

PLANNING COMMITTEE

WEDNESDAY, 7TH MARCH, 2018, 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, 7 February 2018, 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 07/2017/2989/FUL - St Marys Church Hall, Cop Lane, Penwortham

(Pages 9 - 32)

Report of the Planning Manager attached.

7 Planning Application 07/2017/2333/REM - New Mill, Wesley Street, Bamber Bridge

(Pages 33 - 56)

Report of the Planning Manager attached.

**8 Planning Application 07/2017/2900/FUL - Land Off
Brindle Road, Bamber Bridge**

(Pages 57 - 100)

Report of the Planning Manager 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, Bill Evans, Malcolm Donoghue, Derek Forrest, Mary Green, Ken Jones, Jim 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, 28 March 2018 - Shield Room, Civic Centre, West Paddock, Leyland PR25 1DH

Procedure of Debate at Planning Committee

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

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

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

Filming/Recording Meetings

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

When exercising the rights to record a Planning Committee meeting a member of the public must not in any way be disruptive to that meeting. They must not provide an oral commentary on the meeting whilst it is continuing. If disruption is caused then the Chairman of the meeting may exclude that person from the rest of the meeting.

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

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

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MINUTES OF PLANNING COMMITTEE

MEETING DATE Wednesday, 7 February 2018

MEMBERS PRESENT: Councillors Jon Hesketh (Chair), Rebecca Noblet (Vice-Chair), Renee Blow, Carol Chisholm, Bill Evans, Malcolm Donoghue, Derek Forrest, Mary Green, Ken Jones, Jim Marsh, Mike Nelson, Caleb Tomlinson, Linda Woollard and Barrie Yates

OFFICERS: Jonathan Noad (Planning Manager), Tom Graham (Local Planning Solicitor), Catherine Lewis (Senior Planning Officer), Chris Sowerby (Senior Planning Officer), Mike Davies (Planning Officer) and Dave Lee (Democratic Services Officer)

OTHER MEMBERS AND OFFICERS: Councillor Michael Green, Councillor Keith Martin, Councillor Peter Mullineaux (Leader), Councillor Phil Smith (Cabinet Member for Regeneration and Leisure), Councillor Matthew Tomlinson and Councillor Graham Walton (Cabinet Member for Neighbourhoods and Streetscene)

PUBLIC: 52

97 Welcome and Introduction

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

98 Apologies for Absence

An apology for absence was submitted on behalf of Councillor Mike Nathan.

99 Declaration of Interest

There were no declarations of interest.

100 Minutes of the Last Meeting

UNANIMOUSLY RESOLVED:

That the minutes of the meeting held on 10 January 2018 be approved as a correct record and signed by the chairman.

101 Appeal Decisions

The Planning Manager informed the Committee that the following appeals had been dismissed/allowed by the Inspector:

- Land Adjacent The Fields, Long Moss Lane, New Longton (07/2016/1341/OUT) for erection of 1no two storey detached dwelling and double garage (access and scale applied for) – Appeal Dismissed
- Prospect Hill Training Centre, Old Brown Lane, Walton-Le-Dale (07/2016/1309/FUL) for retrospective change of use of the site from training centre (Use Class D1) to a drain cleaning/repairs contractors yard (Sui Generis) and installation of 5m high poles to accommodate security lighting and CCTV cameras. Proposed erection of two storey office and storage building following demolition of existing single storey timber building – Appeal Dismissed
- 338 Croston Road, Farington Moss, Leyland (07/2016/0457/OUT) for erection of 5 No. dwellings with associated access – Appeal Allowed
- 18 Marsh Lane, Longton (07/2017/1409/HOH) for Two Storey Side Extension and single storey rear extension – Appeal Dismissed
- Meadowcroft Business Park, Pope Lane, Whitestake (07/2016/1292/FUL) for construction of new access road and junction of Meadowcroft Business Park – Appeal Allowed

102 Planning Application 07/2017/3283/FUL - Windmill Hotel, Preston New Road, Mellor Brook

Address: Windmill Hotel, Preston New Road, Mellor Brook, Blackburn, BB2 7NS

Applicant: James Hall & Company Ltd

Agent: Mrs Deborah Smith, Albert Edward House, The Pavilions, Preston, PR2 2YB

Development: Erection of petrol filling station, including fuel tanks, convenience foodstore and associated access, car parking and landscaping following demolition of existing public house

RESOLVED (11 Yes, 1 Abstention, 2 No):

That planning permission be refused for the reasons as set out below:

1. The proposal will adversely impact on the character and visual amenities of the area, through a built form which detracts from the locality and results in a poorly designed scheme. The proposal will lead to increased disturbance and have a detrimental impact on highway amenities in the locality as a result of increased activity in and around the site. The proposal is therefore contrary to Policy 17 of the Central Lancashire Core Strategy and Policies B1 and G17 of the South Ribble Local Plan 2012 – 2026.
2. The utilitarian nature of the design when considered cumulatively with other commercial uses in the locality, will have a detrimental impact on the character, fabric and grain of this established settlement. The proposal is therefore contrary to Policy 17 of the Central Lancashire Core Strategy and Policies B1 and G17 of the South Ribble Local Plan 2012 – 2026.

103 Planning Application 07/2017/3413/REM - Expac (preston) Ltd, Dunkirk Mill, Dunkirk Lane, Moss Side, Leyland

Address: Expac (preston) Ltd, Dunkirk Mill, Dunkirk Lane, Moss Side, Leyland, PR26 7SQ

Applicant: MCI Developments Limited, Adactus Housing Group and Neil Kay

Agent: William Fulster, 15 Beecham Court, Wigan, WN3 6PR

Development: Reserved Matters application for the erection of 34 affordable dwellings (Appearance, Landscaping, Layout and scale applied for)

RESOLVED (12 Yes, 1 Abstention, 1 No):

That the Committee be minded to approve the application with the decision being delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of Section 106 Agreement to secure 100% affordable-rent housing on-site and the provision of on-site Public Open Space.

104 Planning Application 07/2017/3818/FUL - Land At Club Street, Club Street, Bamber Bridge

Address: Land At Club Street, Club Street, Bamber Bridge, PR5 6FN

Applicant: Back Care Solutions Ltd

Agent: Mrs Louise Leyland, 2 Lockside Office Park, Lockside Road, Preston, PR2 2YS

Development: Erection of 2 No. industrial units together with associated car parking

UNANIMOUSLY RESOLVED:

That planning permission be approved subject to the conditions as set out in the report and the additional condition outlined in the update sheet.

Chair

Date

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Agenda Item 6

Application Number 07/2017/2989/FUL

Address St Marys Church Hall
Cop Lane
Penwortham
Preston
Lancashire
PR1 0SR

Applicant McCarthy & Stone Retirement Lifestyles Ltd

Agent Mr Chris Butt
Unit 3 Edward Court
Altrincham Business Park
Broadheath
Altrincham
WA14 5GL

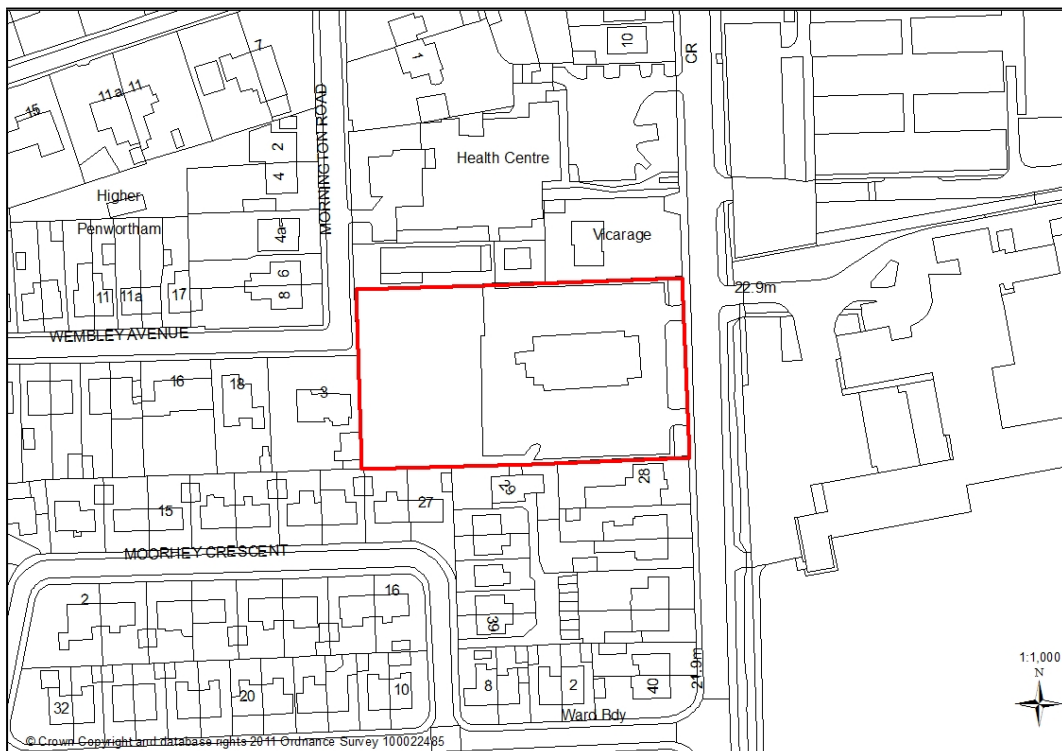
Development Erection of Retirement Living Accommodation (51 apartments) together with communal facilities, landscaping and car parking following demolition of existing Church Hall

Officer Recommendation That Members be minded to approve the application, and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure a financial contribution towards off-site affordable housing.

Officer Name

Mrs Debbie Roberts

Date application valid 26.10.2017
Target Determination Date 25.01.2018
Extension of Time 16.03.2018



1. Report Summary

1.1. St Marys Church Hall ('The Hall') site is a rectangular piece of land (approx. 0.4 ha) located on the western side of Cop Lane, Penwortham; a mixed use area designated under Policy B1 (Existing Built Up Area – main site) and G7 (Green Infrastructure – Tennis courts /south-west lawned corner) of the South Ribble Local Plan. Rawstorne Road Conservation Area abuts the north-western portion of the site but is screened by mature trees and planting. A detailed description of the site which sits to the south of the Penwortham District Centre is available within section 2 of this report (below)

1.2. This application seeks planning permission for erection of retirement living accommodation comprising 51 apartments with communal facilities, landscaping and car parking following demolition of the existing church hall. Apartments would be for the over 55 age group, and are for outright sale

1.3. The proposed development is not considered to have an undue impact on the amenity of neighbouring properties, the character and appearance of the area or highways safety and capacity. It therefore is compliant with Local Plan Policy B1.

1.4. It is the Officers view that proposed development would not detrimentally affect the amenity or nature conservation value of the site. Although some loss of trees is inevitable, mitigation in the form of well designed, appropriate landscaping and ecological compensation ensures protection of site biodiversity as a whole. In addition the site which is in private ownership does not constitute a community, recreational need, and for these reasons, the proposal is considered to accord with the requirements of Policy G7 of the Local Plan under which part of the site is designated (former tennis court).

1.5. County Highways have fully assessed the application and have raised no objections to the proposed development, in principle and subject to conditions.

1.6. As the proposed development would result in a net gain of 15 dwellings or more an affordable housing contribution is required. In this case, and given the nature of the proposal, it is considered that affordable housing is not appropriate within the site and an offsite contribution would be required. This requirement is to be secured as part of a S106 Agreement. Benefits of the scheme would also include monies for St Mary's Church to improve church hall facilities off site (through sale of the land) and the provision of purpose built accommodation for the elderly, for which there is an identified need in the Borough.

1.7. At the time of writing this report, and following full consultation, 41 letters of representation had been made - 28 in support, 2 objecting to the proposal and 11 simply offering comments. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition. A summary of these is available at sections 6 and 7 (below)

1.8. The application complies with the relevant policies of the National Planning Policy Framework, Central Lancashire Core Strategy and Affordable Housing SPD, South Ribble Local Plan and Residential Extensions Design SPD, and the Penwortham Neighbourhood Plan. It is therefore recommended that Members be minded to approve the application, and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure a financial contribution towards off-site affordable housing.

2. Application Site and Surrounding Area

2.1. St Marys Church Hall ('The Hall') site is a rectangular piece of land (approx. 0.4 ha) located on the western side of Cop Lane, Penwortham; a mixed use area designated under Policy B1 (Existing Built Up Area – main site) and G7 (Green Infrastructure – South-west lawned corner) of the South Ribble Local Plan. Cop Lane is characterised by a broad range of predominantly two storey properties in a mainly tradition style.

2.2. The site which slopes slightly to the west is currently home to a very dishevelled, church hall which sits towards Cop Lane. Parking areas are present along the northern and southern edges of the site, whilst in the west (rear) is a deep lawned section. Dual access from Cop Lane is in place.

2.3. The northern edge of the site is bound by 2m high, feather board fencing, beyond and parallel to which are the two storey Vicarage (accessed from Cop Lane), Penwortham St Marys Scout Hut (accessed from Mornington Road at the rear) and a community hut which sits between the two. Immediately to the north of these is St Marys Health Centre and its own considerable car park. A row of mature trees protected by Tree Preservation Order 1968/2T2 & T3 is also present along this boundary

2.4. Facing across Cop Lane (east) is Penwortham Girls High School, and in the south are the rear elevations of no's 25-29 Moorhey Crescent and the side elevation of 28 Cop Lane; currently occupied by the 'Back In Action' chiropractors. No 29 is a low bungalow central to the site boundary whilst no's 27 and 29 are two storey dwellings which face existing green space.

2.5. Abutting the western side of the site is the side elevation of no: 3 Mornington Road. No's 6 and 8 also face this boundary but across Mornington Road itself; these properties sitting within the Rawstorne Road Conservation Area. Mature hedgerow and a row of mature trees screen these properties from the proposal site. These trees are protected in their own right by the Conservation Area designation. Historically a path ran from Mornington Road through the site to Cop Lane. This unauthorised access however has since been closed off.

2.6. The site as a whole is also secured by a variety of boundary treatments which offer screening to adjacent properties; namely feather board, palisade and Herras fencing and deep hedging.

2.7. Penwortham District Retail Centre lies 115m from the site boundary, whilst the former Government Building site with extant permission for Tesco development/public parking provision faces across Cop Lane at 42m

3. Site Context / Planning History

3.1. There are two planning applications on the history of this site

- 07/1991/0944 - Siting of Mobile Breast Screening Unit. Approved January 1992
- 07/2010/0837/FUL - Re-clad existing felt tiled roof with metal cladding. Approved February 2011

4. Proposal

4.1. The application seeks planning permission for erection of retirement living accommodation comprising 51 apartments, communal facilities, landscaping and car parking following demolition of the existing church hall. Apartments would be for the over 55 age group, and are for outright sale rather than rental – the average resident age for similar properties in the applicant's portfolio being 79. Provision of facilities such as this help to maintain independence and social engagement for occupants in advancing years, but also

free up housing stock for families and those starting on the ladder to home ownership. In theory, as future occupants become increasingly reliant on easy to access facilities, the adjacent district centre should also benefit financially from this scheme.

4.2. The proposed scheme would be three storeys in height – although the third storey involves a dormer roof formation to allow reduced overall roof height – with a staggered elevational design; the whole to be constructed in a mix of red brick and pale coloured render, with grey roof tiles, grey UPVC windows, decorative window surrounds and rainwater goods. Some apartments would include Juliet balconies which would be glazed. This design arrangement reflects the more traditional character of Cop Lane and the Conservation Area at the rear.

4.3. The complex would sit 15m back from pavements abutting Cop Lane, would measure 33m in width (elevation facing Cop Lane) x 66m deep, and would have a 1663m² footprint. Maximum roof heights of 10m and eaves between 6.5m and 8m are indicated. Although relatively tall, the building relates well to neighbouring properties whose ridge lines vary greatly between 7m and 8m (Mornington Road (rear), Cop Lane, Moorhey Crescent, Vicarage and Health Centre and 9m (school). Scout and community huts only achieve 5.2m height but these are single storey, sit to the rear of the site and are fully screened. Again, this staggered approach to design reflects the existing, organically achieved character of the area.

4.4. The existing southern vehicular access into the site would be retained but widened, whilst the northern vehicular access would be closed off; a new pedestrian access from Cop Lane would however be introduced to its south.

4.5. Internally the facility would accommodate 30 x 1 bedroom, self-contained apartments, 21 x 2 bedroomed units and communal facilities i.e. homeowners lounge and private amenity space, waste, scooter and leisure stores and office space. A guest suite would also be included which could be rented on a daily basis by future homeowners. All areas would be accessible and the facility would employ one person.

4.6. 1.8m brick piers with connecting railings and hedgerow behind would front Cop Lane, whilst existing hedgerow fronting Mornington Road would be retained and upgraded; a 1.8m high railing is proposed behind this hedge to offer some security to future residents of the proposed scheme. 1.8m feather boarded, timber fence would secure the rest of the site. 13 trees have been identified for removal, but internal landscaping of the site is suggested in mitigation.

4.7. Landscaping proposals have taken account of residents need for privacy, and as such some enclosed spaces with low level lighting have been incorporated into the scheme, as well as clear demarcation between public and private outdoor space. In general however outside areas have been designed to be visually open but with overall security in mind. Buffer planting along the northern and southern boundaries has also been identified.

4.8. Off road parking provision and vehicular manoeuvring space has been identified along the southern and eastern boundaries – see commentary below; these areas would include low level security lighting. Waste storage would be within the building but would be emptied on a weekly basis.

4.9. Funding received from the sale of this site should planning permission be approved would support the re-development of St Marys Church site

5. Summary of Supporting Documents

5.1. The application is accompanied by the following supporting documents:

- Ecological Assessment (Hiscock's Ecology Ltd 351171/17.9.17 Rev A)
- Extended phase 1 habitat survey (Innovation Group E2508161156: Sept 16)
- Construction method statement (McCarthy Stone 13.10.17 Rev A)
- Phase 1 desktop study (Arc Environment 14-827: Dec 14)
- Phase 2 ground investigation report (Arc Environment 14-827: April 2017)
- Method statement – specialised dynamic probing & sampling drilling operations (Arc Environmental 16-378)
- Design, heritage, access & supporting statement (McCarthy Stone 16184 Rev A)
- Planning Statement (RLB: Sept 17) & Appendix A '*Ready for Ageing*' report (House of Lords 2013)
- Transport Statement (Transport Planning (York) Ltd: Sept 17)
- Landscaping layout (Shackleton NW-2095-53-LA-001 Rev A & Appendix one)
- Planting plan (Ian Keen Ltd NW-2095-S3-LA-002 Rev A)
- Tree and Arboricultural Impact Assessment (Ian Keen IJK/8669/WDC)
- Tree protection plan (Ian Keen Ltd 8669-KC-XX-YTREE-TTP01 Rev A)
- Statement of community involvement (Remarkable Group: Sept 17)
- Model planning conditions report (Planning Bureau Ltd)
- Employment & skills statement (McCarthy Stone)
- Planning obligations and affordable housing statement (Planning Bureau: Sept 17) (CONFIDENTIAL)
- Community Infrastructure Levy liability forms
- S106 Draft heads and terms
- Construction Method Statement (McCarthy Stone 2017 Rev A: 13.10.17)
- Penwortham Needs Report (Contact Consulting:20.12.17)

Existing Drawings

- Site location & context plan (Seven Architects: NW-577-3-AC-01A)
- Site layout plan (Shackleton Associates)

Proposal Drawings

- Proposed site plan Seven Architects: NW-577-3-AC-05A)
- Elevations / street scene sheet 1 (Seven Architects: NW-577-3-AC-03A)
- Elevations / street scene sheet 2 (Seven Architects: NW-577-3-AC-04A)
- Elevations / material schedule (Seven Architects: NW-577-3-AC-07)
- Floor plans (Seven Architects: NW-577-3-AC-06A)
- Artists impressions (Seven Architects: NW-577-3-AC-02)
- Boundary treatments (Seven Architects: NW-577-3-AC-08B)
- Surface water drainage (Seven Architects: NW-577-SE-03-006)
- Topography site survey (25-1114JC-01)
- Development layout plan (Arc Environmental 14-827)

6. Representations

6.1. Summary of Publicity

6.1.1. Four site notices and a newspaper advertisement have been posted, and 24 neighbouring properties consulted. Ward Councillors Bird, Howarth and Noblet have also been notified.

6.1.2. South Ribble's Statement of Community Involvement requires formal pre-application community consultation for any 'major' proposal i.e. 10 or more dwellings or 0.5ha site area.

This period of community engagement was undertaken by the applicant, and in summary involved:

- One to one meetings with Council officers, residents, interested parties, ward councillors and South Ribble Borough Council cabinet members – 11 residents took up this invitation as well as Councillors Howarth, Hancock and Jones
- A public exhibition attended by members of the applicant's project team. 997 houses and businesses received invitations and 100 residents and stakeholders attended
- Dedicated website, freepost envelopes and a free-phone helpline

6.1.3. The applicant received 52 responses of which 96% supported the development of speciality housing for the elderly.

6.1.4. In addition, pre-application advice discussions began in 2016 with this Council, and adjustments made in response to comments made by Council officers.

6.2. Letters of Representation

6.2.1. 2 respondents have objected to the proposal, 28 support the scheme and 11 simply make comments. All representation is summarised as follows:

6.2.2. In Support/Neutral Comments

Site and Surroundings

- Sad to see St Marys Church Hall go, but it is '*an eyesore*' and it would be better if it was removed
- The Hall was built to last 20 years but has been in situ for 49. It is no longer financially possible to upgrade the property, and the site would in time become an untidy, unusable site to the areas detriment.

