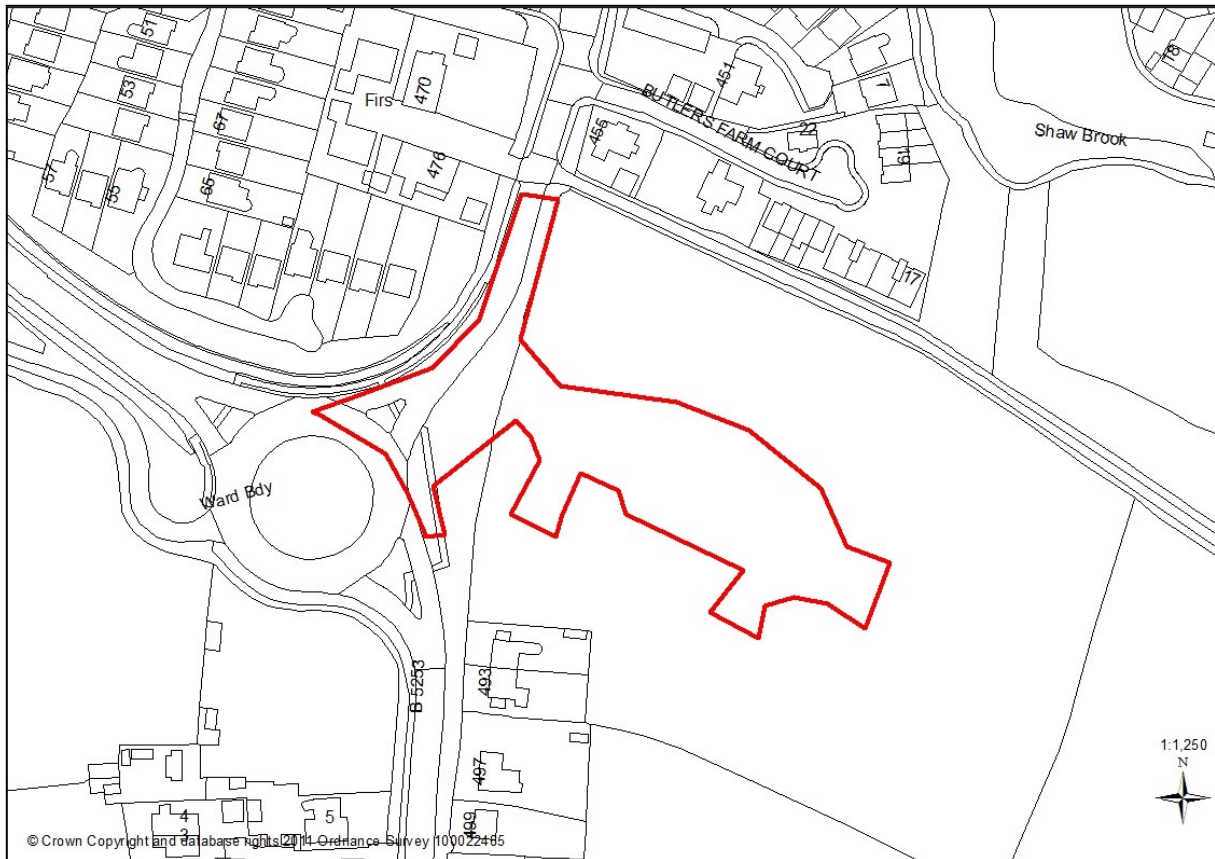
Applicant Redrow Homes Ltd.

Agent
Mrs Nichola Burns
14 Eaton Avenue
Buckshaw Village
Leyland
PR7 7NA
United Kingdom

Development Formation of new vehicular access onto Leyland Lane

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

Date application valid 22.09.2017
Target Determination Date 22.12.2017
Extension of Time N/A



1.0 Report Summary

1.1 Outline planning permission was granted for up to 400 dwellings and associated infrastructure following the successful completion of a Section 106 Agreement in September 2017. As part of this approval the design of the access demonstrated a change to the alignment of Leyland Lane running north from the roundabout to sweep into the development site.

1.2 The current application provides for the same access design but with more detailed drawings and is submitted as a separate full planning application to enable the early delivery of the infrastructure required for the housing development.

1.3 The Preston, South Ribble and Lancashire City Deal was the first of 20 second wave City Deals to be agreed and was signed in September 2013. New investment of £434 million will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,000 new homes over the next ten years.

1.4 Key to the success of City Deal is for development sites to come forward to deliver houses which in turn provides funding towards the costs of the infrastructure. The wider Site P at Altcar Lane is one such site. The proposed development would enable the delivery of the site to be accelerated, to provide a significant number of residential dwellings, which will help South Ribble deliver part of its requirement towards the City Deal housing target.

1.5 LCC Highways has raised no objection and the proposal would not have an undue impact upon the amenities of neighbouring properties and there would not be any significant highway safety, flooding or amenity implications. The proposed development is deemed to accord with the NPPF and, policies 1, 22, 27 of the Central Lancashire Core Strategy and policies D1, G16, and G17, of the South Ribble Local Plan.

1.4 Therefore, the officer recommendation is approval subject to conditions.

2.0 Site and Surrounding Area

2.1 The site is located approximately 2km south of Leyland town centre adjacent to the roundabout with Schleswig Way (B5253). The application site forms part of the road known as Leyland Lane and the northwest corner of the field adjacent to Shaw Brook Road.

2.2 The nearest residential property known as 58 Park Avenue is located some 10 metres away from the existing pavement on the western boundary, to the north east is Shaw Brook Road, to the south is the roundabout with the agricultural field forming the eastern boundary.

3.0 Planning History

3.1 A Masterplan has been endorsed by the Planning Committee in March 2016 for up to 600 residential properties which included two access points one to the north to serve the Redrow Homes development and one to the south off Leyland Lane to serve the Homes and Community Agency (HCA).

3.2 Outline planning permission has been granted for the Redrow Homes application for up to 400 dwellings to be served from the northern access point (Ref: 2016/0591/OUT).

3.3 Outline planning permission has also been granted for the Home and Community Agency(HCA) application for up to 200 dwellings to be served from the south eastern access point (Ref: 2016/0310/OUT). The two residential sites would be linked via an internal access road.

4.0 Proposal

4.1 Planning permission is sought for the realignment of the existing road network to provide for a new access arrangement to serve the residential development known as Site P at Altcar Lane.

4.2 The realignment would provide for Leyland Lane to become a Give Way approximately 55m north of the existing roundabout. This alteration would give priority to provide for the road to sweep into proposed residential development.

4.3 The plans demonstrate the following:

- Trees and hedgerow to be removed to the existing hedgerow to form the new access.
- The existing north and south bound bus stop upgraded
- Pavements to be realigned to address the proposed housing development
- Proposed tactile paving to the Give Way junction
- Signage advising on speed limits

5.0 Summary of Supporting Documents

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

- Flood Risk Assessment dated 2015
- Tree Survey Report dated September 2014
- Updated Ecology Assessment ERAP, Sept 2017

6.0 Summary of Publicity

6.1 The application has been advertised in the newspaper, by five Site Notices and a total of 53 neighbouring properties have been consulted.

6.5 A total of 4 letters of objection have been received raising the following summarised points:

Traffic

- Concern about the proposed new access which would be located in a dangerous position to an existing large and busy roundabout.
- Although existing speed 40mph more traffic calming is required
- Have the highway issues really been considered.
- A new access would be safer off the roundabout.
- There have been many near misses and there is concern that this development would not address this issue but could make the situation worse.
- The speed of the cars from Schleswig Way accessing Leyland Lane needs to be addressed.

Drainage

- Concern about the flooding as the site has prehistoric clay there is no natural land drainage.
- The contractor's compound could cause the site to cause flooding.

Other Matters

- Concern that the present infrastructure including schools would not cope with the additional development.

7.0 Summary of Consultations

7.1 LCC Highways: Initially raised concerns that the plans did not demonstrate the details as submitted and approved in principle with the outline application. Revised plans have been received which demonstrate the original details and are therefore supported subject to a condition requiring a more detailed design to be submitted for approval. The revised drawing road geometry is acceptable as an in principle drawing for planning purpose and proposed development as indicated on the drawing is acceptable subject to a condition controlling the detailed design and an advisor note.