Proposed Development / Design

- Proposal will be an asset to the area and is long overdue – lack of bungalows in Penwortham and more elderly accommodation needed in the area
- Proposal well sited and ideal for the elderly because of its proximity to town centre
- Support for development but '*is one zebra crossing enough*' – request to consider crossings in the vicinity of the site
- '*First class, attractive design in an ideal location*'
- '*Convenient and safe design*'
- Suggestion that the site should include some affordable rented accommodation – see affordable housing discussion below
- Expectation that grounds will be appropriately maintained
- A real opportunity to enhance Cop Lane
- Respondent request clarification of boundary treatments on Mornington Road – amended plans subsequently received

Miscellaneous Comments

- '*McCarthy & Stone have a good reputation, and although other M&S developments are well built and attractive, they are not as well located (in terms of public transport, shopping and community facilities) as this one – I will be able to dispense with my car when I can shop at Tesco*'
- '*Is there a discount for neighbours who wish to buy!*'
- '*We look forward to moving in next year*'
- '*Just what Penwortham needs*'
- '*Why would anybody object?*'
- Respondent wishes M&S success in their endeavours
- The cost and upkeep of larger homes is prohibitive to older, single people. This scheme offers a more affordable option and frees up family homes for younger people.

- Respondent makes a request that the facility will allow pets
- Suggestion that the Tesco site should be used for sheltered accommodation instead

6.2.3. Councillor Bird also offers his support to the development but is concerned that there would be insufficient parking for existing and future users of the site. He has requested that should permission be granted, a Traffic Regulation Order (i.e. double yellow lines) is considered on Cop Lane.

6.2.4. It should also be noted that of 41 letters of representation, 14 expressed a desire to purchase, asked for sales particulars or had registered an interest to do so with the developer

6.2.5. In Objection

Highways

- Loss of parking will be detrimental to properties on Cop Lane and will result in additional parking on the highway
- Car park is currently used by the NHS, Chiropractors and people dropping children off at school – ‘*We have approached St Marys to try and purchase some land for parking to keep our patients safe but they showed no interest*’ (Chiropractor, 28 Cop Lane)
- Inadequate levels of parking proposed for apartments – why does each property not have a designated space?
- Deliveries/HGV’s etc. to the site cannot be accommodated within the site
- Original change of use permission for chiropractor’s dependant on 6 parking spaces within the St Marys Hall site (as imposed by planning condition)

Design

- Lack of green space and landscaping is minimal
- Number of flats should be reduced

Miscellaneous

- Respondent questions the availability of doctors and similar services
- Loss of fire escape to Scout Hut as a result of development, and suggestion that a ‘right of way’ to allow the same is included within the site.

Officer Comment: Issues of parking provision, highways safety and capacity have been assessed by Lancashire County Highways Authority (see comments below). Similarly private parking arrangements with neighbouring organisations are discussed in Para 8.5 of this report. It is acknowledged that a condition was imposed on a 2006 permission for the adjacent property, but as this proposal site is out of the control of the chiropractor, this condition is not considered valid, was imposed prior to, and does not pass the tests required by NPPF Para: 206 and is therefore not enforceable.

6.3. Town/Parish Council Response

6.3.1. **Penwortham Town Council** have no comments to make

7. Summary of Responses

7.1. **Ecology Consultant** – The Councils ecologist has assessed two ecological assessments submitted by the applicant (Bat Survey (Hiscock’s Ecology HEL0615 and Innovation Group Environmental Services: Sept 16) which find the site to be of low ecological value. There is no evidence of protected or notable species on site and no further assessment is required. Mitigation in the form of bat and bird box provision, and standard

precautionary conditions however are recommended. The ecologist confirms that adequate information has been supplied and that there would be no significant ecological issues. Residual risk relating to bats, nesting birds and loss of biodiversity can be mitigated by condition.

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

7.3. **Environmental Health** have assessed the applicants ground investigation reports and confirm that no significant sources of contamination are found on site or in the surrounding area. Historically filled ponds do not present a risk of ground gas. Reports recommend an intrusive investigation of the site but this has not involved gas monitoring in direct contradiction to the desk study conclusion. As such a tailored condition with regards to contaminated land has been suggested. Additional conditions are also recommended re: construction management, electric vehicle recharge points and an acoustic survey relating to the substation

7.4. **Lancashire Constabulary** acknowledges that the applicants Design & Access Statement includes an extensive commentary on secure design. In addition to details supplied within that document they have offered advice about security to be incorporated into the scheme; this would be included as an informative note should permission be granted.

7.5. **Lancashire County Council Highways** has no objection to the proposal and are of the opinion that the development would have a negligible impact upon highways safety or capacity. One slight incident is recorded on the five year Personal Injury Accident database, but this was not of a nature that would be worsened by the proposals. In accordance with the Local Plan LCC require one parking space per 3 beds for a class C2 development; the nearest appropriate class for this type of proposal. In this case the development would be required to provide 24 spaces and as such the 35 spaces identified are considered acceptable. A series of conditions are suggested (construction management, parking, access and closure of the northern vehicular access) to be imposed should permission be granted.

7.6. **Lancashire County Council** - Local Lead Flood Authority has no objection, but recommends conditions with regards to surface water drainage, and informative notes re: existing water mains and future drainage provision/maintenance. Additional information has since been supplied which sees condition 3 of the LLFA response discharged.

7.7. **South Ribble Arborist** has no objection to the proposal subject to protection of trees identified for retention.

7.8 **South Ribble Strategic Housing** considers that off-site affordable housing provision would be considered preferential on this development as registered provider engagement is likely to be reduced given the age restriction to occupy the accommodation. South Ribble has an ageing population as identified by ONS population projections with 20.6% of the South Ribble population over the age of 65; this figure is projected to change to 42.6% over the 20 year period to 2034. Housing for older people has been identified as a priority within the South Ribble Housing Framework and is identified as a need within the recently produced Central Lancashire SHMA. Housing for older people should adopt the principles within the HAPPI report to provide an attractive choice for older people to move into. HAPPI encourages such developments to be located in existing towns and villages, thus enabling residents to access local shops and facilities, and supporting independent living and a feeling of being part of the community. The proposed development site is located within Penwortham, in close proximity to the district centre offering various shops and facilities, and complies fully to the HAPPI principle.

7.8. United Utilities have no objection subject to pre-commencement conditions detailing sustainable drainage systems and consultation with the Local Lead Flood Authority.

8. Material Considerations

8.1. Site Allocation

8.1.1. The site is designated under Policies B1 (Existing Built Up Area – main site) and G7 (Green Infrastructure – south-western corner) of the South Ribble Local Plan 2012-2026

8.1.2. **Policy B1** allows for redevelopment in allocated areas provided that proposals would comply with requirements of the local plan relating to access, parking and servicing; would be in keeping with the character and appearance of the area, and would not adversely affect the amenity of nearby residents.

8.1.3. **Policy G7** which states that development will only be permitted on such lands where it can be demonstrated that retention of the site is not required to satisfy a recreational need in the local area, and where alternative provision can be implemented within the same or another local site. Development should be sensitive to the area and have no adverse effects on the amenity or nature conservation value of the site.

8.2. Policy Background

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 both plan-making and decision taking*', and supports sustainable economic growth to deliver, amongst other things, homes. Given the sites location it is the Officer's view that the site is especially sustainable and that the development accords with the overall principles of the NPPF; in particular:

8.2.1.2. **Chapter 6: Delivering a wide choice of high quality homes** notes that '*housing applications should be considered in the context of the presumption in favour of sustainable development*' (Para 49). In addition, Para 50 states that local planning authorities should '*plan for a mix of housing based on current and future demographic trends and the needs of different groups (such as but not limited to ... older people...)*

8.2.1.3. **Chapter 7: Requiring good design** attaches great importance to the design of the built environment which contributes positively to making better places for people. Para 65 of this chapter states that '*Local planning authorities should not refuse planning permission for buildings which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design*'

8.2.1.4. **Chapter 11: Conserving and Enhancing the Natural Environment** – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity as reflected by Core Strategy Policy 22

8.2.2. *Central Lancashire Core Strategy*

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

8.2.2.2. **Policy 1: Locating Growth** focusses growth and investment on well-located, brownfield sites within key service and urban areas of the Borough; one of which is Penwortham.

8.2.2.3. **Policy 3: Travel** encourages alternative, sustainable travel methods to reduce dependence on motor vehicles.

8.2.2.4. **Policy 4: Housing Delivery** provides for, and manages the delivery of new housing; for South Ribble this amounts to 417 dwellings per year.

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

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

8.2.2.7. **Policy 7: Affordable Housing** confirms a target of 30% affordable housing for housing developments of 15 dwellings or more.

8.2.2.8. **Policy 16; Heritage Assets** – this policy in line with Chapter 11 of the NPPF looks to protect the historic environment.

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

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

8.2.2.11. **Policy 26: Crime & Community Safety** seeks to reduce crime levels and improve community safety by encouraging the inclusion of Secured by Design principles in new development.

8.2.2.12. **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*

8.2.3.1. In addition to site allocation policies B1 and G7 (above), the following are also pertinent:

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

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

8.2.3.4. **Policy G10: Green Infrastructure** states that all new residential development resulting in a net gain of 5 dwellings must provide sufficient green infrastructure to meet the recreational needs of the development, in accordance with specific but flexible standards; effectively mirroring Para 73: of the NPPF

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

8.2.3.6. **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.

8.2.3.7. **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.

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

8.2.4. *South Ribble Residential Design SPD* discusses design in very specific terms. Whilst more attuned to residential extensions this document is also used to assist with the design of new build residential development and with regards to separation with properties beyond the site bounds.

8.2.5. *Central Lancashire Affordable Housing SPD* guides on a range of approaches to deliver affordable housing which meets local needs.

8.2.6. *Central Lancashire Employment Skills SPD* – this document was adopted in September 2017 and as such carries considerable weight in planning decisions. The SPD has been driven by the Councils aspiration to see additional benefits (social value) incorporated into development opportunities; 'social value' in this case being a contribution towards employment and skills enhancement in the Borough.

8.2.7. Penwortham Neighbourhood Development Plan - 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; one of which is to support measured and appropriate sustainable development to allow all members of the community the opportunity to remain a part of it. Policy 3 (Types of Residential Property) states that '*on all residential developments the provision of 10% units as single storey properties suitable for use by older people will be supported*'

8.3. Impact of Development on Neighbouring Properties / Rawstone Road Conservation Area

8.3.1. The blank side elevation of No: 3 Mornington Road (west) would face bedroom windows to apartments 3, 38 and 20 at approximately 15m - spatial separation of 13m minimum is expected between habitable room windows and gable walls. Existing trees/hedgerows are expected to provide adequate screening. A 26m separation would exist between the front elevations of no's 6 and 8 Mornington Road and apartments 6, 23 and 41.

8.3.2. In the south is no 29 Moorhey Crescent whose gable wall would be 27m from the proposed side elevation. No: 28 Cop Lane's side elevation (chiropractor) would face proposed blank gable walls on the eastern edge of the southern side elevation at 21m, and rear windows to no's 25 and 27 Moorhey Crescent would face proposed blank gables (western end of southern side elevation) at 23m – separation of 13m as a minimum is required. Ground floor windows would be screened by existing trees and feather board fencing.

8.3.3. Scout and community huts, and the vicarage sit parallel to the site in the north at 6m spatial separation; these are screened by existing fencing and mature trees. The surgery sits beyond these at 23m Penwortham Girls High School faces the proposed front elevation across Cop Lane at 55m.

8.3.4. It should be acknowledged that the facility would include third floor windows into all elevations. On the southern side these directly face no 29 Moorhey Crescent, but only indirectly (approx. 36m) to no's 25-27 and 28 Cop Lane. To the rear proposed windows would face either blank gables to, or benefit from substantial separation and screening from properties on Mornington Road, and to the north and east windows would face only the health centre, blank vicarage gable and school. Third floor windows have in the main been designed to sit at eaves level rather than higher into the roof plane; thus reducing the need for an excessive roof form and for the potential for loss of privacy to either existing or future residents. Taking into account proposed separation distances which are more than satisfactory, any loss of privacy, general amenity or overlooking as a result of this development is considered limited.

8.3.5. Inter-relationships between existing and proposed properties accords well to the sentiments of the South Ribble Residential Design Guide SPD, and although within close proximity to Rawstorne Road Conservation Area, visual impact should be limited; particularly as the area is protected by its own tree and hedgerow planting.

8.4. Design, Character & Appearance

8.4.1. Site Allocations Policy G17 (Design Criteria for new development) seeks to ensure new development relates well to neighbouring buildings and the extended locality, 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) effectively mirrors these criteria.

8.4.2. In consideration of the above, local distinctiveness and character of the area have been assessed. This part of Penwortham is a relatively traditional locale comprising a mix of detached and semi-detached dwellings and commercial premises in a range of size. This particularly sustainable site is within easy reach of both community and public transport facilities, sits well within its own environment and would - where possible, retain and augment existing green infrastructure. Overall this scheme which has been designed to reflect its surroundings whilst accounting for current demographics, would remove a dishevelled site to the benefit of the wider area, would provide much needed accommodation for an ageing population – including ground level units in line with local aspirations, and would offer visual betterment to this part of Penwortham.

8.4.3. It is considered that assessment of this scheme demonstrates that a development of this size can be accommodated on this site without resulting in a detrimental impact on the character and appearance of the area through overdevelopment and intensification of the urban fabric. Of the 51 apartments, 15 are at ground floor level in full compliance with Policy 3 of the Penwortham Neighbourhood Plan.

8.5. Highways Considerations, Suitability of Access and Parking Arrangements

8.5.1. The application is accompanied by Transport Statement (Transport Planning (York): Sept 17) which concludes that the proposal provides access to a range of sustainable transport options (below), and that there are no severe transport impacts resulting from development. The report expects the proposed development to generate 78 vehicle movements per 12 hour day. See LCC Highways comments in response to this report (above).

8.5.2. *Proposed Parking Provision* – The proposed scheme identifies 35 off road parking spaces, and vehicle manoeuvring space for waste and emergency vehicles. Policy F1 (Parking Standards) of the South Ribble Local Plan requires all development to provide off road parking in accordance with the adopted parking standards of Local Plan Appendix 4 – in this case one space per three beds for this use class – in total a minimum of 24 spaces. Proposed provision would therefore be more than acceptable.

8.5.3. The applicants statement (Para 3.10) notes that *'car ownership amongst the elderly is relatively low'* and it has to be acknowledged that the average age of ownership is 79 – hence the Highway Authorities consideration of proposed parking provision under use class C2 (residential/care institution) rather than C3 (residential) where a higher parking standard is required. Arguably, any residential facility made available to the over 55 age group is likely to be occupied by some people of working age – the current retirement age standing at 67 years of age. A reduction in parking standards is accepted however in view of site sustainability, it's very close proximity to town and city centres, public transport options and the proposed Tesco development whose car park would be for available for communal community use.

8.5.4. *Existing Parking Arrangements* – The Diocese who run the hall have for some time been party to contractual agreements with the NHS and neighbouring chiropractors for use of parking spaces on the proposal site. The NHS was entitled to use 18 spaces for its district staff only - these were not to be made available for patients, or employees of the chemists or in house surgery. 'Back in Action' was allocated 4 spaces. Notice to quit was served on both organisations on the 17th August 2017 for which the termination date is the 31st March 2018.

8.5.5. Unauthorised use of the site for parking also occurs – 'Back In Action' claim in their e mail of the 13th November that *'our clients probably use a further 4 slots, our staff use about 4 and St Marys staff have 18 of these places allocated... the majority of people were overflow from St Marys medical centre...so many that our own clients and staff struggle to park'*. The site is also used as a 'drop off' area for the school opposite and for ad-hoc parking by users of the adjacent district centre. Representation has been made which objects to this loss of parking for the community, and whilst the hall's owners have been fairly relaxed about community use in the past, members are asked to remember that the site is private land and considerable weight should be given to this.

8.6. Sustainability

8.6.1. One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'* (Para: 17). It is considered that the proposed layout offers maximum permeability for users of the facility, but also benefits from the following:

8.6.2. *Pedestrians* - The site is in a district centre within accessible, walking distance of local shops, services and amenities. There is also a pedestrian crossing outside of the site which will in time allow access to the approved Tesco site.

8.6.3. *Community Facilities* – There are four GP and two dental surgeries within a one mile radius, and 10 and 6 respectively within 1.5miles of the site. Penwortham District Centre is 115m from the site entrance and the proposed Tesco store would be 42m away. Hurst Grange Park lies 300m to the south-east.

8.6.4. *Public Transport/Cycle Routes* – There are bus stops immediately outside of the site, and at regular intervals along Liverpool Road and Cop Lane operating bus routes between Chorley, Southport, Ormskirk, Liverpool and Preston in addition to more local areas. Cycle

routes also run from the south of the site via Hurst Grange to Preston, and Preston train station is 1.1m / 11 minutes' drive away.

8.6.5. From a sustainability perspective the proposal site is considered more than acceptable.

8.7. Natural Environment, Ecology and Ground Conditions

8.7.1. The application is accompanied by Arboricultural Impact Assessment (Ian Keen IJK/8669/WDC and Ecological Assessments undertaken by Hiscock's Ecology (HEL0625) and Innovation Group Environmental Services (Sept 16)

8.7.2. *Trees* – The AIA recommends removal of 13 no: trees. With only one exception these fall within category C or U of the British Standards grading system, and are of low of very poor quality. One sycamore (tree 31) on the northern boundary is located along the flank wall of the vicarage and stands midway between a group of trees towards the front of the site. Its removal will not only benefit the vicarage, but it is the arborists considered opinion that provision of accommodation for the elderly outweighs the loss of one tree which although subject to tree preservation order, provides limited amenity to the area. All other trees on site are to be retained and would be subject to appropriate protection should permission be granted. The Councils Arboriculturalist comments in response to this report are detailed above.

8.7.3. *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. The report affirms that measures to augment site biodiversity could include suitable landscaping and additional enhancement measures; several of which have been suggested. Conditions to this effect have been included.

8.7.4. *Contaminated Land* – Phase 1 (Dec 14) and Phase2 (April 17) contaminated land studies (Arc Environment 14-827) note that the site is of low risk to end users.

8.8. Employment, Construction & Flood Risk Standards

8.8.1. One of the objectives of modern construction is to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources whilst improving the quality of housing by facilitating higher standards of construction. Conditions to ensure appropriate construction standards are considered appropriate.

8.8.2. The applicants Design and Access Statement (Page 29) also considers sustainable construction in detail.

8.8.3. Drainage proposals and potential flood risk have been assessed by the Local Lead Flood Risk Authority and United Utilities whose comments are noted above.

8.8.4. The applicant has submitted an Employment Skills Assessment which states that the development would create 35 construction employment opportunities over a 12 month period, and one full time house manager position. Sub-contractors are encouraged to employ local people and to employ – where appropriate – apprentices.

8.9. Affordable Housing & Financial Viability

8.9.1. Local Plan Policy A1 (Developer Contributions) expects most new development to contribute towards mitigation against impact on infrastructure, services and the environment. Contributions would be secured where appropriate through planning obligations (Section 106 agreement) and/or Community Infrastructure Levy.

8.9.2. *Financial Viability* – Policy 7 of the Central Lancashire Core Strategy recognises that financial viability is a consideration in the delivery of affordable housing or other contributions, and that there will be site specific circumstances where achievement of the same may not be possible. Although this should not detract from the need to achieve overall targets, the Council does need to take into account specific concerns where these are justified. Paragraph 173 of the NPPF confirms this stance by saying that *‘pursuing sustainable development requires careful attention to viability and costs in plan making and decision taking. Plans should be deliverable, and development should not be subject to such a scale of obligation and policy burden that their ability to be viable is threatened’*

8.9.3. If there is any doubt about viability on a particular site, it is the developers’ responsibility to make a case that applying affordable housing requirements for their scheme makes the scheme unviable. If the Council is then satisfied that this is the case, it must consider the balance between seeking affordable housing and other contributions, and non-delivery of the development as a whole. A number of options may be explored including changing the mix of provision or adjusting any off site contribution to be made.

8.9.4. The applicant has submitted an ‘open book’ financial appraisal in an attempt to demonstrate that there are constraints sufficient to jeopardise or prevent them from meeting the Councils affordable housing targets. The Councils independent valuer has assessed the nature, extent and impact of the constraints upon the schemes viability.

8.9.5. *Affordable Housing - Core Strategy Policy 7 (Affordable and Special Needs Housing)* requires market housing developments resulting in a net gain of more than 14 units to provide an affordable housing contribution of 30% in urban areas. The applicant affirms that the proposed scheme, whilst to be sold on the open market, constitutes ‘special needs housing’ given the nature of the development and specialist features to be included specifically for elderly residents. This view has been supported by independent Barrister advice sought by the Council. The advice received confirmed that *‘moreover, it is my view that ‘special needs housing ... is to be interpreted to include housing provided to meet the needs of, and restricted to occupation by older persons’*

8.9.6. ‘Special needs housing’ does not attract the rigid 30% affordable housing contribution that market housing does, with Policy 7 of the Core Strategy instead confirming that for ‘special needs housing’ a *“proportion of these properties will be sought to be affordable subject to such site and development considerations as financial viability and contributions to community services”*. This point is confirmed by the Councils Barrister who states that *‘offsite contribution to affordable housing is thus to be assessed not by reference to any percentage target, but to the looser criterion of seeking that a proportion of the properties be affordable’*. The contribution that the development is required to make is therefore dictated by the financial viability of the scheme. Given the nature of the proposed development a financial contribution towards the provision of off-site affordable housing is considered appropriate.