7.2 Environment Agency: No comments to make on the application for the proposed access.

7.3 LCC Local Lead Flooding Authority (LLFA): No comments received to date any will be reported at the meeting.

7.4 South Ribble Council Consultees:

7.4.1 Environmental Health: No comments received to date, any will be reported at the meeting.

7.4.2 Tree Officer: No objection to the proposal.

7.4.3 Ecology Services: Initially raised concerns about the loss of an important Hedgerow. Following The applicant has advised that The Updated Ecology Assessment (ERAP, Sept 2017) submitted with the full application explains that landscape planting will be carried out outside the red line to compensate for the loss of a short section of hedgerow (40m) and new habitat suitable for nesting birds will be provided in the wider residential development (para 6.2). Given that the circumstances of this application are quite unique, it is considered that a pragmatic response to the need for compensatory planting within the red line should be taken. Ecology Services accept the comments and are satisfied provided that there is mitigation for the hedgerow.

8.0 Policy Background

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

The Framework states that *“housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the*

supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.” Paragraph 47 of the NPPF states that local planning authorities should identify a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements.

8.2 Central Lancashire Core Strategy

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

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

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

8.3 South Ribble Local Plan 2012-2026

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

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

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

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

9.0 Material Considerations

9.1 Principle of Development

9.1.1 The site has been identified for residential development under Policy D1 in the South Ribble Local Plan adopted in 2015. A masterplan has been adopted and outline planning permission has been granted for residential development including the means of access. Therefore, the principle of the means of access has been established and meets the aims of the National Planning Policy Framework which promotes sustainable development and supports Core Strategy policies 1, 4 and 7, and Local Plan Policy D1.

9.2 Detailed Scheme

9.2.1 The current application has been brought forward by Redrow Homes to enable the access arrangements and approximately the first 100metres of the internal estate road to be constructed. The applicant has advised that the purpose of the application is to enable the early delivery of infrastructure, and the internal estate road which would allow an earlier site start and therefore earlier completion of the first dwellings.

9.2.2 Vehicular access for the development is proposed via a new priority junction on Leyland Lane to the northeast of Schleswig Way. The proposed vehicular access comprises a modified junction with Leyland Lane close to the Schleswig Way roundabout. The proposal is to change the alignment of Leyland Lane north from the roundabout to sweep into the application site with the existing Leyland lane creating a priority junction to the north.

9.2.3 LCC Highways initially objected to the scheme as the plans did not reflect some of the off-site highway improvements provided as part of the outline approval, for instance the signage for the speed restrictions for the area. Revised plans have been received demonstrate speed restrictions and the location of upgraded bus stops and which now satisfy LCC Highways and subject to a condition requiring a detailed design to be produced and agreed with LCC the scheme is now considered acceptable.

9.2.4 Concern has been expressed that the impact upon the highway network has not been truly considered. The outline application was accompanied by a Transport Assessment (TA). The Transport Assessment (TA) utilised development traffic trip generation and trip distribution agreed with LCC during the scoping process for the adjoining HCA site, so these parameters were considered acceptable. It is considered that the principle of the access has been previously supported and approved, therefore the scheme is considered acceptable.

9.2.5 Concerns has been expressed that there have been near misses near the proposed road changes. LCC Highways has advised that there is only one collision in the last 3 years on the Police accident record. This appears to be at Springfield Road junction with one slight injury. In was August this year, daytime, fine weather so looks like driver error turning onto Leyland Lane and was recorded as human error. Furthermore, the proposed changes could slow down the traffic as it enters Leyland Lane.

9.2.6 Concern has been expressed about the flooding of the site. The application is accompanied by the Flood Risk Assessment dated February 2015 which was considered as part of the outline application. Lancashire County Council in their capacity as the Lead Local Flood Authority (LLFA) commented on the application. The Flood and Water Management Act 2010 sets out the requirement for LLFAs to manage 'local' flood risk within their area. 'Local' flood risk refers to flooding or flood risk from surface water, groundwater or from ordinary watercourses.

9.2.7 The LLFA raised no objection to the outline application subject to the imposition of conditions controlling a surface water management and a maintenance lifetime plan. However, as this application relates solely to the access junction and a small part of the internal estate road, the submission of details to control flooding and mitigation measures through appropriate conditions would be addressed as part of the reserved matters application.

9.4 Relationship to Neighbours

9.4.1 The closest residential properties abut the western boundary of the application site and this boundary has a number of trees and hedges which currently provide some screening. Other residential properties which back on to Shaw Brook Road are also well screened by mature trees bordering the northern boundary of the application site.

9.5 Wildlife

9.5.1 The application would require a length of hedgerow adjacent to eastern side of Leyland Lane to be removed as part of the alterations to the road junction. Ecology Services has been consulted and concede that under this application it would be difficult to secure planting within the application site and that as part of the residential development provision has been made for mitigation.

9.15 Tree Issues

9.15.1 A survey and assessment of all the trees has been undertaken. The Council's tree officer has raised no objection to the scheme.

10. Other matters

10.1 Concern has been raised about the location of a compound and any potential flooding that could occur as part of construction activities. Construction compounds are classed as permitted development but a condition controlling this aspect could be imposed and the applicant has not objected to such a condition. Furthermore that as part of this access works planning application the application has confirmed that no work, including site stripping, would be undertaken outside the red line of the full application site, if those works are carried out in isolation (as now planned).

10.2. Concern has been raised about the lack of infrastructure and the lack of school places given the proposed development. This aspect has been addressed as part of consideration for the outline planning permission.

10.3 The Preston, South Ribble and Lancashire City Deal was the first of 20 second wave City Deals to be agreed and was signed in September 2013. New investment of £434 million will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,000 new homes over the next ten years.

10.4 Key to the success of City Deal is for development sites to come forward to deliver houses which in turn provides funding towards the costs of the infrastructure. The wider Site P at Altcar Lane is one such site. The proposed development would enable the delivery of the site to be accelerated, to provide a significant number of residential dwellings, which will help South Ribble deliver part of its requirement towards the City Deal housing target.

11. CONCLUSION

11.1 The delivery of this site for residential development supports the aims and objectives of the Lancashire, Preston and South Ribble City Deal. The site is part of a wider housing site known as Site P under D1 of the adopted South Ribble Local Plan 2015.

11.2 The application seeks to bring forward the access arrangement to speed up the delivery of the site. The proposed development would not have an undue impact upon

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

11.3 Therefore, officer recommendation is approval subject to conditions associate with highways and the location of the compound.

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 approved shall be carried out in accordance with the approved plans:

Drawing Number UW-LP-01 entitled "Location Plan"

Drawing Number UW-SA-01 entitled "Proposed Access"

Drawing Number SCP/16469/0000/001 Rev A entitled "General Arrangement"

Drawing Number SCP/16469/0200/001 Rev A entitled "Site Clearance"

Drawing Number 4829.02 entitled "Tree Survey and Root Protection Areas".

or any subsequent amendments, to these plans that have been agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

3. No part of the development shall be commenced until all the highway works for the site access and works of road improvement within the adopted highway and the estate road up to and including the first internal road junction have been constructed in accordance with a detail construction design and schedule of scheme delivery works that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.

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.

RELEVANT POLICY

NPPF National Planning Policy Framework

- 1 Locating Growth (Core Strategy Policy)**
- 22 Biodiversity and Geodiversity (Core Strategy Policy)**
- 27 Sustainable Resources and New Developments (Core Strategy Policy)**
 - POLD1 Allocations of housing land**
 - POLG13 Trees, Woodlands and Development**
 - POLG16 Biodiversity and Nature Conservation**
 - POLG17 Design Criteria for New Development**

Note:

1. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact Highways Development Support team at Cuerden Mill Depot, Cuerden Way, Bamber Bridge, Preston PR5 6BJ in the first instance to ascertain the details of such an agreement and the information to be provided.

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Item 11 Planning Committee 15 November 2017.

Update sheet Planning Application 07/2017/2486/FUL - Land Off Shaw Brook Road and Altcar Lane, Leyland

LCC Local Lead Flooding Authority: Initially objected but have removed the objection subject to the imposition of three conditions.

Condition 1 - Appropriate surface water drainage scheme to be submitted

No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.

Those details shall include, as a minimum:

- a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;
- b) The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing as applicable;
- f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable.

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

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

Condition 2 - No Occupation of Development until completion of SuDS in accordance with agreed SuDS Scheme and Management & Maintenance Plan

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

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

Reasons

1. To ensure that the drainage for the proposed development can be adequately maintained.
2. To ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system.

Condition 3 – Surface Water Lifetime Management & Maintenance Plan

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

- a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by the applicant.
- b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - i. on-going inspections relating to performance and asset condition assessments
 - ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) Means of access for maintenance and easements where applicable.

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

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.