8.9.7. A Financial Viability Assessment was however submitted with the planning application in which the applicant argues that after the recognised level of developer profit is deducted no residual monies would remain for a financial contribution to the provision of affordable housing off-site (with the development eating circa £150,000 into the developer’s standard profit margin). The Council’s appointed independent valuer (Keppie Massie) have assessed the proposed development and concluded that the scheme could support a £75,000 financial contribution towards off-site affordable housing. In order to secure a financial contribution towards the provision of off-site affordable housing, rather than risk not securing any contribution through a planning appeal in addition to the unavoidable associated legal and expert witness costs to the Council, negotiations took place with the applicant. The result of which was the applicant agreeing to offer a £50,000 financial contribution towards the provision of off-site affordable housing upon the occupation of the

first apartment with a further £200,000 to be contributed on the occupation of the 45th apartment, but subject to the Government's plans to abolish ground rents on leasehold properties not gaining approval. This is considered to be a pragmatic resolution that, in addition to securing a significant proportion of the sought after monies, would also bring a well-supported and much needed development forward sooner. The agreed monies would be secured as part of a Section 106 Agreement.

8.9.8. *Community Infrastructure Levy* – whilst CIL is payable on most approved properties, it is not payable on apartments. As such CIL is not required from this development.

8.9.9. *Public Open Space* – All new residential developments will be required to contribute towards open space and playing pitch provision with certain exceptions – one of which is sheltered accommodation. Although this proposal is not sheltered in the truest sense of the word, it would provide protected residential accommodation for an elderly demographic. For this reason, and subject to the aforementioned age related condition it has been agreed that a public open space contribution would not be sought. This is in line with the approach of neighbouring authorities.

9. Conclusion

9.1 The proposed development would not impact unduly upon the amenity of neighbouring properties, the character and appearance of the area or highways safety and capacity. It therefore appears to be compliant with Local Plan Policy B1.

9.2 It is also considered that proposed development would not detrimentally affect the amenity or nature conservation value of the site. Although some loss of trees is inevitable, mitigation in the form of well designed, appropriate landscaping and ecological compensation ensures protection of site biodiversity as a whole. In addition the site which is in private ownership does not constitute a community, recreational need, and for these reasons, the proposal is considered to accord with the requirements of Policy G7 of the Local Plan under which part of the site is designated.

9.3 County Highways have fully assessed the application and have raised no objections to the proposed development in principle and subject to conditions.

9.4 An offsite affordable housing contribution has been agreed in principle (see details above) to be secured as part of a S106 Agreement. Benefits of the scheme would also include monies for St Mary's Church to pursue improved church hall facilities off site (through sale of the land), and the provision of purpose built accommodation for the elderly for which there is an identified need in the Borough.

9.5 At the time of writing this report, and following full consultation, 41 letters of representation had been made - 28 in support, 2 objecting to the proposal and 11 simply offering comments. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition. A summary of these is available at sections 6 and 7 (below)

9.6 The application complies with the relevant policies of the National Planning Policy Framework, Central Lancashire Core Strategy and Affordable Housing SPD, South Ribble Local Plan and Residential Extensions Design SPD, and the Penwortham Neighbourhood Plan. It is therefore recommended that Members be minded to approve the application, and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure a financial contribution towards off-site affordable housing.

RECOMMENDATION:

That Members be minded to approve the application, and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure a financial contribution towards off-site affordable housing.

Approval Subject to a S106 Agreement.

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:

- Ecological Assessment (Hiscock's Ecology Ltd 351171/17.9.17 Rev A)
- Extended phase 1 habitat survey (Innovation Group E2508161156: Sept 16)
- Construction method statement (McCarthy Stone 13.10.17 Rev A)
- Phase 1 desktop study (Arc Environment 14-827: Dec 14)
- Phase 2 ground investigation report (Arc Environment 14-827: April 2017)
- Method statement - specialised dynamic probing & sampling drilling operations (Arc Environmental 16-378)
- Design, heritage, access & supporting statement (McCarthy Stone 16184 Rev A)
- Planning Statement (RLB: Sept 17) & Appendix A 'Ready for Ageing' report (House of Lords 2013)
- Transport Statement (Transport Planning (York) Ltd: Sept 17)
- Landscaping layout (Shackleton NW-2095-53-LA-001 Rev A & Appendix one)
- Planting plan (Ian Keen Ltd NW-2095-S3-LA-002 Rev A)
- Tree and Arboricultural Impact Assessment (Ian Keen IJK/8669/WDC)
- Tree protection plan (Ian Keen Ltd 8669-KC-XX-YTREE-TTP01 Rev A)
- Statement of community involvement (Remarkable Group: Sept 17)
- Model planning conditions report (Planning Bureau Ltd)
- Employment & skills statement (McCarthy Stone)
- Planning obligations and affordable housing statement (Planning Bureau: Sept 17) (CONFIDENTIAL)
- Community Infrastructure Levy liability forms
- S106 Draft heads and terms
- Construction Method Statement (McCarthy Stone 2017 Rev A: 13.10.17)
- Penwortham Needs Report (Contact Consulting:20.12.17)

Existing Drawings

- Site location & context plan (Seven Architects: NW-577-3-AC-01A)
- Site layout plan (Shackleton Associates)

Proposal Drawings

- Proposed site plan Seven Architects: NW-577-3-AC-05B)
- Elevations / street scene sheet 1 (Seven Architects: NW-577-3-AC-03A)
- Elevations / street scene sheet 2 (Seven Architects: NW-577-3-AC-04A)
- Elevations / material schedule (Seven Architects: NW-577-3-AC-07)
- Floor plans (Seven Architects: NW-577-3-AC-06A)
- Artists impressions (Seven Architects: NW-577-3-AC-02)
- Boundary treatments (Seven Architects: NW-577-3-AC-08B)
- Surface water drainage (Seven Architects: NW-577-SE-03-006)
- Topography site survey (25-1114JC-01)

- Development layout plan (Arc Environmental 14-827)
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17
3. Prior to first occupation of the first unit hereby approved, drainage for the development shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage design drawing NW-2577-SE-03-006 Rev A (26.9.17). For the avoidance of doubt and unless otherwise agreed in writing by the Local Planning Authority, surface water must drain at the restricted rate of 10 l/s.
REASON: To ensure satisfactory form of development, to prevent an undue increase in surface water run-off and to reduce the risk of flooding in accordance with Policy 29 in the Central Lancashire Core Strategy
 4. 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
 5. All development shall be completed in line with approved Construction Method Statement (McCarthy Stone 2017 Rev A: 13.10.17) unless otherwise agreed in writing by the local planning authority.
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
 6. The apartment complex hereby approved is 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.
 7. Prior to the commencement of construction of the first apartment details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the apartment complex as a whole 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 is can be assured that the design meets the required dwelling emission rate

8. No apartment 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 apartment complex as a whole 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.

9. 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. Permission shall be agreed in writing with the Local Planning Authority prior to entry into any root protection area.

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

10. Prior to the commencement of any works on site, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:

- (a) A full desk study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on and off-site contamination and ground gases, in line with BS10175:2011 +A1:2013.

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

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

- (c) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.

- (d) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.

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

REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, and the site cannot be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990, in accordance with Policy 17 of the Central Lancashire Development Plan and the National Planning Policy Framework.

11. During construction and site clearance, no machinery, plant or power tools shall be operated outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0900 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy
12. No deliveries of construction materials or removal of construction waste shall be undertaken outside the hours of 08:00 - 17:00 Monday to Friday. No deliveries or waste removal shall be carried out at weekends or nationally recognised 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
13. 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
14. Bat and bird roosting opportunities as identified in Chapter 7 of Hiscock's Ecological Assessment HEL0625 shall be provided within the site prior to first occupation of the first apartment hereby approved. These shall be maintained and retained thereafter.
REASON: To ensure adequate provision is made for these protected species in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
15. 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
16. 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

17. Prior to first occupation of the development hereby approved, the associated parking spaces identified on approved drawing NW-577-3-AC-05 (Seven Architecture) shall be drained and surfaced with a material to be agreed by the Local Planning Authority. This area shall be retained at all times thereafter and shall not be used for any purpose other than the parking of vehicles.
REASON: To ensure the provision and retention of adequate on-site parking in the interests of residential amenity and highway safety as required by Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026
18. No apartment shall be occupied until the boundary treatments identified on approved plan NW-577-3-AC-08B (Seven Architects: Boundary treatments) have been installed in full. Any fencing/walling erected pursuant to this condition shall be retained at all times thereafter.
REASON: To ensure the provision and retention of adequate screening in the interest of amenity in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026
19. No part of the development other than demolition hereby approved shall commence until a scheme for the construction of the amended site access / and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. No part of the development shall be occupied until this scheme has been implemented in full.
REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026.
20. The apartments hereby approved shall be restricted to occupancy by persons over the age of 55 years only.
REASON: The permission was granted having regard to the special circumstances advanced in support of this application, and with reference to the Central Lancashire Affordable Housing SPD
21. Prior to first occupation of the development hereby approved, the existing northern vehicular access point shall be physically and permanently closed, and the existing footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction for Estate Roads.
REASON: To limit the number of access points and to maintain the proper construction of the highways in accordance with Policy G17 in the South Ribble Local Plan 2012-2026.
22. Prior to first occupation of the development hereby approved, the 4 no: Electric Vehicle Recharge points identified on approved plan NW-577-3-AC-05 Rev B, including adequate charging infrastructure and cabling and specifically marked out for the use of Electric Vehicles shall be installed. These shall be maintained and retained thereafter unless with the written agreement of the Local Planning Authority
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
23. Prior to first occupation of the development hereby approved, the ground floor cycle and scooter store identified on approved plan NW-577-3-AC-06 Rev A shall be made available. These shall be maintained as such and retained thereafter unless with the written agreement of the Local Planning Authority

REASON: To ensure the provision and retention of adequate on-site parking facilities and to accord with Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 1 Locating Growth
- 3 Travel
- 4 Housing Delivery
- 5 Housing Density
- 6 Housing Quality
- 7 Affordable and Special Needs Housing
- 22 Biodiversity and Geodiversity
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments
- 29 Water Management

South Ribble Local Plan 2012-2026

- A1 Policy A1 Developer Contributions
- B1 Existing Built-Up Areas
- F1 Car Parking
- G7 Green Infrastructure Existing Provision
- G10 Green Infrastructure Provision in Residential Developments
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

Supplementary Planning Documents

Residential Extensions Supplementary Planning Document
Affordable Housing Supplementary Planning Document
Employment Skills Supplementary Planning Document
Penwortham Neighbourhood Development Plan

Note:

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. Lancashire Constabulary Note:

- The scheme should be designed to Secure by Design standards
- Full CCTV coverage of the main communal entrance, circulation areas and car park is required to deter crime. Images should be good quality and clear in all lighting conditions i.e. Day/night capable systems are advised. Data should be stored securely for a 30 day period before being destroyed if not required.
- PAS 24 (2016) windows with restrictors should be fixed on all ground floor opening windows to deter theft and burglary offences. Glazing should be laminated

- Doors should be certified to PAS 24(16) standards or an equivalent standard such as LPS 1175
- An access control system should be fitted throughout the development including the main entrance into the building. External doors should be operated with an access control system and individual flats fitted with a system whereby residents can control door release with audio or visual identification
- Boundary treatments should be introduced to restrict access into private areas. The height and design should be sufficient to deter intruders
- A lighting scheme should be devised for the development that provides an even spread of illumination.

3. United Utilities Note 1: Not all public sewers are shown on the statutory utility records. The applicant should be made aware that the proposed development may fall within the required access strip of a public sewer and make contact with a Building Control body at an early stage. South Ribble Building Control can be contacted on 01772 625420

4. United Utilities Note 2: A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. Please contact UU on 03456 723 723 regarding connection to the water mains or public sewers

5. United Utilities Note 3: It is the applicant's responsibility to demonstrate the exact relationship between any assets that may cross the site and any proposed development.

6. United Utilities Note 3: 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. We would ask the developer to consider the following drainage options in the following order of priority:

- a) An adequate soak away or some other adequate infiltration system (approval must be obtained from local authority/building control/environment agency) or where that is not reasonably practical
- b) A watercourse (approval must be obtained from the riparian owner/land drainage authority/environment agency; or where this is not reasonably practicable
- c) A sewer (approval must be obtained from United Utilities)

To reduce the volume of surface water drainage from the site we would promote the use of permeable paving on all driveways and other hard standing areas including footpaths and parking areas.

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

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Application Number 07/2017/2333/REM

Address New Mill
Wesley Street
Bamber Bridge
Preston
Lancashire
PR5 6NP

Applicant Countryside Properties (UK) Ltd

Agent Miss Kirstie Hopcroft
Ship Canal House
98 King Street
Manchester
M2 4WU

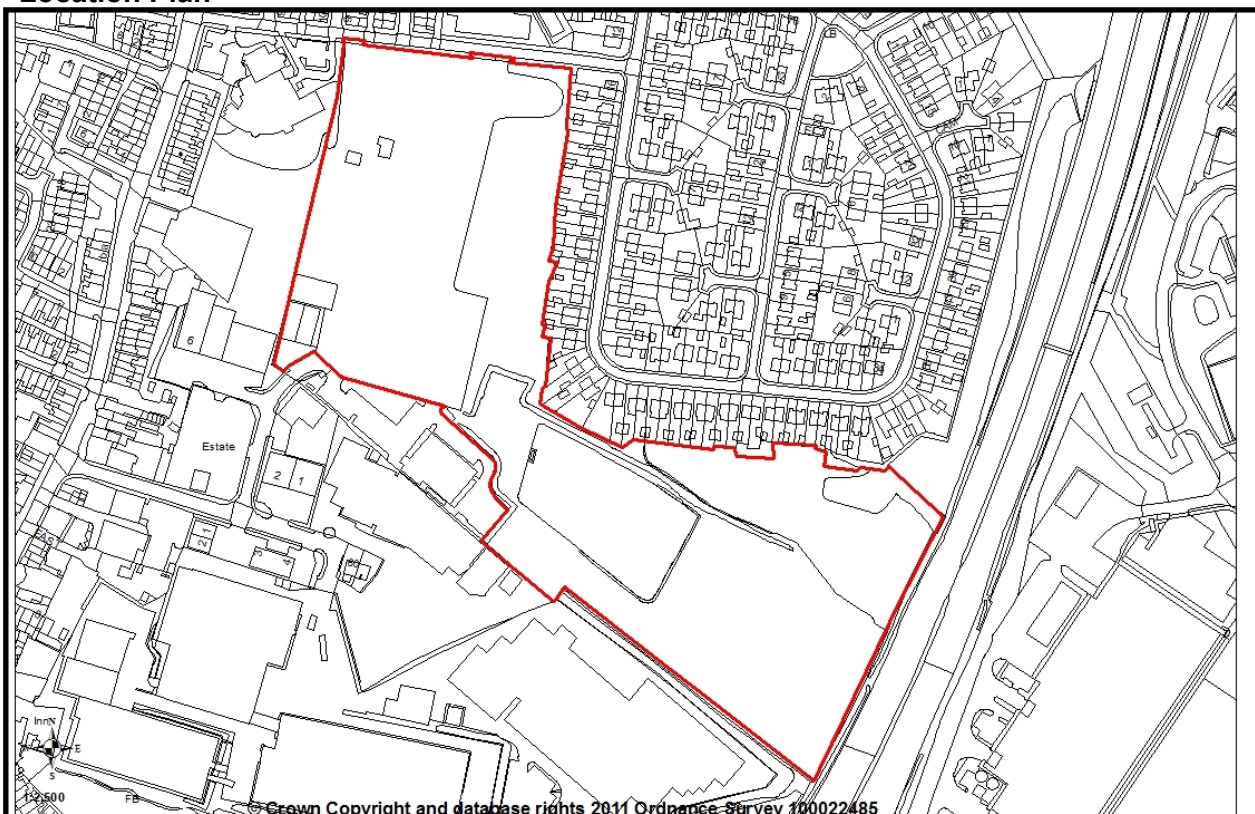
Development Reserved Matters application for the erection 196 dwellings following outline approval 07/2012/0728/OUT with matters of layout, scale, appearance and landscaping applied for (Amended Plans)

Officer Recommendation That members be minded to approve the application with the decision being delegated to the Planning Manager in consultation with the Chairman and Vice-Chairman of planning committee upon successful completion of the Deed of Variation to the Section 106 Agreement

Case Officer Mrs Janice Crook

Date application valid 04.08.2017
Target Determination Date 03.11.2017
Extension of Time 16.03.2018

Location Plan



1.0 Report Summary

1.1 Outline approval was granted in 2014 for a residential development with a maximum of 200 dwellings with access off Wesley Street following demolition of New Mill and three industrial units which established the principle of development of this site together with the access arrangements. A Section 106 Agreement was also entered into in respect of affordable housing, open space provision and maintenance, and a sum of money for various off-site works.

1.2 This application seeks approval for the Reserved Matters for 196 dwellings, including 10% affordable housing. Matters of layout, scale, appearance and landscaping are being applied for.

1.3 The site already benefits from a Reserved Matters planning permission for a scheme of 188 dwellings, granted in September last year with the main difference being that scheme included the main access off Station Road with a secondary access off Wesley Street.

1.4 The Reserved Matters have been considered in terms of the relevant planning policy and are found to be acceptable. Therefore the application is recommended for approval and the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of Planning Committee upon successful completion of the Deed of Variation to the previously agreed Section 106 Agreement.

1.5 The variation relates to the provision of 10% affordable housing together with a sum of £50,000 rather than the 20% affordable housing agreed in the Section 106 at outline stage. The reason is due to issues of viability and a confidential viability report was submitted by the applicant which has been robustly scrutinised by Keppie Massy, the Council's advisors on issues of viability. They conclude that the offer is reasonable.

2.0 Site and Surrounding Area

2.1 The application relates to an irregular shaped parcel of land of approximately 6.3 hectares in size located off Wesley Street in Bamber Bridge.

2.2 The application site is the site of the former New Mill, Wesley Street with demolition of the mill building and associated structures having taken place between November 2013 and May 2015. The site is now vacant and overgrown.

2.3 Due to the sites irregular shape it is defined by a number of boundaries. Part of the northern boundary is bounded by Wesley Street whilst the remainder is bounded by woodland which separates the site from residential properties on Stockdale Crescent. The remaining part of the northern boundary is bounded by terraced residential dwellings on Montgomery Street and Brown Street, off Wesley Street together with a telephone exchange building.

2.4 The eastern boundary of the site is boundary bound by a combination of residential properties on Stockdale Crescent, Whitehead Drive and Langden Crescent and the M6 Motorway. The southern boundary is adjacent to the Club Street Employment Area, occupied by businesses including Glover's Bakery and Baxi Manufacturing. The western boundary of the site is adjacent a mix of commercial and residential properties on Station Road and the Cuerden Church School.

2.5 The site lies within a sustainable location and is within easy walking distance Bamber Bridge District Centre and is well connected to the local public transport network. Bamber Bridge Railway Station is located approximately 200m to the north of the site.

3.0 Planning History

3.1 A number of planning permissions have been granted on the application site dating back to the 70's which are not considered relevant to this application. Those which are relevant are as follows:

3.2 Outline planning application, 07/2012/0728/OUT for a residential development with a maximum of 200 dwellings with access off Wesley Street following demolition of New Mill and three industrial units was approved on 4 August 2014 following completion of a Section 106 Agreement.

3.3 Outline planning application 07/2012/0729/OUT for a residential development with a maximum of 190 dwellings with access off Station Road and Wesley Street following demolition of New Mill and 3 industrial units together with a replacement playing field at Cuerden Church School was approved on 30 August 2013 following completion of a Section 106 Agreement.

3.4 Application 07/2013/0314/DEM for prior notification to demolish Wesley Street Mill and associated outbuildings was agreed on 6 June 2013.

3.5 Reserved Matters application 07/2016/0690/REM for the erection 188 dwellings following outline approval 07/2012/0729/OUT with matters of layout, scale, appearance and landscaping applied for was approved on 4 September 2017 following the successful completion of a Deed of Variation to the Section 106 Agreement.

4.0 Proposal

4.1 The application relates to the reserved matters of layout, scale, appearance and landscaping following the granting of outline planning permission 07/2012/0728/OUT. The proposal is for 196 dwellings and associated works, including roads and footways, parking areas, associated engineering operations, hard and soft landscaping, public open space, walls and fences and drainage and other works associated with the construction of the proposed dwellings. One hundred and seventy-seven dwellings will be market dwellings with 20 affordable dwellings proposed.

4.2 The proposed dwellings comprise a mix of 45, 2-bed dwellings; 108, 3-bed dwellings and 43, 4-bed dwellings, all two storey in height with some dwellings having bedrooms in the roof space. The gross density of the development is 29 dwellings per hectare. The mix of housetypes is as follows:

| | |
|--------------------------|---------------------|
| 6 Irwell 2-bed | 12 Ashbourne 3-bed |
| 18 Weaver 3-bed | 6 Walton 3-bed |
| 5 Grantham 3-bed | 1 Foss 3-bed |
| 31 Ellesmere 2-bed | 2 Selby 3-bed |
| 1 Ellesmere UP 3-bed | 3 Dee 4-bed |
| 8 Life 2B4P 2-bed | 15 Dunham 3-bed |
| 20 Longford 3-bed | 7 Lymington 4-bed |
| 8 Stamford 3-bed | 8 Baybridge 3-bed |
| 18 New Stamford 3-bed | 1 Ribble 3-bed |
| 6 Weaver Underpass 3-bed | 9 Life 3B5P 3-bed |
| 9 Ashley 4-bed | 2 Life 3B5PSA 3-bed |

4.3 Parking for dwellings will be provided within the curtilages of the dwellings in the form of driveways, detached and integral garages.

4.4 A landscaping plan has also been submitted which demonstrates of an area of public open space (POS) of approximately 0.16 hectares. The POS incorporates an informative board, which will provide details on the historic use of the site. The plan also shows an area of protected woodland which is to be brought into public use with the formation of a pathway through it.

5.0 Summary of Supporting Documents

The application is accompanied by the following documents:

- Completed application form;
- CIL Form;
- Planning Statement (prepared by Lichfields);
- Air Quality Assessment (prepared by Bureau Veritas);
- Noise Impact Assessment (prepared by Bureau Veritas);
- PRIVATE & CONFIDENTIAL – Viability Appraisal (prepared by Grasscroft Development Solutions)
- Travel Plan (prepared by Croft Transport Solutions); and,
- Complete drawings package

6.0 Summary of Publicity

6.1 A total of 424 neighbouring properties were notified, five site notices posted in the vicinity of the site and a newspaper notice was published. Nine letters of representation were received, objecting to the proposal on the following grounds:

- Concerned no notice will be taken of the Ecologist comments in respect of the existing woodland
- Tree damage and/or removal
- Wetland area required by Environment Agency not shown on the plans
- Soil is heavy clay with extremely bad natural drainage
- Mitigation measures through SUDS required
- Initial committee meeting in 2013/2 raised concerns about the access from Wesley Street. This should be an emergency only access
- Access to be off Mackenzie street
- Not acceptable to have Wesley Street as the only public access
- Resident's concerns have been ignored
- No new traffic report has been submitted
- Wesley Street is blocked off when a train is crossing
- Increase in traffic on Wesley Street which is already very busy particularly at school times
- Needs another entrance from either Station Road or Club Street
- Object to parking restrictions on Station Road and McKenzie Street
- Contradiction on plans – LCC indicate single entrance from McKenzie Street but developers indicate single entrance from Wesley Street
- Entrance to Cuerden Church School – development will cause danger to pupils and their parents
- Station Road is very busy and additional traffic from new development will only make matters worse
- Highway safety
- Congestion and grid lock to Wesley Street
- Will have an overbearing effect on the lives of those living, working and attending the neighbouring properties
- No proposed access of Station Road and no replacement school playing field

6.2 Two of the letters of objection came from neighbouring businesses, with points raised as follows:

- How will emergency access on Club Street operate? Will there be pedestrian/cycle access? If so there will need to be improvements along Club Street
- Only a short stretch of road is owned by developers with companies having right of access over – will there be improved security
- Acoustic fence is to be 3.5m where normally would be 2m
- Fence should not intrude over the boundary
- Who will be responsible for maintenance and upkeep of new fence?
- Height of site to be raised by 1m on boundary. This will result in 4.5m high fence.
- Existing 2 drains pass over developer's land which have not been included in the drainage proposals.
- Noise assessment does not appear to account for the specific pieces of plant, activity or source heights from noise-emitting processes at the Baxi site
- No detailed site notes accompany the noise report
- Unclear what noise levels or source heights have been used to calculate exposure
- Unclear whether industrial sound would be sufficiently mitigated using a barrier fence
- Unclear which criteria were used for internal noise levels.
- Rating penalty system was not implemented with no specific rating due to sources of note
- Noise should have been rated with a +8db penalty
- Baxi Heating very concerned about the potential implications for noise complaints by the new residents due to inadequate noise surveying.

6.3 Following the submission of the amended plan, neighbouring properties were re-notified with a further 3 letters of representation being received.

- Council does not listen

- Only access for 196 dwellings off Wesley Street, this will mean an extra 196 vehicles trying to access an already busy street.
- Traffic situation is lethal but all Council does is add more houses and therefore more cars to the problem
- First death will be on your heads
- Lack of amenities such as doctors, dentists, social amenities
- Council has already screwed up Wither Grove Park and ruined it
- Planning skills are atrocious

7.0 Summary of Consultations

7.1 **County Highways** initially commented that the site layout is for the most part acceptable but that a number of plots fall short of the recommended individual parking provision, particularly that all garages do not meet the minimum guidance dimensions to be considered as a parking space. LCC Highways required that the plans are amended prior to determination of the application. Amended plans were duly received together with a letter responding to a consultees comments. In respect of car parking, the applicants advised: *“the general approach to car parking and the size of parking space is the same on the current proposal as that found to be acceptable on the previous scheme. This includes the garage sizes. This extant permission is a material consideration and we would invite you to determine the application on the same basis as the previous scheme which was approved under this same policy framework.”*

7.2 County Highways were re-consulted and advised that a total of 52 dwellings still fell short of the recommended individual parking provision. The garages as shown on the submitted drawings do not meet the minimum dimensions of 6m x 3m to be acceptable as parking spaces and the applicant should provide an additional parking space for each garage affected. They also requested that the footway and grass verge (including proposed trees) on the access road from Wesley Street are swapped over, therefore the footway is adjacent to the highway. In terms of the submitted Interim Travel Plan, this needs to be updated as it currently makes reference to the previous layout. LCC Highways also request that it includes a timescale for the development of a Full Travel Plan, suggesting a timescale of 3 months post initial travel surveys.

7.3 Following County Highways comments, further amendments were received in the form of a site layout plan, garages plans and an updated Travel Plan. County Highways confirmed the detached garages were now acceptable but the integral garages were still below the recommended standard. This is discussed further in the ‘Parking’ section of this report.

7.4 **Highways England** have no objections to the proposal but, given the proximity to the motorway, they recommend that conditions be imposed to ensure that the safety and integrity of the motorway is maintained and to ensure that safe access for maintenance of the motorway boundary fence and landscape planting is preserved.

7.5 **Network Rail** object to the proposals, commenting on the impact of increased type and volume of traffic at Bamber Bridge Level Crossing. The pedestrian and vehicular access from the site is on Wesley Street which means vehicles and pedestrians can turn north and travel up Station Road, and over Bamber Bridge Level Crossing. From the layout plan it appears that the 196 dwellings will be accompanied by 268 vehicle parking spaces, varying from 1 or 2 spaces per dwelling. Bamber Bridge Level Crossing is already busy and a further potential 268 vehicles will add further traffic.

7.6 Whilst Network Rail is not opposed to new development in the area around Bamber Bridge Level Crossing in general, they have concerns about the impact of greater traffic over the railway at this particular location and object to such proposals unless and until there is an agreed solution. A bridge or alternative highway access should be considered to support proposals for growth in the area.

7.7 Network Rail also comment that should be noted that the proposal for 196 dwellings is one of several proposals in the Bamber Bridge area with 07/2017/2325/FUL proposing 261 dwellings and 07/2017/2900/FUL proposing 193 dwellings and Network Rail has commented on these proposals and their potential to increase usage at Hospital Level Crossing.

7.8 At this stage Network Rail is objecting to the proposal as the development will increase traffic at Bamber Bridge Level Crossing, unless suitable mitigation measures are achievable and implemented. Consideration is given to this response in the 'Materials Considerations' section of this report.

7.9 **Environmental Health** comment that the development has the potential to result in a significant adverse impact on the future residents and, as such, conditions were imposed at the outline stage to ensure that the impact is minimised. Many of the conditions required information to be submitted at the Reserved Matters stage and insufficient information has been provided. Environmental Health therefore object to this application until adequate information has been provided. The comments referred to matters of room sizes, fencing, noise and air quality.

7.10 The applicant was advised of the comments made by Environmental Health and provided a response together with an amended boundary treatment plan was submitted. Environmental Health were re-consulted and made additional comments relating to potential impact from the construction activities and noise, principally the surrounding developments of the motorway to the east, industrial units to the south and school to the west. The updated submitted acoustic report ref: 6360052-R01v.4 produced by Bureau Veritas has identified mitigation measures that need to be incorporated into the development to ensure suitable sound levels are achieved in line with the National Planning Policy Framework (NPPF) and the Noise Policy Statement for England (NPSE). The mitigation measure include a variety of acoustic glazing and acoustic trickle ventilation options to protect the internal environment while external environments are provided with a mixture of fencing, brick walls and a barrier along the adjacent motorway, industrial estate and school. These measures can be secured by conditions.

7.11 Additionally, Environmental Health required a number of conditions be imposed in respect of the provision of electric vehicle recharging points; that cycle storage facilities be provided; that an assessment for invasive plants be carried out and that there is no importation of materials such as subsoil and/or topsoil.

7.12 It must also be noted that conditions imposed on the outline approval remain valid and will need to be formally discharged as part of the development process. For example, Condition 17 related to invasive plants.

7.13 **Housing** comment that the amended application offers 196 units of accommodation, an addition of 13 units to the previously proposed 183. The proposed number of affordable housing units has been increased from 18 to 19, however this does now equate to below 10% (9.6%). A 10% provision was originally agreed on the site.

7.14 Given the additional numbers proposed, subject to viability, it would be recommended that 20 affordable units are provided which would equate to 10.2% of the overall development.

7.15 The amendments submitted reference no further change to the affordable units, therefore all affordable units on the site are to be for affordable home ownership under a shared ownership scheme. Great Places have been identified as the register provider to deliver the affordable units.

7.16 The submitted site plan identifies the affordable housing units to the north of the site. It is recommended that the affordable units are integrated into the site through a pepper-potted approach, although small clusters are acceptable.

7.17 The recently produced Strategic Housing Monitoring Assessment (SHMA) identifies an annual affordable housing need of 235 units per year. Of this number, 207 are to be provided for affordable/social rent and 28 for intermediate including shared ownership. Shared ownership provided as part of this development will help to support this need.

7.18 As a result of Housing's comments, the number of affordable dwellings has been increase to 20, equating to 10.2% of the overall dwellings.

7.19 **Sport England** comment that the proposed development does not fall within their statutory or non-statutory remit and therefore have not provided a detailed response in this case.

7.20 **Police Architectural Liaison Officer** comment that, in order to reduce the risk of offenders targeting the proposed development, Secured by Design principles should be incorporated into the development in order to reduce crime and the fear of crime and create safe environments.

7.21 **Environment Agency** confirm they have reviewed the submitted details and have no further comments to add to those they made in response to the outline application.

7.22 **Local Lead Flood Authority** has no objection to the proposed development subject to the inclusion of a condition relating to the submission of a surface water drainage scheme which as a minimum should include:

- a) Information about the lifetime of the development design storm period and intensity
- b) The drainage scheme should demonstrate that the surface water run-off must not exceed the existing greenfield rate.
- c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing where applicable;
- f) Site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable.

7.23 The LLFA require conditions be imposed to ensure the development is not occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details and that a Surface Water Lifetime Management and Maintenance Plan be submitted for approval and implemented in accordance with the approved details prior to occupation.

7.23 The LLFA also require informative notes be included on the decision notice in respect of Infiltration and Permeability Testing; on Pollution Prevention to Culverted Ordinary Watercourse and on Land Drainage Consent

7.24 **Arboriculturist** comments in respect of the landscape plan and considered the listed Fraxinus Excelsior be replaced by a native broadleaf species such as Oak as the transportation of Ash trees is banned.

7.25 **Ecology** initially commented that the list of proposed tree and shrub planting is reasonable but it states that plants used will be 'selected from' this list rather than being prescriptive. The plans should demonstrate how many of each species will be used to ensure the planting scheme is acceptable. Ecology also comment that the roadway in the southern part of the site is shown directly abutting the area of woodland. There would be an inevitable encroachment into the woodland and a consequent loss of tree cover so the woodland will need protection.

7.26 In response the applicant advised that the proportional quantity of each of eight species of plants to be planted on site is provided, as well as a buffer hedge to the motorway being shown on the plans and described in the Design and Access Statement. This is more than sufficient information to allow the determination of the current application. The roadway that is referred to is the same road on the same alignment as the extant permission. There are already conditions in place that should adequately protect trees to be retained as part of the development. Condition 16 of the Outline permission applies.

7.27 Ecology were reconsulted on the amended plans and advised on the applicant's comments and confirmed there were no objections to the amended plans on the grounds of ecology.

8.0 Policy Considerations

8.1 Central Lancashire Core Strategy

- **Policy 1: Locating Growth** supports development at Bamber Bridge focussing on the regeneration of the district centre and brownfield sites.
- **Policy 4: Housing Delivery** seeks to provide a minimum of 417 dwellings per annum within South Ribble during the period 2012 to 2026.
- **Policy 5: Housing Density** advises that the density of development should make efficient use of land whilst also maintaining with the character of local areas.

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

8.2 South Ribble Local Plan

- **Policy B1: Existing Built-up Area** permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment providing that the development complies with the requirements for access, parking and servicing; is in keeping with the character of the local area and would not adversely impact the amenity of nearby residents.
- **Policy D1: Allocation of Housing Land** provides a schedule of housing allocation sites. The application site is identified as Site R: Land off Wesley Street, Bamber Bridge. It identifies that the site extends to 6.9ha and has capacity for up to 195 dwellings. It is noted that the site includes land which forms part of the playing fields of Cuerden Church School and proposals should provide a replacement playing field.
- **Policy D2: Phasing and Monitoring of Housing Land Supply** has regard to the phasing of housing development, advising that delivery will be monitored on an annual basis.
- **Policy F1: Parking Standards** advises that parking and servicing space should accord with the adopted parking standards. Any variation from the standards should be supported by a transport statement based on local evidence.
- **Policy G10: Green Infrastructure Provision in Residential Development** requires residential development with a net gain of 5 or more dwellings to provide sufficient Green Infrastructure, which should be provided on-site, though off-site provision can be made via developer contributions. Residential developments are normally required to meet the needs for equipped children's play areas which are generated by the development, either as part of the integral design or by developer contributions.
- **Policy G11: Playing Pitch Provision** requires residential development with a net gain of 5 or more dwellings to provide playing pitches at a standard provision of 1.14 ha per 1,000 population. The stated standards are to be flexible and appropriate for each individual development.
- **Policy G13: Trees, Woodlands and Development** prevents development that will adversely impact on protected trees, ancient woodlands, trees in conservation areas or recognised conservation sites. The policy supports the retention and enhancement of existing trees and hedgerows and the provision of replacements for any trees on a 2 for 1 basis.
- **Policy G14: Unstable or Contaminated Land** supports the redevelopment of previously developed land and advises that applications should be supported by satisfactory site investigations and mitigation measures where required.
- **Policy G15: Derelict Land Reclamation** supports the reclamation of derelict land for employment and residential development. Provision should also be made for maintaining and improving the environment and landscape.
- **Policy G16: Biodiversity and Nature Conservation** seeks the protection and enhancement of biodiversity assets, with the use of appropriate mitigation measures where required.
- **Policy G17: Design Criteria for New Development** permits new development provided that, the

proposal does not have a detrimental impact on neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

- **Policy H1: Protection of Health, Education and Other Community Services and Facilities** protects health, education and other community services through CIL and/or developer contributions.

8.3 **Supplementary Planning Documents**

- Affordable Housing;
- Design Guide;
- Open Space and Playing Pitch;
- Employment Skills;
- Biodiversity and Nature Conservation

9.0 **Material Considerations**

9.1 **Principle of Development**

9.1.1 The principle of development of this site was established with the outline permission 07/2013/0728/OUT for a residential development with a maximum of 200 dwellings, accessed off Wesley Street with an addition emergency access off Club Street. The permission included the demolition of New Mill and 3 industrial units. However, the demolition was carried out under a separate prior notification of demolition notice 07/2013/0314/DEM.

9.1.2 Additionally, Outline Planning Permission 07/2013/0729/OUT was also approved with a subsequent Reserved Matters application 07/2016/0690/REM being approved in September 2017. That scheme was for 188 dwellings with access off Station Road and Wesley Street. The permission is extant and the majority of pre-commencement conditions have been discharged by way of formal application. Therefore this permission is a material consideration in the determination of this current application.

9.1.3 This current Reserved Matters application seeks permission for the detailed design of a scheme for 196 dwellings with matters of layout, scale, appearance and landscaping being applied for. These matters are considered in further detail below with reference to the relevant planning policies. However, the background in respect of the access together with traffic, parking and wider highway implications is discussed first as, although the access to the site has been agreed, these issues have raised a number of objections to this current application.

9.2 **Access**

9.2.1 As indicated above, access was agreed at outline stage. The site access is off Wesley Street with an emergency access off Club Street. As part of the outline approval, condition 30 was imposed which required details of a scheme for the construction of the site access, emergency access and the off-site works of highway improvement as part of a section 278 agreement, under the Highways Act 1980. The required highway works to include;

- Access into the site from Wesley Street to be based on drawing No. 0308-02
- Proposed traffic calming on Mounsey Street based on drawing no.0308-05.
- Proposed Traffic Regulation Orders (TRO) to be put in place on Wesley Street to restrict inappropriate parking.
- Emergency access into site from Club Street is restricted for emergency vehicles only, pedestrians and cyclists.

9.2.2 A number of objections have been received to this Reserved Matters application which relate to the Wesley Street access. Residents comment that it will add to problems of congestion and grid lock on Wesley Street and its junction with Station Road, particularly as Wesley Street is blocked when the level crossing barriers are down. They also comment that it is in close proximity to the entrance to Cuerden Church School and as a result of the additional traffic using Wesley Street, the proposal will cause danger to pupils and their parents. They raise the point that no new traffic report has been submitted, with this application. Each of these points are discussed below in the relevant sections of this report. It must be re-iterated that the principle of the development together with the access to the site off Wesley Street was established with the outline approval 07/2012/0728/OUT and therefore no new Traffic Assessment is required as this application is for the detailed design of the site only.

As access to the development has already been established with the outline approval, County Highways restricted their consultation comments to the internal layout of the site only. However, they did request that the footway and grass verge (including proposed trees) on the access road from Wesley Street be swapped over, therefore the footway is adjacent to the highway. The applicant amended the site layout plan accordingly and County Highways confirmed this was now acceptable.

9.2.3 A condition was imposed on the outline approval requiring the submission of details of the proposed emergency access from Club Street. These details were submitted by the applicant but late in the consideration process and have not been duly considered by County Highways. Therefore it is considered appropriate to impose a condition requiring the submission of a scheme for the emergency access for due consideration, prior to commencement of the development.

9.3 Highway Safety

9.3.1 In respect of highway safety issues, residents consider the proposal will result in an increase in traffic on Wesley Street and this additional traffic will add to the risk of accidents to school children and their parents. Issues of highway safety, the road network and the wider implications of the redevelopment of this site were considered at outline stage. County Highways required a number of measures to be implemented as part of a S278 Agreement, and these formed the basis of outline planning condition 30, as indicated above in the 'Access' section. Details of the proposed traffic calming on Mounsey Street and proposed traffic regulations orders for Wesley Street were provided by Croft Transport Solutions in plan form Dwgs 308-02 Site Access; 308-05 Traffic Calming and 308-06 TRO for agreement with County Highways. Condition 30 requires that no site preparation commences until all off-site highway works have been completed.

9.4 Parking

9.4.1 Sixteen plots, 136 to 151, directly access Wesley Street, each with their own driveway, 2.5m by 10m. This is sufficient to enable two vehicle to park off the highway. This is considered acceptable, provides the required number of off street parking spaces for the size of dwellings and has the additional benefit of providing an active frontage to Wesley Street. These properties lie either side of the site access

9.4.2 County Highways initially confirmed that the proposed site layout, for the most part, was acceptable, but a number of dwellings did not meet the recommended parking provision. This was in respect of the garages not meeting the minimum dimensions of 6m x 3m in order to be counted as parking spaces. Additionally, the minimum dimension for a parking bay should be 2.4m wide by 4.8m long and all private drives fronting garages should be a minimum of 6m long and this must not include any of the required 2m wide service verge.

9.4.3 County Highways comments were forwarded to the applicant and an amended plan was submitted. County Highways further commented that a total of 52 dwellings still fell short of the recommended individual parking provision as garages still did not meet the minimum dimensions of 6m x 3m to be acceptable as parking spaces and the applicant should provide an additional parking space for each garage affected.

9.4.4 As a result the applicant submitted a further updated layout plan to improve the parking provision and amended the detached garage details. The garages to Plots 9, 171, 172, 173, 178, 179, 193, 194 have been increased in size. Additionally, the driveways to Plots 11, 12, 53, 81, 99, 112, 113, 114, 115,

116, 117, 118, 119, 121, 132, 134, 135, 140, 141, have been extended to provide 3 off-street parking spaces, in addition to the garages provided.

9.4.5 These amendments were further considered by County Highways who confirmed that the detached garage sizes were now acceptable but the integral garages are still below the recommended dimensions. County Highway consider 16 dwellings still fall short.

9.4.6 The issue of integral garages being below the standards set out the South Ribble Local Plan is something that arises with all developers who are unwilling to amend their standard housetypes. The requirement is for a garage to provide parking for a vehicle and storage. It has been accepted in the past that a garden storage shed will provide for the storage, leaving the garage for the sole use of parking a vehicle. In this case the plots affected have been provided with storage sheds and the driveways widened where possible to provide off-road parking without counting the integral garage. This is something that members have accepted in the past on other sites. Although 16 plots are still below the standards, it must be recognised that this site already has an extant permission with below the expected level of off-road parking and it is considered that all measures have been taken in this instance to ensure the optimum level of parking is achieved.

9.5 Wider Transport Considerations

9.5.1 The wider transport impacts of the development were considered at outline stage. However, due to the proximity of the site to the motorway network, Highways England were consulted on this Reserved Matters application and comment that, given the proximity of the development site and buildings to the motorway, they recommend that a number of conditions should be imposed. The reason for the conditions is to ensure that the safety and integrity of the M6 motorway is maintained; and to ensure that safe access for maintenance of the motorway boundary fence and landscape planting is preserved. However, as the proposed conditions do not meet the test for imposing conditions, Highways England's recommended conditions will be included as informative notes on the decision notice. A copy of Highway's England's comments have also been forwarded to the applicant.