Construction Management Plan

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

- I. the proposed times construction works will take place
- II. the parking of vehicles of site operatives and visitors
- III. loading and unloading of plant and materials
- IV. storage of plant and materials used in constructing the development
- V. the location of the site compound

- VI. suitable wheel washing/road sweeping measures
- VII. appropriate measures to control the emission of dust and dirt during construction
- VIII. appropriate measures to control the emission of noise during construction
- IX. details of all external lighting to be used during the construction
- X. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In the interests of residential amenity and to conform with Policy G17 of the South Ribble Local Plan.

REPORT TO	ON
Planning Committee	15 November 2017

September 2017



TITLE	REPORT OF
SOUTH RIBBLE LOCAL PLAN/CENTRAL LANCASHIRE CORE STRATEGY – 2017 MONITORING REPORTS	Cabinet Member for Strategic Planning and Housing

Is this report confidential?	No
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1. PURPOSE OF THE REPORT

This report seeks approval of the draft 2017 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 being approved by the committee.

2. RECOMMENDATIONS

That the draft Monitoring Reports be approved for publication on the Council's website. Any changes agreed by the committee will be incorporated into the monitoring report prior to publication.

3. CORPORATE PRIORITIES

The report relates to the following corporate priorities:

Clean, green and safe	✓	Strong and healthy communities	
Strong South Ribble in the heart of prosperous Lancashire	✓	Efficient, effective and exceptional council	✓

4. BACKGROUND TO THE REPORT

The Town and Country Planning (Local Planning) (England) Regulations 2012 requires every local planning authority to produce a Monitoring Report (MR). In previous years, the MR had to be submitted to the Government Office for the North West prior to 31 December; however this is no longer a requirement.

The legal requirement to produce a monitoring report is written on the basis of 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.

5. DETAILS AND REASONING

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 a Monitoring Report (MR).

This is the Thirteenth Monitoring Report to be produced by the Council and covers the period 1st April 2016 to 31st March 2017. This document should be published on the Council's website as soon as possible after approval.

MR's should cover the following matters:

- 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;
- Assess how policies are being implemented and
- Identify whether policies need to be amended or replaced in the future.

The Local Development Scheme in operation during the monitoring period was published in April 2015. Progress can be summarised as:

- Work on the Gypsy and Traveller DPD has commenced, with the Issues and Options Consultation taking place in June 2016;
- There were no further milestones for the production of any other documents within this LDS.

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.

Some of the indicators cannot be updated on an annual basis as they are Census data, from those that can the following are a selection;

- Unemployment levels are consistently below both the Lancashire and National average;
- There are 267 Tree Preservation Orders in the borough and
- The population of the borough has risen slightly.

Some key findings for the monitoring period 1 April 2016 to 31 March 2017 are;

- The total number of housing completions was 189 dwellings.
- There have been 25 affordable dwellings completed
- Our three parks with Green Flag status have retained the award.

This MR also reports on progress against the Core Strategy Monitoring indicators. Many of the indicators are already covered in the Local Plan 2015 Monitoring Framework. Some key findings from the Core Strategy Monitoring indicators which haven't been covered elsewhere are:

- The total of 249 affordable dwellings delivered across Central Lancashire has exceeded the Core Strategy overall target of 126 dwellings by 123 dwellings;
- The total number of all dwellings completed was 1,510 in all three authorities which is 169 units above the target of 1,341 set in the Core Strategy;
- Employment land take up was 14.36 hectares. Steps have been taken to manage the delivery of employment land in order to promote development and the total employment land take-up in the Central Lancashire area as a whole has increased significantly compared with last year and the year before that.

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, the South Ribble Local Plan (2015) and other development plan documents.

6. WIDER IMPLICATIONS AND BACKGROUND DOCUMENTATION

6.1 Comments of the Statutory Finance Officer

There are no direct financial implication 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.

6.2 Comments of the Monitoring Officer

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:	
▶ Risk	A risk assessment was undertaken as part of the Local Development Scheme, and is subject to review. Failure to produce an MR would be contrary to the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.
▶ Equality & Diversity	None
▶ HR & Organisational Development	None
▶ Property & Asset Management	None
▶ ICT / Technology	None
▶ Financial	The purpose of the report is to seek approval to publish the Monitoring Reports on the Council's website and therefore there are no financial implications. The cost of producing and publishing the Monitoring Report can be met from within existing budgets.

7. BACKGROUND DOCUMENTS

[South Ribble Local Development Scheme April 2015.](#)

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

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

Denise Johnson
Director of Development, Enterprise and Communities

Report Author:	Telephone:	Date:
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