9.5.2 Network Rail also submitted comments on the outline application and raised concerns over the impact of the development on the Bamber Bridge level crossing. This was reported to planning committee as follows:

"Network Rail has commented with regards the level crossing on Station Road and the potential increase in the volume of traffic as a result of the proposal. They comment on existing difficulties lowering the barrier at the level crossing due to the level of traffic in the immediate area. Network Rail comment that they may have to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing which would have severe consequences for the timetabling of trains and would also frustrate any future train service improvements. As such Network Rail required a traffic impact analysis be carried out. This has been submitted with the updated Technical Note and forwarded to Network Rail. Network Rail also required the developer to fund any quantitative improvements to the level crossing to mitigate the risk due to the increased number of users. The applicants are providing a contribution of £50,000 through a Section 106 Agreement which may be used for such improvements. It should be noted however that the site is an existing employment area with the potential to attract a large number of heavy goods, light goods, visitor and employee vehicles. The site's re-use for employment would not necessarily require any planning permissions. It is considered such a use would have a much greater impact on the volume of traffic using the level crossing and this fact does not appear to have been taken into account by Network Rail."

9.5.3 In respect of this Reserved Matters application, Network Rail now comment that the pedestrian and vehicular access from the site is on Wesley Street which means vehicles and pedestrians can turn north and travel up Station Road, and over Bamber Bridge Level Crossing. From the layout plan it appears that the 196 dwellings will be accompanied by 268 vehicle parking spaces, varying from 1 or 2 spaces per dwelling. Bamber Bridge Level Crossing is already busy and a further potential 268 vehicles will add further traffic.

9.5.4 Whilst Network Rail is not opposed to new development in the area around Bamber Bridge Level Crossing in general, they have concerns about the impact of greater traffic over the railway at this particular location and object to such proposals unless and until there is an agreed solution. A bridge or alternative highway access should be considered to support proposals for growth in the area.

9.5.5 Network Rail also consider that it should be noted that the proposal for 196 dwellings is one of several proposals in the Bamber Bridge area with 07/2017/2325/FUL proposing 261 dwellings and 07/2017/2900/FUL proposing 193 dwellings and Network Rail has commented on these proposals and their potential to increase usage at Hospital Level Crossing. As a result, Network Rail is objecting to the proposal as the development will increase traffic at Bamber Bridge Level Crossing, unless suitable mitigation measures are achievable and implemented.

9.5.6 Network Rail's objections centre around highway safety and congestion. County Highways are the relevant highway authority and have raised no objections on these grounds.

9.5.7 It must also be noted that the site already has the benefit of outline approval and additionally, there is an extant permission for a scheme for 188 dwellings with access off Station Road and Wesley Street. Furthermore, the applicant is providing a contribution of £50,000 through the Section 106 Agreement signed at outline stage which is to be used for improvements, including the Station Road level crossing.

9.6 **Relationship to Neighbouring Properties/Residential Amenity**

9.6.1 In terms of the site layout and detailed design, this is assessed in terms of potential impact on existing neighbouring properties. Two storey semi-detached dwellings are located along Stockdale Crescent to the north-western boundaries of the site. The proposed dwellings are to be a mix of detached and semi-detached dwellings, mainly two storey with some plots having accommodation in the roof space. However, these properties, the Stamford and Dunham housetypes, have rooflights in the roof slopes, not dormer windows. The site layout achieves above the normally required separation distance between the existing properties and proposed dwellings in order to prevent overlooking/loss of privacy issues. This part of the site layout is very similar to the layout of the previously approved scheme 07/2017/0690/REM and therefore it is considered there will be no undue impact on the existing properties on Stockdale Crescent.

9.6.2 Some of the proposed dwellings fronting onto Wesley Street will face the gable ends of properties on Montgomery Street and Brown Street. These are blank gables with a separation distance of between 15 and 17m achieved. The remaining dwellings will face the telephone exchange building at a distance of 17m. It is considered that the proposed scheme will achieve all the normally required separation distances and therefore there will be no undue impact on the residential amenity of the occupant of those existing dwellings.

9.6.3 The southern boundary of the site is adjacent to the Club Street Employment Area, occupied by Glover's Bakery and Baxi Manufacturing. Although these are not residential properties and therefore the residential amenity of the occupants is not compromised, letters of objection were received from both businesses.

9.6.4 Baxi object to the proposal and comment that, due to the complexity of the noise climate at the development site's southern boundary, the submitted noise survey report is insufficient to make a fully informed planning decision. They have employed the services of environmental consultants to undertake independent noise monitoring and raise several points. These matters are discussed further in the 'Noise' section of this report.

9.6.5 Glover's Bakery also object and raise a number of questions the use of Club Street as an emergency access and how this would operate. They are also concerned over their right of access over the road and security to the area. In addition, they make comments in respect of the acoustic fence and who would be responsible for its maintenance and upkeep. The fence would managed by a management company which would be funded by a Service / Maintenance Charge to the owners of the units on the estate. The emergency access does not compromise the ability of businesses on the Club Street Employment Area to access their buildings. Security measures propose are full height railings with malleable hinges. The applicant considers the proposal to be a typical approach with is acceptable to the emergency services. However, as the plan has not been agreed by County Highways, it is considered appropriate to impose a condition requiring the submission of a scheme for the emergency access for due consideration, prior to commencement of the development.

9.6.6 To the western boundary is the Cuerden Church School, its car park and associated playing fields. The proposed development will introduce a number of properties adjacent to the school's boundary - plots 1 and plots 16 to 32. All properties are 2 storey in scale and will have 10m long rear gardens with the common boundary being a 2.5m high acoustic close board fence. Therefore there will be no undue impact on the school and its associated playing field. Any potential impact on future residents of the development in terms of noise from the school playing fields will be mitigated against with the inclusion of the acoustic fence. It should also be noted that this would be a 'buyer beware' situation as any future residents will be aware of the proximity of the school.

9.6.7 Following the assessment in terms of neighbouring properties and the impact of amenity, it is considered the proposal is compliant with Core Strategy Policy 17 and G17 of the South Ribble Local Plan and will have undue impact in terms of overlooking, loss of privacy, or over-dominance. Potential noise issues from existing land uses to future residents can be addressed with the inclusion of the 3.5m high acoustic boundary fence which has been included on the Boundary Treatment plan. Maintenance of the fencing will be the responsibility of a management company.

9.7 Design, Appearance and Character of the Area

9.7.1 The proposed dwellings comprise a mix of two, three and four bed dwellings which are mainly two storey in height, although some dwellings have rooms within the roof space. The gross density of the development is 29 dwellings per hectare. This is considered to be appropriate for this sustainable location and is similar in density to other existing residential development in the area. The area consists of predominately semi-detached and two storey residential dwellings. The scale of the proposed development is therefore considered commensurate with existing residential development in the surrounding area.

9.7.2 In terms of the appearance of the development, the internal street scenes and the frontage to Wesley Street are considered to accord with the existing character of the area. The predominant materials used in the existing houses in the area around the site are red brick and grey roof tiles. The proposed materials will reference the local vernacular with the palette consisting of red brick, red multi brick and buff multi brick with selected plots being partially rendered in ivory to provide further variety within the street scene. Interlocking grey and red roof tiles will be used for the roofs. Dwellings predominately face the street with articulation of corners achieved by the use of additional windows which ensure blank gables to the street are avoided.

9.7.3 Overall it is considered that the appearance of the proposed dwellings accords with Policy G17 in that it has no undue impact on the character and appearance of the area and is of a design and appearance that is acceptable in this area.

9.8 Viability and Section 106 Agreement

9.8.1 The Section 106 Agreement on the associated outline permission secured, among other things, the provision of 20% affordable housing on site. A Deed of Variation to the Section 106 Agreement has been submitted alongside this Reserved Matters application. Essentially, the DoV proposes the provision of 20 dwellings to be Affordable Housing units of which all will be 'Help to Buy: Shared Ownership' or any successor Government scheme. This amounts to a provision of 10.2% affordable dwellings.

9.8.2 Great Places have been identified as the registered provider to deliver the affordable units. The submitted site plan identifies the affordable housing units to the North of the site. It is recommended that the affordable units are integrated into the site through a pepper-potted approach, having said this, given the size of the site small clusters are acceptable. The Planning Layout Plan SK381-PL-02 Rev L demonstrates the location of the proposed affordable housing.

9.8.3 Section G of the Central Lancashire adopted Affordable Housing Supplementary Planning Document (SPD) confirms that if it can be demonstrated that if applying the Council's affordable housing provision will make a scheme unviable then the required provision may be relaxed or waived, stating: *"there will be site-specific circumstances where achievements of the affordable housing proportions set out in the Policy may not be possible."*

[...] Where a developer or landowner considers that there are significant constraints sufficient to jeopardise or prevent them from meeting the Council's affordable housing policy targets, this will need to be demonstrated by the submission of a suitable financial appraisal, which will be subject to testing by the Local Planning Authority at the developer's expense. The Council will adopt an 'open book' approach to this assessment and the developer/landowner will be expected to provide all relevant financial and other information behind the appraisal to enable the Councils and/or independent valuer on their behalf to assess the nature, extent and impact of the constraints upon the viability of the scheme."

9.8.4 The NPPF notes that a development must provide a competitive return to the developer to enable the development to be deliverable, stating *"To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable"* (paragraph 173).

9.8.5 The NPPF also refers to the use of planning conditions and obligations in paragraphs 203-206 and advises that where obligations are being sought *"local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled"*.

9.8.6 The Council appointed an independent valuer (Keppie Massie) to assess the Affordable Housing Viability Assessment commissioned by the applicant. In their response Keppie Massie confirm that the industry standard profit benchmark for such a development is 20% of the gross development value (GDV). This figure is recognised as providing the developer with a reasonable and competitive return, with any development providing profit excess of 20% being able to support obligations.

9.8.7 The developer's profit is calculated by deducting the gross development costs (GDC) from the gross development value. The gross development costs (GDC), as well as considering the cost of land acquisition, construction costs and professional fees, includes any abnormal site specific development costs. In this case there is an abnormal land remediation cost of £458,000 and abnormal gas connection costs which have a significant impact on the developer's profit margins.

9.8.8 Having considered the predicted revenue generated from the sale of each of the dwelling against the outlay of acquisition costs, marketing costs and finance costs, Keppie Massie concluded that with a reduced on-site affordable housing provision of 10.2% together with a S106 payment of £50,000 towards the provision of off-site affordable housing the profit margin would equate to 20% of the gross development value (GDV). The scheme cannot therefore support the payment of any further obligations or increased affordable housing provision above that already proposed.

9.9 Trees, Landscaping and Public Open Space

9.9.1 The site layout includes an area of Public Open Space of approximately 0.11 hectares. This is located to the end of the site access road off Wesley Street. The requirement for POS is covered under the S106 Agreement signed at outline stage and which required a scheme for the provision of the POS and the execution and completion of the POS works and at 1.1.1 required *'details of the quantum and location(s) including a plan of the POS area'*.

9.9.2 Additionally, the existing woodland to the site's northern boundary which is protected under TPO 1992 No 19, is to be retained with an informal footpath through it, bringing the area into public use. Trees along the edge of this woodland are to be thinned out, as identified in the Tree Report. It will also be necessary for the woodland area to be maintained and managed once the development is complete and the S106 Agreement at outline stage ensures this.

9.9.3 The POS incorporates an informative board, which will provides details on the historic use of the site. Originally, a gateway feature was to be provided and this was secured by Condition 28 of the outline planning consent which required the inclusion of artefacts from the mill building. However, during the demolition of the mill building, the artefacts were found to be fragile and were unfortunately destroyed during the demolition and therefore the developer proposes this sign board to mark the history and past industrial use of the site. It should be noted that the mill building was demolished under a prior

notification of demolition notice and not as part of the outline planning approval and was carried out by the owners of the site, not the applicant of this current proposal.

9.9.4 There are a number of trees along the boundary with existing residential dwellings on Stockdale Crescent that are to be removed with the submitted Tree Report indicating the majority to be Category C – Trees of low quality and value with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm. However, there are a number of Category A and B trees also to be removed, together with a number of trees within the woodland to the north-eastern part of the site. The Tree Survey Report indicates that “*Some trees within the site could be removed due to their poor form and conditions and parts of the woodland would benefit from thinning.*”

9.9.5 The Council’s Arboriculturist has no objections to the proposal other than to comment that ash species originally proposed must be replaced by another suitable large native deciduous species.

9.10 Ecology

9.10.1 The Council’s Ecological Advisors raise two points in respect of the Landscape Plan (dwg. ref. DFD/WSBB/L10)

- The list of proposed tree and shrub planting provided is reasonable but the plants used will be selected from a list rather than being prescriptive about how many of each species
- One of the roadways in the southern part of the site is shown as directly abutting the area of woodland (part of the M6 landscape buffer). If this is constructed as shown there will be an inevitable encroachment into the woodland and a consequent loss of tree cover.

9.10.2 The applicant was advised of these comments and responded that the proportional quantity of each of eight species of plants to be planted on site is given, as well as a buffer hedge to the motorway being shown on the plans and described in the Design and Access Statement. They consider this is more than sufficient information to allow the determination of the current application.

The applicant’s comments were forwarded on to Ecology who confirm they have no objections on the grounds of ecology.

9.10.3 Additionally, the roadway that is referred to is the same road on the same alignment as the extant permission. There are already conditions in place that should adequately protect trees to be retained as part of the development.

9.11 Community Infrastructure Levy

9.11.1 The Community Infrastructure Levy (CIL) was introduced by the government in April 2010 with the Council’s CIL Charging Schedule becoming effective on 1st September 2013. Although the outline planning application was submitted in December 2012, prior to CIL, permission was only granted in August 2014 due to the delay in completing and signing the Section 106 Agreement. Therefore the development would have been CIL liable. However, a second outline approval, granted in August 2013 was prior to CIL being adopted and this was followed by Reserved Matters permission for 188 dwellings. Therefore the total floor area of the previously approved scheme is off-set against this current scheme and CIL will only be payable on the uplift in floorspace above that of the approved scheme. The CIL amounts to £54,259.60.

9.12 Drainage and Flood Risk

9.12.1 The outline application was accompanied by a Flood Risk Assessment which included a number of mitigation measures. Condition 8 was imposed on the outline planning permission requiring the development be carried out in accordance with the FRA and the mitigation measures detailed within it; condition 4 required details of a surface water drainage scheme based on sustainable drainage principles; condition 5 required a strategy be submitted outlining the general system of drainage for foul and surface water flows arising from the site; condition 6 required details of the foul drainage scheme and condition 7 required that no building be erected within 6.5m of public sewers that run through the site.

9.12.2 The Environment Agency were consulted on this RM application and they confirm they have reviewed the submitted details and have no further comments to add to those they made in response to the outline application.

9.12.3 The LLFA were also consulted and they raise no objections to the proposal subject to the imposition of conditions. They require a surface water drainage scheme to be submitted which, as a minimum, should include:

- 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, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;
- b) The drainage scheme should demonstrate that the surface water run-off must not exceed the existing greenfield 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 where applicable;
- f) Site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable.

9.12.3 The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

9.12.4 The LLFA also required a condition to ensure that the development is not occupied until completion of SuDS and also one to secure a Surface Water Lifetime Management and Maintenance Plan which also requires that the plan be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings,

9.12.5 Finally, the LLFA require informative notes be included on the decision notice in respect of Infiltration and Permeability Testing; Pollution Prevention to Culverted Ordinary Watercourse; and Land Drainage Consent.

9.13 Noise

9.13.1 A noise report has been submitted with the application which demonstrates that suitable internal sound levels can be achieved through the use of acoustic barriers and glazing. Environmental Health considered the submitted details and initially made a number of points for clarification or for more information. For example, Environmental Health commented that: *'the glazing specification provided within the report is detailed as providing 30dB Rw+Ctr. The report continues to state that this specification would achieve suitable internal sound levels up to 73dB LAeq,16hr and 68 LAeq,8hr. This is incorrect 73-30=43 8dB above the daytime target level.'* They also required information of the glazing specification

9.13.2 For external sound levels with amenity spaces the council's guideline level and starting point for any assessment is 50dB LAeq,16hr. While this figure has been reached in the majority of cases, and given the proximity to the M6 and the guidance within BS8233: 2014 is deemed to be acceptable, there are a number of properties (plots 61-82) adjacent to the M6 where this level is exceeded.

9.13.3 No information has been provided on whether this level can be reduced, for example, through an extension to the acoustic wall to the northern boundary. The provision of a higher/acoustic barrier to the northern gardens, the use of close board acoustic fencing between the gardens in this area. These measures need to be considered and where possible, measures recommended to reduce the sound level to be experienced in these gardens, or justification of why the levels cannot be reduced. However, these details can be secured by a suitably worded condition.

9.13.4 Baxi, a neighbouring business on the Employment Area site has objected to the proposed development in terms of noise and has provided their own noise assessment report. This has been forwarded to the applicant who considered the report and made a number of revisions. Environmental Health were consulted on the updated noise report and comment relating to potential impact from the construction activities and noise, principally the surrounding developments of the motorway to the east, industrial units to the south and school to the west.

9.13.5 Environmental Health consider the construction phase of the development has the potential to impact on the surrounding developments as such conditions are required to minimise the potential impact. During the operational stage of the development the future users are to experience adverse sound levels from the adjacent motorway. As such the updated submitted acoustic report ref: 6360052-R01v.4 produced by Bureau Veritas has identified mitigation measures that need to be incorporated into the development to ensure suitable sound levels are achieved in line with the National Planning Policy Framework (NPPF) and the Noise Policy Statement for England (NPSE).

9.13.6 The mitigation measure include a variety of acoustic glazing and acoustic trickle ventilation options to protect the internal environment while external environments are provided with a mixture of fencing, brick walls and a barrier along the adjacent motorway, industrial estate and school.

9.13.7 Externally some of the plots will still be subject to sound levels which are categorised as having a 'significant adverse impact'. Mitigation measures have been suggested and agreed with Environmental Health which concentrate on rear garden amenity areas. Even so the rear garden amenity areas of plots 72-104 inclusive and 110-112 and 130, 134-135 will all experience sound levels above what would normally be permitted. However, it should be noted that guidance within the BS8233:2014 suggests that recommended criteria for external sound levels may be relaxed by up to 5dB $L_{A,16hr}$ when adjoining strategic transport networks for desirable developments considering all other factors, providing the development has been designed to achieve the lowest practicable sound levels in these situations. In this case the site is adjacent a strategic transport network but it is desirable for the site to come forward for housing given it is located in a very sustainable location close to amenities and public transport infrastructure. Therefore it is appropriate to relax the external sound levels to be relaxed.

9.13.8 The conditions requested by Environmental Health are that all acoustic mitigation measures detailed in the submitted acoustic report, ref 6360052-R01v.4, dated 7th February 2018 shall be installed prior to the occupation of any plot; and that a maintenance plan be submitted detailing how acoustic mitigation measures not linked to individual plots will be maintained for the duration of the development.

9.13.9 Environmental Health also require an informative note be included within the deeds to each property detailing the extent of all acoustic mitigation measures (glazing specifications and fencing detail) employed in the property in order that future residents are aware of what measures have been included and why.

9.14 Air Quality

9.14.1 An air quality assessment has been carried out and submitted with this Reserved Matters application as required by condition 10 of the outline approval. Environmental Health have considered the report and comment that the air quality report has identified a negligible impact from the development. However any development that results in the additional traffic to be generated and in such close proximity to an area of poor air quality will have a detrimental impact on air quality within the area. As such a number of additional mitigation measures in line with the councils Air Quality Action Plan are deemed to be appropriate.

9.15 Travel Plan

9.15.1 Condition 31 of the outline approval required that *"As part of any Reserved Matters submission, the principal strategies set out in the submitted Residential Travel Plan Framework shall be progressed and a Full Travel Plan be submitted for approval by the Local Planning Authority. The Travel Plan shall include details of a Residents Travel Pack; Travel awareness and Information; promotion of lift share scheme and promotion of walking and cycling and set target against which the Travel Plan will be assessed. The Travel Plan shall also include details of how the document will be monitored."*

9.15.2 The submitted Residential Travel Plan sets out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development. The document has been considered by County Highways who advised that the submitted Interim Travel Plan needs to be updated as it currently makes reference to the previous layout and the layout has been amended with a subsequent increase in the number of dwellings. County Highways also request that the Interim Travel Plan includes a timescale for the development of a Full Travel Plan and suggest a timescale of 3 months post initial travel surveys.

9.15.3 County Highways comments were forwarded to the applicant who updated the Travel Plan accordingly and County Highways reviewed the amended document and confirmed it was now acceptable.

9.16 Crime and Disorder

9.16.1 In order to reduce the risk of offenders targeting the proposed development, the Police Architectural Liaison Officer recommends the following Secured by Design principles should be incorporated in the development:

- Access to the rear gardens must be restricted from the front elevation by a 1.8m high lockable gate. Most burglaries target the side or rear elevations as these are concealed from the street view and so free access must not be left available as this significantly compromises the security of the dwellings.
- Rear dividing treatments should be installed which achieve a minimum height of 1.5m. This is essential to restrict intruder access around the rear of the dwellings. Rear perimeter boundary treatments should be a minimum height of 1.8m and designed to deter climbing.
- All external doors must meet the PAS 24:2012 (16) security standard in order to comply with Building regulations Approved Document Q. This standard is also Secured by Design compliant.
- Link doors from garages to dwellings must also meet the PAS 24:2012 security standard to comply with Building regulations Approved Document Q.
- Ground floor windows must meet the PAS 24:2012 (16) security standard in order to comply with Building regulations Approved Document Q. This standard is also Secured by Design compliant. Ground floor glazing should be laminated and windows should be fitted with restrictors.
- Dusk till dawn lighting installed at external doors promotes natural surveillance and makes a less attractive target for an intruder as the chance of being seen is increased. External lighting is often provided at front doors however as most dwelling burglaries target the side and rear elevations, external lighting should be installed at all doors, not just the front door.
- Sheds should be located in visible areas of the garden and not have windows as this allows a view of valuables stored inside and the reported crimes indicates sheds are targeting by intruders.
- 13 amp non-switched fused spurs should be installed to enable easy installation of an intruder alarm by the homeowner.

9.16.2 These recommendations can be incorporated into the development during the construction period in order to reduce crime and the fear of crime and create safe environments.

10.0 Conclusion

10.1 The proposed redevelopment of the former New Mill site on Wesley Street was a long-term objective of this Council, particularly due to the visual appearance of the site. The mill building had fallen into a derelict state of repair which had a negative impact on the local environmental. Demolition of the buildings and site clearance was carried out over a long period of time, again having a negative impact on the local area.

10.2 The proposed development of 196 dwellings will provide new dwellings in what is considered a very sustainable location and will help meet the Council's housing target of 417 dwellings per annum; provide some new affordable dwellings; provide open space and landscaping, but overall will bring this brownfield, derelict site back into use. Although a number of issues have been identified and outlined in this report, it is considered that the overall benefits of the re-development of this site will outweigh the concerns raised and the application is therefore recommended for approval subject to the imposition of conditions and subject to the successful completion of the Deed of Variation to the S106 Agreement.

11.0 Recommendation

11.1 That members be minded to approve the application with the decision being delegated to the Planning Manager in consultation with the Chairman and Vice-Chairman of planning committee upon successful completion of the Deed of Variation to the Section 106 Agreement

12.0 Recommended Conditions

1. The development hereby approved shall be begun either before the expiration of 3 years from the date of the outline permission, or before the expiration of 2 years from the date of the permission herein.

REASON: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990

2. The development, hereby permitted, shall be carried out in accordance with the approved plans Dwg SK381-PL-02 Rev L Planning Layout; SK381-LP-02 Location Plan; SK381-BP-01 Rev C Boundary Plan; SK381-SS-01 Streetscenes; DFD/WSBB/L1 Rev E Landscape Masterplan; NSD 9001 Wall Type 1 - 4; NSD9102 Fence Types A - D; NSD 9202 Hooped top Metal Railings; RSD 9105 Post & Rail Fence Detail; NSD 9806 Single Garage; NSD 9807 Shared Garage; WALT(14)-01 - The Walton - Floor Plans; WALT(14)-6.0 - The Walton - 6.0 Brick Elevations; ASHB(14)-01 - The Ashbourne Ground Floor Plan (Rev.C); ASHB(14)-02 - The Ashbourne - First Floor Plan (Rev.A); ASHB(14)-6.0 - The Ashbourne - 6.0 Brick Elevations (Rev.B); ASHB(14)-6.1 FCT - The Ashbourne - 6.1 Render Elevations FCT; ASHL(14)-01 - The Ashley - Ground Floor Plan; ASHL(14)-02 - The Ashley - First Floor Plan (Rev.A); ASHL(14)-03 - The Ashley - Second Floor Plan (Rev.A); ASHL-B(14)-6.0 - The Ashley - 6.0 Brick Elevations (Rev.A); BBDGE(14)-01 - The Baybridge - Ground Floor Plan (Rev.D); BBDGE(14)-02 - The Baybridge - First Floor Plan (Rev.B); BBDGE(14)-6.1 - The Baybridge - 6.1 Render Elevations (Rev.C); DEE-01 - The Dee - Floor Plans; DEE-6.0-DET - The Dee - 6.0 Elevations (Detached); DUN-B(14)-01 - The Dunham - Ground Floor Plan (Rev.A); DUN-B(14)-02 - The Dunham - First Floor Plan (Rev.A); DUN-B(14)-03 - The Dunham - Second Floor Plan (Rev.A); DUN-B(14)-6.0 - The Dunham - 6.0 Brick Elevations (Rev.A); DUN-B(14)-6.2 - The Dunham - 6.2 Tile-hung - Brick Elevations; ELLE-01 - The Ellesmere - Floor Plans (Rev.A); ELLE-6.0-4Blk - The Ellesmere Underpass - 6.0 Brick Elevations (4 Block); ELLE-6.0-SEMI(A) - The Ellesmere - 6.0 Brick Elevations Semi (Alt); ELLE-UP-01 - The Ellesmere Underpass - Floor Plans (Rev.A); ELLES(14)-01 - The Ellesmere - Floor Plans; ELLES(14)-6.0-SEMI(A) - The Ellesmere - 6.0 Brick Elevations (Semi); FOSS(14)-01 - The Foss - Floor Plans (Rev.A); FOSS(14)-FCT-6.1 - The Foss - 6.1 Render Elevations FCT (Rev.A); GR-WE(UP)-01 - The Grantham - Weaver Underpass - Ground Floor; GR-WE(UP)-02 - The Grantham - Weaver Underpass - First Floor Plans; GR-WE(UP)-6.0-4Blk - The Grantham - Weaver Underpass - Brick Elev; GRWE-01 - The Grantham - Weaver - Ground Floor Plans; GRWE-02 - The Grantham - Weaver - First Floor Plans; GRWE-6.1-SEMI - The Grantham - Weaver - 6.1 Brick - Render Elevations; IRWL-01 - Floor Plans; IRWL-6.0(SEMI) - 6.0 Brick Elevations (Semi); LIFE-2B4P(77) - 2B4P - Floor Plans (Rev.A); LIFE-2B4P(77) 6.0(A) - 2B4P - 6.0 Brick Elevations (Semi) A; LIFE-3B5P(90)-01 - 3B5P Floor Plans; LIFE-3B5P(90)-04 - 3B5P - 6.0 Brick Elevations; LIFE-3B5P-01 SA - 3B5P SA - Floor Plans; LIFE-3B5P-02 SA - 3B5P SA - 6.0 Elevations; LONG(14)-01 - The Longford - Ground Floor Plan (Rev.A); LONG(14)-02 - The Longford - First Floor Plan (Rev.A); LONG(14)-6.0 - The Longford - 6.0 Brick Elevations (Rev.A); LYMI(14)-01 - The Lymington - Ground Floor Plan; LYMI(14)-02 - The Lymington - First Floor Plan; LYMI(14)-6.0 - The Lymington - 6.0 Brick Elevations; NSTAM(14)-01 - The New Stamford - Floor Plans; RIBB(14)-01 - The Ribble - Ground Floor Plan (Rev.A); RIBB(14)-02 - The Ribble - First Floor Plan (Rev.B); RIBB(14)-6.0 - The Ribble - 6.0 brick Elevations (Rev.A); SEL(14)-01 - The Selby - Ground Floor Plan; SEL(14)-02 - The Selby - First Floor Plan; SEL(14)-6.0 - The Selby - 6.0 Brick Elevations; STAM-01 - The Stamford - Floor Plans; STAM-6.0 - The Stamford - 6.0 Brick Elevations; WEAV(UP)-01 - The Weaver Underpass - Floor Plans (Rev.A); WEAV(UP)-6.0-4Blk - The Weaver Underpass - 6.0 Elevations 4 Block; WEAV-01 - The Weaver - Floor Plans; WEAV-6.0-SEMI - The Weaver - 6.0 Brick Elev (Semi) or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.

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

3. Prior to the first occupation of any dwelling hereby approved, that dwelling shall be provided with an electric vehicle recharging point and the EVR point shall be retained for that purpose at all times thereafter.

REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 in the Central Lancashire Core Strategy.

4. 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 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.

REASON: In order to satisfy the Local Planning Authority that the details of the drainage scheme are satisfactory before works commence on site as drainage works are an early activity in the construction process and to ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off the site resulting from the proposed development, in accordance with Policy 29 in the Central Lancashire Core Strategy

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

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

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

organisation/body/company/undertaker for the sustainable drainage system, in accordance with Policy 29 in the Central Lancashire Core Strategy

6. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.
REASON: To ensure that the drainage for the proposed development can be adequately maintained and to ensure that there is no flood risk, on or off the site, resulting from the proposed development or resulting from inadequate maintenance of the sustainable drainage system, in accordance with Policy 29 in the Central Lancashire Core Strategy.
7. Prior to first occupation of the development hereby approved, details of the long term management and maintenance of the acoustic fencing to the south-eastern boundary with the M6 motorway and the south-western boundary with the Club Street Employment Area shall be submitted to the Local Planning Authority for approval in writing. The acoustic fencing shall be maintained in accordance with the approved management and maintenance scheme at all times thereafter.
REASON: To ensure the provision and retention of adequate acoustic screening in the interest of amenity and to safeguard the living conditions of future residents of the development and to accord with Policy 17 in the Central Lancashire Core Strategy
8. Prior to the importation of any subsoil and/or topsoil material into the proposed development site, information supporting the suitability of the material shall be submitted to the Local Planning Authority for approval in writing.
The information submitted shall include details of the material source, sampling methodologies and analysis results, which demonstrates the material does not pose a risk to human health as defined under Part 2A of the Environmental Protection Act 1990.
REASON: To ensure that the site is suitable for its intended end use and development work will not cause pollution of ground and surface waters both on and off site, in accordance with:
 - Policy 17 of the Central Lancashire Development Plan,
 - the National Planning Policy Framework.
9. The mitigation measures identified within the submitted Air Quality Report by Bureau Veritas dated August 2016 shall be implemented prior to the commencement of any works on site.
REASON: In the interests of the amenity of existing nearby residents and future residents of the site in accordance with Policy 17 in the Central Lancashire Core Strategy
10. All acoustic mitigation measures detailed in the submitted acoustic report, ref 6360052-R01v.4, dated 7th February 2018 shall be installed prior to the occupation of any plot. Confirmation details of the installation of all mitigation measures for each plot shall be submitted to the local planning authority.
REASON: In the interests of the amenity of the future residents in accordance with Policy 17 of the Central Lancashire Core Strategy.
11. Prior to commencement of the development hereby approved, details of the proposed emergency access from Club Street shall be submitted to the Local Planning Authority for approval in writing. The approved scheme shall then be implemented concurrently with the development and retained thereafter.
REASON: In the interest of highway safety in accordance with Policy G17 in the South Ribble Local Plan
12. The development hereby approved shall not commence until an Employment and Skills Training Plan that is tailored to the development has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details of the approved Plan.
REASON: In the interests of delivering local employment and skills training opportunities and in accordance with Policy 15 in the Central Lancashire Core Strategy.

13.0 Relevant Policy

Central Lancashire Core Strategy

- 1 Locating Growth
- 4 Housing Delivery
- 5 Housing Density
- 6 Housing Quality
- 7 Affordable and Special Needs Housing
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments
- 29 Water Management
- 30 Air Quality

South Ribble Local Plan

- B1 Existing Built-Up Areas
- D1 Allocations of housing land
- D2 Phasing, Delivery and Monitoring
- F1 Car Parking
- G10 Green Infrastructure Provision in Residential Developments
- G11 Playing Pitch Provision
- G13 Trees, Woodlands and Development
- G14 Unstable or Contaminated Land
- G15 Derelict Land Reclamation
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development
- H1 Protection of Health, Education and Other Community Services and Facilities

Supplementary Planning Documents

- Affordable Housing
- Design Guide
- Open Space and Playing Pitches
- Employment Skills
- Central Lancashire Biodiversity

14.0 Informative Notes

Highways England

Informative Note 1. There shall be no direct vehicular or pedestrian access of any kind between the site and the M6 motorway. To this end, a close-boarded fence or similar barrier shall be erected along the boundary of the site and the M6 motorway has been agreed with and constructed to the satisfaction of Highways England and the Local Planning Authority. Any fence or barrier shall be erected a minimum of one metre behind the existing motorway boundary fences on the developer's land and be independent of the existing motorway fence.

Informative Note 2. There shall be no development on or adjacent to any motorway embankment that shall put any embankment or earthworks at risk.

Informative Note 3. There shall be no earthworks within one metre of the motorway boundary fence.

Informative Note 4. No works pursuant to this application shall begin on site until such time as the design, materials and construction methods to be adopted for the proposed acoustic barrier have been subject to the full requirements of the Design Manual for Roads and Bridges standard BD2/12 'Highway Structures: Approval Procedures and General Design Approval Procedures', have been given Technical Approval by a competent, independent Technical Approval Authority appointed by the applicant and that this technical approval has been agreed in writing with Highways England.

Informative Note 5. No drainage from the proposed development shall run off into the motorway drainage system, nor shall any drainage adversely affect the motorway embankment.

Informative Note 6. No works relating to the construction of the facility shall require any temporary closure to traffic of the M6 motorway.

Informative Note 7. 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.

Informative Note 8. No construction works associated with this planning application shall be carried out on land in the ownership of the Highways England Company Limited under Titles LAN71970 or LAN74461.

To action the Technical Approval process, the applicant must approach our Structures Safety Team responsible for matters relating to Highways England's agreement to the design Technical Approval (that must have been gained by the applicant themselves beforehand) at the following address:

Youssef Harb
Senior Structures Advisor - Highways England
Safety Engineering & Standards Directorate
9th Floor, Piccadilly Gate
Store Street
MANCHESTER
M1 2WD
Youssef.Harb@highwaysengland.co.uk

Lead Local Flood Authority

Informative 1: Sustainable Drainage Systems : Infiltration & Permeability Testing

The Lead Local Flood Authority wishes to highlight that no geotechnical survey has been undertaken at this stage. It is therefore unknown whether infiltration techniques will prove feasible.

The applicant is reminded that Paragraph 103 of the NPPF requires priority use to be given to SuDS and in accordance with Paragraph 80, Section 10 of the Planning Practice Guidance the preferred means of surface water drainage for any new development is via infiltration. The applicant must submit evidence as to why each 'level' of this hierarchy cannot be achieved.

Prior to designing site surface water drainage for the site, a full ground investigation should be undertaken to fully explore the option of ground infiltration to manage the surface water in preference to discharging to a surface water body, sewer system or other means. For example, should the applicant intend to use a soakaway, they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365 revised 2016.

The Lead Local Flood Authority also strongly encourages that the developer should take into account designing drainage systems for exceedance working with the natural topography for the site. Should exceedance routes be used, the applicant must provide a site layout plan with these displayed, in line with Standard 9 of DEFRA's Technical Standards for SuDS.

Informative 2: Pollution Prevention to Culverted Ordinary Watercourse

Even if the applicant is not intending to discharge or carry out any works to an un-named culverted ordinary watercourse(s), they should contact the Lead Local Flood Authority on 0300-123-6780 or highways@lancashire.gov.uk to discuss the proposals to ensure that the development will not result in a negative impact of the water quality or ecology of the watercourse.

For example, pollution control measures may be required. Information on pollution control measures can be found in Pollution Prevention Guidance (PPG) which provides advice about how to prevent pollution and comply with environmental law when planning works near, in or over ponds, lakes, ditches, streams, rivers and other watercourses.

It gives information about planning the works, managing silt, concrete and cement, oils and chemicals, maintaining structures over watercourses, waste management and responding to pollution incidents.

Pollution prevention guidance can be found on the Environment Agency's website:

<https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

Informative 3: Land Drainage Consent

The proposals indicate that the applicant intends to discharge surface water into an un-named culverted watercourse.

Under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), you need consent from the Lead Local Flood Authority if you want to build a culvert or structure (such as a weir) or carry out works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not.

As a minimum, the applicant will be expected to:

- Carry out studies of the existing culvert/watercourse condition and capacity;
- Undertake an examination of the downstream condition and implications of the development proposal, and;
- Restrict discharge rates so that the peak runoff rate from the development to the ordinary watercourse for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

As per Lancashire County Council Consenting and Enforcement Policy, it should be noted that the Lead Local Flood Authority will generally refuse consent applications which seek to culvert an existing ordinary watercourse. This is in line with Environment Agency guidance on protecting watercourses: <http://evidence.environment-agency.gov.uk/FCERM/en/FluvialDesignGuide/Chapter8.aspx?pagenum=6> You should contact the Flood Risk Management Team at Lancashire County Council to obtain Land Drainage Consent. Information on the application process and relevant forms can be found here:

<http://new.lancashire.gov.uk/roads-parking-and-travel/roads/flooding/alterations-to-a-watercourse.aspx>

For the avoidance of doubt, once planning permission has been obtained it does not mean that land drainage consent will be given.

Agenda Item 8

Application Number 07/2017/2900/FUL

Address Land Off
Brindle Road
Bamber Bridge
Lancashire

Applicant Bellway Homes Limited (Manchester Division)

Agent Mrs Anna Relph
1 New York Street
Manchester
M1 4HD

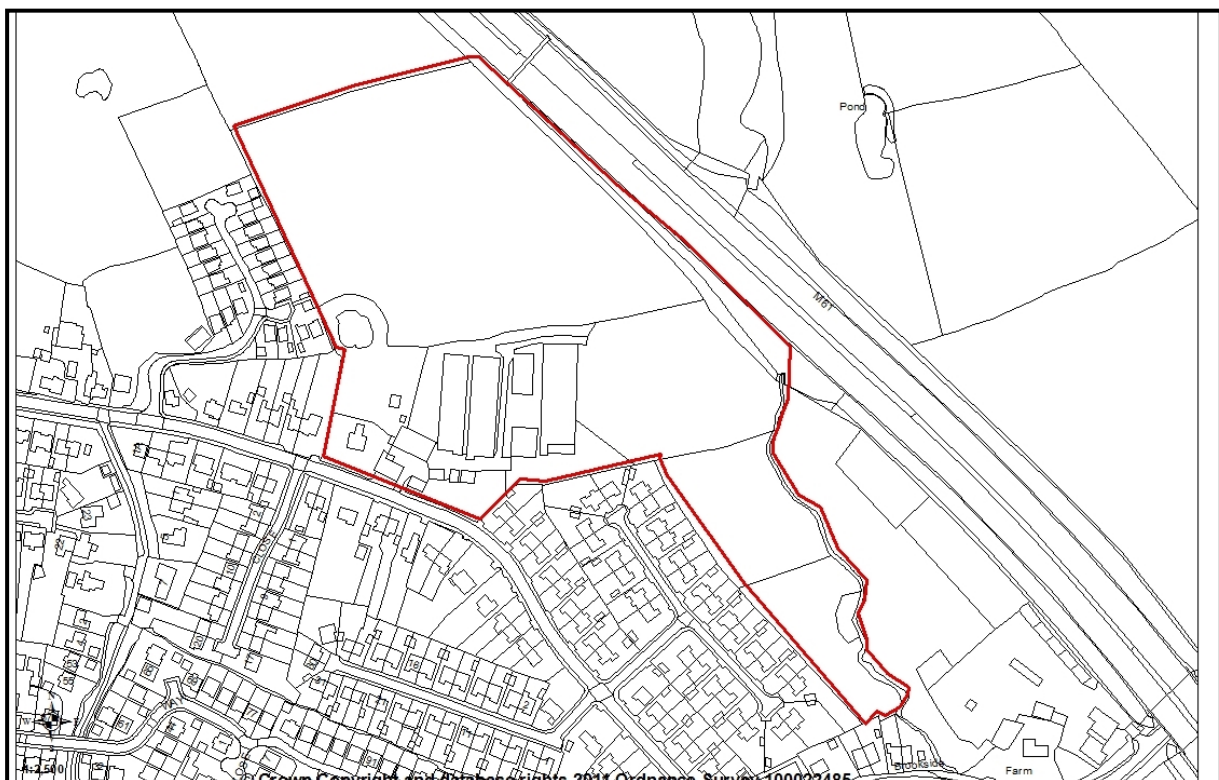
Development Erection of 193 dwellings with associated parking, landscaping and public open space with access off Brindle Road following demolition of Grey Gables Farm and associated buildings (Amended Plans)

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 successful completion of the Section 106 Agreement to secure the provision of on-site affordable housing, and commuted sums for off-site highway improvements, bus service and public open space.

Officer Name Mrs Janice Crook

Date application valid 06.10.2017
Target Determination Date 05.01.2018
Extension of Time 30.03.2018

Location Plan



1.0 Report Summary

1.1 The application is for a residential development of 193 dwellings on part of the allocated housing site known as Site S in the South Ribble Local Plan. Members will recall that a scheme on the adjacent parcel of Site S for 261 dwellings was refused by the Planning Committee on 15 November 2017 as it was considered the proposed site layout was of poor design that failed to respect the character and appearance of the area; that the site access would have a detrimental impact on the residential amenity of the occupants of the properties opposite; that the site layout failed to provide adequate on-site car parking and that there was insufficient buffering to the M6 and M61 motorways.

1.2 There was much debate at the planning committee meeting in November over the number of dwellings proposed for that scheme when considered against the number specified in Policy D1 of the Local Plan. The Local Plan gives the estimated number of dwellings for the whole of Site S at 250. However, the refused application together with this current application would have resulted in 454 dwelling on the site. Clearly this current application is within the estimated number of 250, albeit for just part of the housing allocation.

1.3 The test as to whether a site can accommodate more dwellings than the number estimated in the Local Plan is its compliance with other relevant planning policies. It is officers' view that the proposal is in accordance with relevant planning policies. All the normally required spatial separation distances to existing properties and within the site itself are achieved. The open space provision is in accordance with the requirements set out in open space policies and the Open Space and Playing Pitch Supplementary Planning Document by provision either on-site or through commuted sums secured through a Section 106 Agreement. Parking provision accords with the adopted standards.

1.4 One area where the proposal falls below policy requirements is the provision of 22.5% affordable housing. The normally required level for affordable housing is 30% but in this case the affordable housing scheme presented by the applicants will meet local housing need; provides security that the scheme can be delivered and has the added benefit of the assurance of Great Places, the Registered Provider, who support for the scheme. On balance it is considered that it is preferable to accept a scheme for 22.5% affordable that can be delivery rather than insist on a scheme that may not be deliverable. This is explained fully in the 'Affordable Housing' section of the report below.

1.5 The application site would also provide a significant number of residential dwellings, including 13 bungalows, 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.

1.6 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. However, Lancashire County Council Highways have no objection in principle to the application, providing a number of measures are secured to promote the site's sustainability. 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.

1.7 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 on balance 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.

2.0 Site and Surrounding Area

2.1 The application site is part of a larger site allocated for residential development in the South Ribble Local Plan under Policy D1 site S. It is approximately 6.4ha in size and is bounded to the north-west by agricultural land, the remainder of the housing allocation; to the east is the M61 motorway with residential properties to the south on Bank Head Lane and to the west on Stephendale Avenue.

2.2 The site is sloped gradually descending from west to east. The area is semi-rural with the adjacent residential areas characterised by bungalows, two and three bed terraced, semi-detached and detached properties.

2.3 Part of the site includes Grey Gables Farm, a former chicken farm which consists of the farmhouse, a number of large chicken sheds and silos. These are all to be demolished.

2.4 There is some tree planting throughout the site which is subject to a Tree Preservation Order. A Public Right of Way runs from Brindle Road, through Grey Gables Farm and along the site's boundary with the residential development known as Cottage Gardens.

3.0 Planning History

3.1 Planning history relating to this site is 07/2017/2609/SCE for a screening opinion for residential development – EIA not required 26/09/2017

3.2 Additionally, there are two planning histories on the adjacent site, also part of the housing allocation Site S:

3.3 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 – refused 11/12/2014

3.4 07/2017/2325/FUL for the erection of 261 dwellings including 30% affordable homes, associated road infrastructure, landscaping and open space following demolition of 215 Brindle Road - refused 16/11/2017

4.0 Proposal

4.1 The application proposes a residential development of 193 dwelling of which 43 would be affordable units, with associated parking, landscaping and public open space with access off Brindle Road following the demolition of Grey Gables Farm and its associated buildings.

4.2 The access to the site will be in the location of the existing access to Grey Gables Farm from Brindle Road. Landscaped open space will be provided in the form of a buffer to the M61 along the eastern boundary and an area to the western boundary where an existing pond is to be retained. Additional landscaping will be provided within the site in the form of hedge, tree and shrub planting.

4.3 The proposed dwellings are a mix of 2-storey and bungalows, 2, 3 and 4 bed dwellings, detached, semi-detached and terraced, as follows:

Market Dwellings

13 Conrad, 2-bed, single storey attached

5 Fairhaven, 4-bed, 2-storey detached with integral garage

35 Oakwood, 4-bed, 2-storey detached with integral garage
21 Weston, 3-bed, 2-storey detached
16 Japonica, 3-bed, 2-storey detached
10 Addingham, 4-bed, 2-storey with integral garage
16 Stirling, 3-bed, 2-storey detached with integral garage
28 Cherry, 3-bed, 2-storey attached
6 Rochester, 3-bed, 2-storey attached

Affordable dwellings

9 Studley, 2-bed, 2-storey attached
5 Cherry, 3-bed, 2-storey attached
25 Chatsworth, 3-bed, 2-storey attached
4 Rochester, 3-bed, 2-storey attached

4.4 Parking is in the form of detached or integral garages, private driveways and parking bays.

4.5 The scheme was amended from the original submission following comments from consultees and a further public consultation event.

4.6 The amendments can be summarised as follows:

- Thirteen bungalows are now proposed as part of the overall housing mix for the site.
- The provision of an acoustic fence and earth bund along the northern boundary to decrease the level of external noise experienced within areas of Public Open Space along this boundary.
- The landscaping strategy for the site has been reconsidered and revised in response to comments from technical consultees and the local community. The amendments made include an increase in the amount of native species-rich hedgerows to be planted, which will encourage wildlife and enhance biodiversity.
- The location and materials of parking spaces along the northern site boundary has been revised to reduce the visual dominance of car parking within the streetscene.
- The width of the internal highway has been increased in a number of locations in response to comments from County Highways.
- The potential for a future vehicular link to wider land to the west of the application site has been incorporated, should it be required in the future.
- The visibility splays at the site access and emergency access from Brindle Road have been amended to reflect the results of speed surveys undertaken in November 2017.
- A private drive was previously proposed from Brindle Road to provide direct vehicular access to Plots 1 – 5. Following discussions with County Highways, it has been agreed that the private drive will now only serve Plots 1 and 2, and only be used for a temporary period in order to provide access to the proposed sales area for the development.

5.0 Supporting Documents

- Design and Access Statement
- Planning Statement
- Statement of Community Engagement
- Affordable Housing Statement
- Energy / Sustainability Statement
- Transport Statement
- Site Waste Management Plan
- Utilities Statement
- Noise Impact Assessment
- Air Quality Assessment
- Archaeology

- Construction Method Statement
- Contaminated Land Report
- Ecology Statement
- Employment Skills Statement
- Flood Risk Assessment

6.0 Summary of Publicity

6.1 238 neighbouring properties were notified, a press notice published and 5 sites notices posted in the vicinity of the site. 61 letters of representation were received, objecting to the proposal on the following grounds:

Land Allocation

- In allocating the land for housing, account was not taken on the health issues
- SRBC urgently need to review the original decision and reverse it, leaving this land as a buffer between two extremely busy, noisy and polluting motorways
- Whole of Site S allocation is for 250 properties
- Number of home proposed on part of the site only
- Number of dwellings for this site has been increase to 360 in the SHLAA without residents being informed
- This has not been open and transparent
- Increase in figure has been brushed under the carpet by the Council
- Appalled at the thought of house building in field to rear of property
- Always led to believe is would not be built on
- Not informed that the land had been released for building
- No real buffer zone to motorway proposed
- Council should act within the guidelines of its own local plan when making a decision on this application and reject the scheme
- SR planning department have been in secret talks with the builders and wonder why they have even accepted these plans
- SR should have the common sense to talk to the people living in the area and not just the money men, the perhaps some sense could be found and a way through the many problems with Site S
- Lack of master planning for site S
- Proposal is for 193 dwellings where 90 would be more appropriate
- Site S is not 22.7ha as land included does not belong there (Jimi Box). The site is 16.02ha and therefore the number of dwellings should also be reduced.
- The need for additional housing is not required as currently there are over 850 houses for sale within a 3 mile area of this site
- Bellway are proposed to build in the 'no-build' zone

Design, Appearance, Residential Amenity

- Design – properties not in keeping with the area
- Too many dwellings for such a small site
- Properties right up to rear boundary creating overlooking issues
- Bungalow in keeping with the semi-rural area would be more tolerable
- Profit hungry submitting plan that is out of character for the area in respect to density and property types
- No existing terraced houses in area
- Site layout of poor design
- Site layout should provide an access to adjacent site
- Cramped layout which would be usually found in an inner city rather than a rural location
- Areas of site will look like car park
- Poor quality plans
- The six 3-storey homes directly to rear of property will result in a huge loss of privacy

- Density of 52 dwelling/ha is unacceptable

Highway Impacts

- Access to the site is on a blind bend
- Amount of traffic in the area and development will exasperate this problem
- Traffic impact on unction of Brindle Road and Bankhead Lane and the level crossing
- Major road alterations are needed to ease problems
- Problems accessing busy Brindle Road from Stephendale Avenue
- Drivers do not adhere to speed limits at present – it's just one big joke to them
- Cumulative impact of traffic from all developments in the area
- Garage located at the front of the site entrance will cause obstructed vision
- Development will be car dependant due to inadequate public transport services
- Garage sized too small to house a car
- Bellway and Network Rail have been in talks about ways to reduce traffic congestion and consider installing traffic lights at the railway crossing. This will cause even greater tailbacks and congestion along Brindle Road
- Council missed opportunity to resolve level crossing problems which the Miller Homes development was approved opposite the Hospital Inn. That site could have been utilised
- Relief road should be built to take traffic from Brindle Road onto Bank Head Lane
- The Travel Plan is completely flawed
- Residents will use Withy Trees Avenue as a rat run

Environmental Impacts

- Impact on Green space and loss of green fields
- Pollution from traffic - Standing traffic on motorways increases pollution
- Noise pollution
- No suitable public open space as majority is adjacent the M61
- Terraced affordable properties along the M61 – it's disgraceful that people who have little choice as to where they live are being housing in buildings that have been positioned specifically to protect the remaining sites from excessive noise and particular pollution. In the pre-application meeting the developer should have been told this would not be acceptable and if they were, the application should be shredded and sent back to them
- Impact on natural watercourse to rear of gardens on Stephendale Avenue
- New housing should be on re-claimed land
- Long term health problems for children living in proposed dwellings
- Lack of attention to energy efficiency or planning for climate change – only 45 dwellings will be fitted with solar panels. Dwellings should be re-orientated to north-south so a greater proportion can be fitted with solar panels.
- Quality of life for existing residents
- Noise in garden areas is 55db which is considered a serious annoyance level. Level up to 60db.
- No consideration of the Marmot objections regarding the health and wellbeing of all families that would occupy this site
- Air quality
- Impact on bats, newts, hedgehog and other species that live in the wood/pond area
- Loss of trees

Other Issues

- Strain on local services
- Lack of school places
- Doctors and dentist facilities in the area
- Sewerage, water and sanitation
- Lack of suitable bus service with on one bus on an hourly service with last bus homes from Preston leaving at 6.30pm

- Bus service was taken away and it's too far to walk to Station Road to catch the bus to either Chorley or Preston
- No bus service at all on Sundays
- Bungalows required for the elderly and infirm members of the community
- Existing residents will become prisoners in their own homes
- Lack of police presence in area
- Flooding
- Electricity supply
- Proposed electricity sub-station
- PROW between rear of properties on Cottage Gardens and site will act as a mean to escape for thieves and be used for people to congregate resulting in security issues
- Who will maintain the ditch and pond?
- Planning department have a duty of care to ensure new housing is suitable for people to live in
- Rented homes not required in this location and should be in town centres. Bette to help first time buyers.
- Loss of open views
- As the farm land is disturbed are part of the development, this will disturb all the rodents which will come to Stephendale Avenue and Brindle Road
- Proposal on a Greenfield site is a negative proposal and does not add any value to the local society
- Lack of consultation and communication by South Ribble

6.2 Following submission of the amended plans, neighbouring residents were re-consulted and an additional 50 letters were received. Many of the comments repeated comments already received in terms of the impact on additional vehicle movement, particularly on the railway crossing; noise; the impact on community services such as doctors; dentist; chemists etc; that it is not in keeping with the surrounding area; density; lack of infrastructure; lack of public transport; lack of POS; surface water flooding. New points of objection are as follows:

- There is no demand for new housing as many properties are for sale in the Brindle Road area
- Informed last year that South Ribble did not have a housing shortage
- Bamber Bridge is merging into Lostock Hall and Penwortham and Leyland is slowing moving its boundaries toward Bamber Bridge from the Wigan Road developments
- The individuality and identity of our communities is being lost
- Loss of agricultural land
- New development should be on brown field sites not green fields
- The amendments to the plans have failed to address the fundamental issue with this application, the housing density is far in excess of that envisaged in the Local Plan.
- The proposal will appear alien and incongruous in what is a prominent semi-rural location on the edge of Bamber Bridge
- If this development is allowed to go ahead which does not accord with the Local Plan questions the fundamental point of having a plan or a planning system in the first place
- 13 bungalows is not enough
- Impact on sewerage and
- Significant investments in the road infrastructure is needed
- Impact on water pressure
- Security to existing properties due to location of PROW
- Impact on health – increase in traffic will cause pollution which impact on asthma sufferers
- The area is being over-populated
- State of road in the area

7.0 Summary of Consultations

7.1 **Environmental Health** have no objections to the proposal subject to the imposition of conditions but comment that the development has the potential to adversely impact on the existing surrounding land use, particularly during the construction phase. They also consider that there will be significant impacts on the future residents in terms of noise and have made a number of comments on this topic which are reported fully in the 'Noise' section of this report. However, Environmental Health do not object to the development on the grounds of noise providing a number of conditions are imposed in respect of the provision of all the acoustic mitigation measures detailed in the submitted acoustic report; that construction of the site be phased so that those properties adjacent to the motorway would offer an acoustic barrier to the rest of the development are constructed first; that the deeds to each property detail the extent of all acoustic mitigation measures employed in the property and that a maintenance plan be submitted detailing how acoustic mitigation measure not linked to individual plots will be maintained for the duration of the development. Environmental Health also require a number of other conditions be imposed in respect of contaminated land; no burning on site; dust; wheel washing facilities; lighting; the hours of construction; the hours of deliveries; invasive species; noise; air quality monitoring; the requirement for Electric Vehicle Recharge points (EVR); Travel Plan

7.2 **Strategic Housing** comment that, whilst Bellway originally proposed an affordable housing contribution of 30% on-site, all units would have been for Discounted Open Market Value (DOMV). Other developers have previously experienced issues where discounted open market value units have failed to sell meaning the fall-back position has had to be implemented resulting in lost opportunity to provide affordable homes on those sites. In view of this, the scheme equating to 22.5% is of similar value to the DOMV model in terms of cost to the developer but provides a more deliverable affordable housing scheme. The affordable housing mix includes two and three bedroom homes available for affordable rent (60%) and shared ownership (40%). This type, tenure and mix of affordable homes meets housing need. Additionally, Great Places Housing Group have been identified as the intended registered provider to acquire the affordable units giving the added confidence on deliverability.

7.3 **Lancashire County Council Highways** initially commented that the development as it stands is unacceptable in terms of site access design and sustainable transport provision. They considered it critical that development related increases in all modes of movement (demand) are suitably considered and appropriately mitigated against and the proposed development satisfies the NPPF foundation of providing for sustainable transport.

7.4 LCC Highways acknowledged that the developer would be expected to support a level of wider strategic infrastructure in South Ribble via CIL contributions. Notwithstanding CIL, as originally submitted LCC could support the application. The Transport Assessment failed to demonstrate the site can provide pedestrian connectivity to integrate with the existing built and proposed environments, nor provide access to and encourage sustainable public transport; hence the development was 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. LCC Highways therefore required a number of amendments to the site layout in respect of pedestrian/cycle connectivity to the adjacent site and to bus stops on Brindle Road; the provision of crossing facilities on Brindle Road; the installation of mobile Speed Indicator Devices (SPiDS); enhanced weight limit signs along Brindle Road and Bank Head Lane; the provision of an additional local bus service; the upgrading to 2 bus stops closest to the site and funding for secure cycle lock parking at Bamber Bridge Station. These requirements can be provided through either commuted sums through a Section 106 Agreement or through a S278 agreement with LCC Highways.

7.5 Following LCC Highways comments, amended plans and updated information were provided and LCC Highways were re-consulted. They noted that there is an amended layout plan drawing PL01 Rev AF and a Temporary sales Area drawing SA01 rev E and confirm

they were satisfied that the amended layout has taken on board previous internal highway layout comments.

7.6 LCC Highways comments are reported fully in the body of this report in the sections 'Local Highway Authority'; 'Highway Impacts'; 'Access'; 'Parking'; 'Sustainable Transport'; Travel Plan and Public Rights of Way' sections of this report.

7.7 **Highways England** comment that, given that the site lies adjacent to both the M61 motorway, they recommend that conditions are imposed should permission be granted, in the interests of preserving the safety and integrity of the Strategic Road Network. However, in considering the requirements of the requested conditions, 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.

7.8 **Network Rail** object to the development as the line operates passenger services between Blackpool and Colne; services from Blackpool to Leeds/York, and also has freight services. The current train services may potentially increase in the future if the train operators or freight operators apply to run more services. These additions, would impact on the barrier down time which may impact on queuing time. Additionally, the Transport Assessment relies on survey data from 4-5 years ago and it should reflect the existing conditions. Network Rail believes that the Transport Assessment does not fully represent the day to day issues in the Bamber Bridge area around Hospital Level crossing. Network Rail believes that the Transport Assessment should be reviewed in light of the issues raised by them.

7.9 A second response from Network Rail was received, commenting on the recently refused application on the adjacent site by Persimmon Homes. Whilst the application was refused at the committee stage, a condition was proposed to require the applicant to fund a signalised junction at Brindle Rd/Bank Head at the railway crossing. There would also have been a requirement for better weight limit signage, amongst other highways improvements.

7.10 Network Rail believes that there is a need for the signalised junction improvements as a result of the cumulative impact of developments. However, following discussions with LCC Highways and the developer, it has become apparent that this signalised junction requested by Network Rail is not considered appropriate in highway terms. This is discussed further in the 'Network Rail' section of this report.

7.11 **Public Rights of Way Officer** was consulted but made no response.

7.12 **Local Lead 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 and recommend refusal of planning permission until further information had been submitted. The LLFA then go on to outline how the developer could overcome the objection by submitting information which demonstrates how surface water will be managed on site.

7.13 As a result of the LLFA's initial comments, further information was submitted and the LLFA reconsulted. The LLFA confirmed that they withdraw their objections and the development will be acceptable subject to the inclusion of three conditions in respect of the submission of an appropriate surface water drainage scheme; the submission of a surface water management and maintenance plan and that no occupation of the development can take place until the SUDS is completed in accordance with the agreed measures.

7.14 **Environment Agency** comment that the type of application is not listed in the 'When to Consult the Environment Agency' document or in the Development Management Procedure Order 2015 / General Permitted Development Order 2015 and therefore have made no comments.

7.15 **United Utilities** require conditions be imposed to ensure that the drainage for the development is carried out in accordance with principles set out in the submitted Flood Risk Assessment (Ref No. P2376, Dated September 2017) which was prepared by Avie Consulting. Additionally, without effective management and maintenance, sustainable drainage systems can fail or become ineffective and therefore recommend the inclusion of a condition regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

7.16 United Utilities also 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.

7.17 The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

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

7.18 The purpose of the planning system is to help achieve sustainable development. This includes securing the most sustainable approach to surface water disposal in accordance with the surface water hierarchy.

7.19 The 'Flood Risk and Drainage' section of this report contains further details on flood risk and drainage where the comments of the LLFA and UU are more fully discussed.

7.20 **GMEU Ecology** considered the submitted Ecological Assessment and Landscape Plan and comment that The Ecological Assessment (the Report), appears to have used reasonable effort to assess the habitats on site and their suitability to support protected species. A number of specific surveys were undertaken for Bats, Reptiles and Amphibians. The Report concludes that there are some habitats of value (NERC 2006 Habitats of Principal Importance) on the site such as a pond supporting breeding common toad; Broad-leaved woodland; Hedgerows and the watercourse on the south-eastern boundary,

7.21 GMEU Ecology also made a number of comments in respect of the landscape and biodiversity measures to be secured either by condition or by amendments. In conclusion they consider that the application is supported by sufficient detail to enable to proposal to be forwarded for determination in relation to biodiversity. However, it was initially recommended that the landscape scheme needed further adjustment which the applicant addressed with the submission of an updated plan and landscape specification. GMEU also make recommendations for conditions to ensure that the site is cleared and prepared for development in a manner which would not inadvertently infringe wildlife legislation and a number of improvements can be made to the proposal to ensure no net loss of biodiversity. These matters are discussed further in the 'Biodiversity' section of this report.

7.22 **Arboriculturist** initially made a number of comments and requested changes in the landscaping scheme in respect of the types of species of some of the tree planting. As a result the landscaping plan was amended and the Arboriculturist confirmed that he had no objections to the new landscaping scheme and welcomed the changes by the developer.

7.23 The Arboriculturist also made a number of recommendations: that trees should be planted in accordance with BS 8545 2014; that the protective fencing identified within the development should be erected in accordance with BS5837 2012 prior to development commencement and remain in-situ throughout the development; that an inspection

programme of the protective fencing should be established and recorded by the arboricultural consultant as part of their overall site monitoring; that permission for access into the RPA would need to be agreed in writing with the local authority prior to entry; that all newly planted trees should have a replacement condition attached for replanting on a like for like basis for a minimum of five years and that no machinery, tools and equipment should be stored within the RPA of any trees on site. These requirements are discussed further in the 'Trees' section of this report and can be secured by a conditions.

7.24 **Lancashire Archaeological Advisory Service (LAAS)** comment that The Archaeological Desk Based Assessment accompanying this application indicates that the site has low potential for evidence from the prehistoric, Romano-British and early medieval periods, low to moderate potential for the medieval and post-medieval periods and high potential for the modern period. The report goes on to say that there are no designated heritage assets within the site or the wider study area. The most significant finding was a series of earthwork features that are thought to be former field boundaries and would likely be removed wholly or in part by the scheme of works.

7.25 Notably the report states that the site has remained largely undeveloped up until the present day, adding that the fields were last ploughed in the 1960s and have not been subject to the extensive mechanical ploughing techniques of modern farming, indicating that any potential sub-surface archaeology would not have been impacted by the ploughing normally associated with arable fields.

7.26 LAAS therefore recommend that, should the Local Planning Authority be minded to grant planning permission for this scheme, LAAS would recommend a phased programme of archaeological work. This should be carried out prior to any development of the site and secured by condition. This is reported more fully in the 'Archaeology' section of this report

7.27 **Police Architectural Liaison Officer** makes comment in respect of the site layout; physical security; Secured by Design; boundary fencing and access control; lighting; and vehicle security. They also made additional comments in respect of the Public Right of Way. The requirements measures and comments regarding the PROW are reported more fully in the 'Crime and Disorder' section of this report and the requested measures can be incorporated into the development during the construction phase.

7.28 **Ramblers** have not responded.

7.29 **Campaign to Protect Rural England (CPRE)** strongly object to the scheme due to the density of the development and its lack of conformity with the surrounding built environment; lack of green infrastructure; lack of acceptable public open space by virtue of its placement adjacent the M61 motorway and the consequent impact of noise and pollution on the health of future residents; the substantial deleterious effect on traffic along Brindle Road and the impact on local residents; the unsustainability of the proposed development' its non-compliance with the NPPF, the Local Plan, along with supporting SPDs and especially the Central Lancashire Design Guide.

7.30 **Lancashire County Council Education** is responsible for the provision of school places across the 12 county districts. The county has been facing significant increases in the birth rate at the same time as capital funding from the Department for Education has been significantly reduced. In accordance with Lancashire County Council's 'Strategy for the Provision of School Places and Schools' Capital Investment', where the growth in pupil numbers is directly linked to housing development and existing school places are not sufficient to accommodate the additional pupils, Lancashire County Council will seek to secure developer contributions towards additional school places. This is discussed in the 'Education' section of this report.

8.0 Policy Considerations

8.1 **National Planning Policy Framework** - 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"*.

8.2 **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.

8.3 **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.

8.4 **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."*

8.5 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.

8.6 **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.

8.7 **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;

8.8 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*.

9.0 **Central Lancashire Core Strategy**

9.1 **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.

9.2 **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.

9.3 **Policy 4: Housing Delivery** provides for and manages the delivery of new housing. Within South Ribble, 417 dwellings are required pa.

9.4 **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.

9.5 **Policy 7: Affordable & Special Needs Housing** provides for the sufficient provision of affordable and special housing to meet local needs. For sites in the urban areas, 30% affordable housing will be provided subject to financial viability.

9.6 **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.

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

9.8 **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.

9.9 **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.

9.10 **Policy 26: Crime & Community Safety** requires that developers consider the inclusion of Secured by Design principles in new developments.

9.11 **Policy 27: Sustainable Resources & New Developments** requires new development to incorporate sustainable resources through a number of measures.

9.12 **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.

10.0 Central Lancashire Supplementary Planning Documents

10.1 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.

10.1 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.

10.2 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.

11.0 South Ribble Local Plan

11.1 **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.

11.2 **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 indicates at paragraph 7.52:” *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.*”

11.3 **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.

11.4 **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.

11.5 **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.

11.6 **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.

11.7 **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.

11.8 **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.

11.9 **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..

11.10 **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.

12.0 Local Plan Allocation Background

12.1 The principle of residential development on this site was established during the Local Plan process. The adoption of the Local Plan was a long process which was extensively publicised. Details of the Local Plan adoption process are contained in the Local Plan on pages 4 – 7. Residents had the opportunity to comment on the allocation of each site at 5 different milestones in the Local Plan process. Records show the following:

- Issues and Options – 4 responses related to this site from local residents:
- Preferred Options - 7 responses related to this site from local residents:
- Publication - 22 responses related to this site from local residents:
- Submission - 11 responses related to this site from local residents;
- Modifications - 3 responses related to this site from local residents;

12.1 The Partial Version of the Local Plan was adopted for Development Management purposes in November 2013 with full adoption being July 2015. Members unanimously voted for the Local Plan to be adopted. Clearly it was during the Local Plan process that residents and Members should have raised their issues with the allocation of this site for them to be duly considered. Consideration of a planning application is not the appropriate forum to question the allocation of this site for residential development.

12.2 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.**"*

12.3 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.

12.4 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 Assessment 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.

12.5 There have also been a number of objections to this application in respect of the site area of Site S. Residents consider that the site area of 22.7ha for site S given in the Local Plan is inaccurate as it includes land which is not deliverable - land known as Jimi Box, and a more accurate site area would be 16.08ha. Residents also consider that the density of the development should be calculated as a net figure not including the open space and buffer to the motorway rather than a gross figure. However, for the purposes of calculation density, the gross figure is always used. Additionally, all monitoring carried out by the Council uses a gross figure and consistency results in the ability to compare the densities of other development in the area.

12.6 Given that the application relates to part of an allocated housing site which has gone through a robust process and consultation prior to adoption, this planning application must be considered in terms of its compliance with the relevant planning policies, listed above, and particularly Policy G17 to determine whether the proposal and particularly its density is acceptable or not. 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.

13.0 Preston, South Ribble and Lancashire City Deal

13.1 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.

13.2 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.

13.3 City Deal is funding the Bamber Bridge centre improvements to the benefit of the local residents and has and will fund projects throughout the borough to the benefit of all residents.

14.0 Community Infrastructure Levy (CIL)

14.1 This residential development for 193 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 £776,126.36. 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.

14.2 Projects in the Bamber Bridge area on the CIL 123 list includes Cycle ways around Bamber Bridge and links to Preston together with the improvement to Bamber Bridge Centre.

15.0 Material Considerations

15.1 Highway Background

15.2 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....."*

16.0 Local Highway Authority

16.1 Lancashire County Council as Local Highway Authority (LHA) 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.

16.2 It is clear that this site is just one of a number of potential sites seeking to come forward in this area of 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 (or at least maximise) planned growth.

16.3 The additional vehicles generated by this proposed development will result in higher flows on the existing network. It is noted that the location of this site is on the edge of the current built environment and therefore, if supported and delivered, will require a suitable approach to ensure the successful delivery and continued maintenance of infrastructure and other measures to best integrate the site, with its constraints, to the existing community (which is partially rural) 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 highway conditions 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 Masterplan.

17.0 Highway Impacts

17.1 The issue of traffic and its impact on the surrounding area, and particularly on the railway crossing, is one of the main points of objection which neighbouring residents have raised. Residents consider that major road alterations are needed to ease problems. For example, one resident considers that the Council missed the opportunity to resolve the level

crossing problems when the Miller Homes development was approved opposite the Hospital Inn. That site could have been utilised. Another suggestion is that relief road should be built to take traffic from Brindle Road onto Bank Head Lane.

17.2 Network Rail has reviewed the Transport Assessment submitted with the application and comment on a number of points – (1) The Transport Assessment states, “2.2.3 A railway line, predominantly used by passenger services between Blackpool and Colne crosses Brindle Road to the south-east of the site. It crosses Brindle Road via a CCTV controlled level crossing close to the Brindle Road/Bankhead Lane junction.”

17.3 Network Rail would point out that the document refers to the line between Blackpool and Colne. This line also provides services from Blackpool to Leeds/York, and also has freight services. This information is based on current train services which may potentially increase in the future if the train operators or freight operators apply to run more services. These additions, would impact on the barrier down time again which may impact on queuing time.

17.4 Therefore the council and the applicant should be aware of this and the Transport Assessment should consider the impacts of the cross country services and freight services.

17.5 (2) The Transport Assessment states, “6.3.4 The above surveys were undertaken on Thursday 27th June 2013 and have been deemed acceptable for use by LCC.” Information on the impact of traffic on Brindle Road and the surrounding area including the level crossing should reflect existing conditions and not data from 4-5 years ago. Network Rail highlight the following planning applications in the Bamber Bridge/Brindle Road area which have been notified to them since 2013:

- 07/2013/0127 – 42 dwellings Bamber Bridge
- 07/2014/0204 – 306 dwellings Bamber Bridge
- 07/2014/0026/FUL – convenience store Bamber Bridge
- 07/2015/0797/FUL - vehicle hire and valeting Bamber Bridge
- 07/2016/0690/REM – 188 dwellings Bamber Bridge
- 07/2017/2325 - 261 dwellings Bamber Bridge

17.6 Bamber Bridge, around Brindle Road and Hospital Level Crossing, has seen significant proposals for development with the proposal from Persimmon Homes (07/2017/2325) for 261 dwellings currently under consideration.

17.7 The total number of dwellings proposed in the Bamber/Brindle Road area (which Network Rail is aware of) is 797, with the 193 dwellings of this proposal totalling 990. Whilst the proposal for 306 dwellings was refused – the total number of dwellings in the area including the applications already granted approval, the pending decision Persimmon scheme and this proposal provides a total of 684 dwellings in the area since 2013. Therefore using data from 2013 is not appropriate, given the level of development in the area.

17.8 (3) The Transport Assessment states, “10.1.8 Based on the above, it is conclusion of this report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.” Network Rail is aware of highway issues along Brindle Road, where the level crossing interfaces with the highway. Queuing is an issue and when vehicles are queuing, drivers have pulled out and tried to overtake traffic often approaching another car head on – usually directly opposite the level crossing.

17.9 As a result of these points, Network Rail believes that the Transport Assessment does not fully represent the day to day issues in the Bamber Bridge area around Hospital Level crossing and consider that the Transport Assessment should be reconsidered in light of the issues raised above.

17.10 However, the use of the 2013 surveys was considered appropriate by LCC Highways. Additionally, the TA used the appropriate growth factors to increase the 2013 flows to 2023 levels (the forecast year of completion of the development) and it then also added in three recently consented residential schemes for robustness - Wesley Street Mill, Arla Foods and the Miller Homes site at the Hospital Crossings.

17.11 Bellway and Network Rail held a meeting on 13th December 2017 to discuss ways to reduce traffic congestion which is caused when the crossing barriers are down. Network Rail consider installing traffic lights at the railway crossing would be a solution and the applicant was willing to pursue this, and in fact drew up plans of the proposals. However, following a meeting with LCC Highways, they reported this would not be acceptable from a highway point of view and will cause even greater tailbacks and congestion along Brindle Road. Therefore the introduction of traffic lights is not now being pursued by the developer. LCC Highways have requested funding for safety improvement markings at the junction and these will be provided and as shown on drawing number SCP/17246/F03 and will be progressed through a S278 Agreement.

17.12 Clearly there are traffic congestion problems caused by the Hospital Inn Level Crossing when the barriers are down and Network Rail are seeking ways to resolve these issues and funding from developers to facilitate appropriate measures. It must be noted however that Network Rail were consulted on all stages of the Local Plan process which resulted in the site being allocated for housing and made no comments in respect of this site which would have been the appropriate time to raise such issues. Also, LCC Highways are the relevant highway authority and have not raised objections on these grounds. CHECK

18.0 Access

18.1 The proposed vehicular access to the site will be taken directly from Brindle Road, utilising the existing access to Grey Gables Farm. The site access provides a 5.5 metre carriageway with 2 metre footways on both sides continuing through the site. Visibility splays of 2.4 metres by 43 metres are indicated on the plans. However, LCC Highways initially commented that the applicant did not appear to have collected traffic speed readings on Brindle Road to demonstrate the suitability of the proposed splays. The visibility splays should be based on Manual for Streets (MfS) calculations for an 85% percentile speed of traffic on Brindle Road. LCC Highways consider the geometric design of the junction is acceptable, but the developer needs to prove that the proposed visibility splays are commensurate with the 85% percentile speed of traffic on Brindle Road. They also comment that there is a telegraph pole in the vicinity of the site access and this should be included on amended plans with the vision splays based on the 85% percentile speed. Any telegraph pole should be located behind the footway.

18.2 The application also proposes a private access off Brindle Road serving Plots 1 and 2, to facilitate the initial sales office and will be accessible separately from the main access. However, LCC Highways initially commented that the layout indicates a private drive that serves plots 1-5 off the main estate road. The considered it was not clear if the proposed direct access from Brindle Road will only be for the operational sales office and then closed when the sales office use ceases. LCC Highways do not want this driveway having a permanent direct access to Brindle Road and required clarification.

18.3 Further the visibility splay from this access to the north is not proven, drawing no. 1401-F01 Rev E fails to include detail of the site frontage; to the north of the site the existing footway is narrow and there is a telegraph pole close to the carriageway. The developer must demonstrate adequate visibility for any access at this point to be acceptable.

18.4 Following LCC Highways comments, the applicant's Transport Consultants confirmed that that speed surveys were carried out using Automatic Traffic Counts on Brindle Road and covered the period between 8/11/2017 and 13/11/2017. The results were provided to LCC Highways and the visibility splays amended to 2.4m by 54m to the west and 2.4m by 51m to

the east as per the Manual for Streets requirements. These amended visibility splays were shown on drawing number 1401-F01 Revision F. Additionally, a Temporary Sales Area drawing SA01 Rev E. LCC Highways confirmed they were satisfied that the amended layout had taken on board previous internal highway layout comments. With regard to the proposed temporary sales area, LCC Highways confirmed that a direct vehicular access from Brindle Road to the sales area (compromising Plots 1 and 2) is acceptable as a temporary measure during use of the sales area. When the temporary sales area ceases, the direct access should be closed and access to Plots 1 – 5 taken via a private drive from the internal estate road. This requirement can be secured by way of a condition.

18.5 A further 4m wide emergency access is proposed in the south-eastern corner of the site, on the route of the existing PROW adjacent to 267 Brindle Road. LCC Highways have no objections to the principle of an emergency access, which would need measures to prevent non-emergency use by vehicles. The layout would appear to indicate bollards but these would need to be of a type acceptable to the emergency services. The applicant's Transport Consultant confirmed the bollard details would need to be agreed with the emergency services and have contacted the Lancashire Fire Service. This requirement can be secured by way of a suitably worded condition.

18.6 It is proposed that the emergency access will also act as a shared pedestrian/cycle link, which may reduce walking times for some residents depending on their destination. The main point of pedestrian and cycle access will be from the site access junction on Brindle Road.

18.7 In keeping with the full site allocation the development site should include linkage for vehicles and pedestrian/cycles to the adjoining part of the site. This requirement can be secured by way of a condition to ensure the site provides unfettered access to the adjacent site.

19.0 Parking

19.1 Parking for the development is in the form of single detached garage with internal dimensions of 3m by 6m or integral garages with dimensions of 5m by 2.5m. Dwellings have private driveways or parking bays to the front with some parking provided within the open space buffer to serve plots 107, 110, 112, 114, 115, and 116.

19.2 LCC Highways initial comments in respect of parking provision was that four dwelling types had integral garages of only 5m x 2.5m. When these below standard size garage are discounted as parking spaces none of the four house types provide acceptable levels of parking. This effects a total of 71 properties and additional parking should be provided to compensate for the substandard integral garages.

19.3 Following LCC Highways response, the driveways to plots with integral garages were widened to provide the required number of parking spaces. Therefore the affected plots have sufficient parking provision as per the adopted standards without the need to count the garages. The proposal is therefore policy compliant in terms of parking provision. Additionally, LCC Highways have confirmed that they are satisfied that the amended layout has taken on board previous internal highway layout comments.

20.0 Sustainable Transport

20.1 LCC Highways initially made a number of comments in terms of the site's sustainability. They commented that there are existing footways on either side of Brindle Road but these are of variable width and not directly linked to the proposed development except from the main entrance. This restricts pedestrian penetration into the development and increases the length of pedestrian journeys. The access route that is available does not link to the expected desire lines such as retail etc in Bamber Bridge and bus stops on the south side of Brindle Road. Additionally, there are no crossing facilities available in the vicinity of the desire lines. Both of these factors will increase the predisposition to use the car

rather than sustainable modes. Therefore LCC require crossing facilities on Brindle Road to improve the sustainability of the development and the installation of mobile Speed Indicator Devices (SPiDs) to moderate speeds along Brindle Road both in the vicinity of the site/crossing and the approach to the junction with Bank Head Lane and the level crossing and enhanced weight limit signs along Brindle Road and Bank Head Lane to remove the number of unsuitable vehicles using the route, these are to help with safety issues.

20.2 The site is served by one public bus service 113. The service is run by Stagecoach and is hourly starting at approximately 07:04 with the last bus leaving Preston at 18:30, with no evening or Sunday service. 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.

20.3 The closest bus stops are within 400m of the centre of the proposed site, but these distances can more than double from the more outlying points of the development and areas that are not directly connected to the access by pedestrian footpaths. The 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, LCC Highways recommend that the developer provide the following:

- That the 2 bus stops closest to the site (one in each direction) should be upgraded to Quality Bus standard.
- S106 funding to support the daily daytime bus services, restoring a Monday to Saturday half hourly daytime service (currently only an hourly service. This should be proportionate between the two parcels of Site S
- Bamber Bridge Rail Station is approximately 1.6km via PROW footpaths or 1.9km 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 interval provided by rail services from Bamber Bridge. Therefore LCC Highways request that the developer fund secure cycle locker parking provision at Bamber Bridge Station to encourage the use of the station for commuting/education trips.
- The existing footway on the site frontage narrows to the north of the site and the developer should provide an uncontrolled pedestrian crossing point on Brindle Road. This should be along desire lines between the proposed development entrance and the west/north bound bus stop, and routes to retail, education and employment opportunities in Bamber Bridge.

20.4 The developer has agreed to either pay a commuted sum for these measures or they would be secured in a Section 278 Agreement with LCC Highways. The developer also sought further details from LCC Highways on the provision of daily daytime bus service funding. LCC Highways confirmed they have discussed additional services to specifically serve the site with Stagecoach. The requested developer funding is required for an additional hourly service to both Bamber Bridge centre and Preston City centre, and not additional provision on the existing hourly 113 Preston-Wigan service. The intension of the requested developer funding is to provide a reliable hourly 'local' service that would supplement the existing hourly 113 Preston-Wigan service; to restore a Monday to Saturday half hourly daytime service at the site to encourage resident to use public transport as an alternative to using the private car, thus making the site more sustainable.

20.5 The funding for this bus service would be secured through the Section 106 Agreement with the total amount of the commuted sum being proportionate between the two parcels of the site. The applicants have agreed to pay County Highways request for two years funding amounting to £300,000

21.0 Travel Plan

21.1 A Framework Travel Plan dated September 2017, by Croft Transport Solutions was submitted with the application and this has been considered by LCC Highways. They

consider the Framework Travel Plan is acceptable at this stage, commenting that for a development of this size, LCC would normally request a contribution of £12,000 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 will include reviewing:

- Annual surveys
- Progression of initiatives / actions plan
- Targets

21.2 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

21.3 Residents have commented that the Travel Plan is completely flawed. However, it must be noted that this is a Framework Travel Plan at this stage with a Full Travel Plan being provided as per LCC Highways comments and can be secured by way of a condition.

22.0 Public Rights of Way

22.1 LCC Highways comment on the Public Right of Way (PROW), stating that the PROW passes through the proposed development site, from Brindle Road FP 133 goes around the east side of the existing farm buildings and then cuts across the site to the Cottage Gardens boundary where it becomes FP 21 and runs north to the north west site boundary. The Transport Assessment fails to mention the PROW, but the Design and Access Statement states the PROW *"will be retained and incorporated into the design proposals. These existing and new pedestrian/cycle footpath links will allow greater connectivity with the wider context and will provide good accessibility for new and existing residents."*

22.2 Although LCC Highways comment that the PROW diversion should be over an adoptable paved/lit route to provide a quality pedestrian route to reflect the D&A statement, it is noted that the applicant is not proposing to divert the PROW but rather incorporate it into the development layout as demonstrated on the site layout plan. The PROW runs along the rear of properties on Cottage Gardens and the proposed site layout will result in the PROW being between the rear boundary fences of those properties on Cottage Gardens and the new rear boundary fences of plots within the development. This is something that neighbouring residents have objected to and also raised as an issue by the Police ALO who makes comments in respect of security: *".... The proposal looks like it will be a narrow, unlit enclosed footpath which could contribute towards an increase in the fear of crime and provide an opportunity for offenders to quickly and easily escape from the development. By enclosing this area with 1.8m high close boarded fencing for the gardens of new properties alongside the existing fencing for houses on Cottage Gardens, it is providing an area with minimal natural surveillance and a setting where intruders would feel comfortable operating. This is not a design that would be recommended in a secure housing development."*

In order to keep people safe and feeling safe and to deter and detect crime I would like the opportunity to discuss this footpath with the developer so that alternatives can be explored or alternatively if the footpath remains as proposed adequate security measures such as lighting, width of the footpath and fencing design can be introduced to manage the risk."

22.3 The PROW is to be 3m wide finished in tarmac for use as a combined footpath/cycleway. A 60cm high native hedge will be planted along the rear boundary fence of existing properties on Cottage Gardens with a mix of 60m high ornamental hedging and boundary fencing to the proposed properties. The comments of the Police ALO were forwarded to the developer for consideration and security measures such as the lighting required by both the Police ALO and LCC Highways can be secured by a suitably worded condition.

22.4 In addition to the on-site PROW, Network Rail have also commented on the potential to divert the Bradkirk Lane Footpath Level Crossing. They have contact Lancashire County Council's Public Rights of Way team who are of the view that a footpath diversion would not be appropriate given the distance to a proposed bridge crossing which had been put forward by Network Rail. However, Network Rail's view is that due to this proposal for an additional 193 dwellings, as well as further site allocations that will lead to a further increase in numbers of dwellings in the area Network Rail would urge Lancashire County Council to reconsider the diversion of the footpath over Bradkirk Lane Level Crossing, to allow it to be closed.

23.0 Relationship to Neighbours

23.1 Due to the site's irregular shape, there are a number of boundaries with adjoining land uses. To the majority of the eastern boundary is the M61 motorway with a commercial site used by Jimi Box self-storage and Rimmer House caravan storage and stay over facility.

23.2 To the lower western boundary are residential properties on Stephendale Avenue. These are true bungalows with a few having introduced accommodation in the roof space. As originally submitted, two storey dwellings were proposed to the rear of these properties. Although orientated so the blank side gable of the proposed dwellings faced the rear of the existing properties, it was considered this would have an adverse impact on the existing bungalows by introducing 2-storey dwellings in relatively close proximity to the rear facing windows and garden area. Therefore it was requested that these plots be changed to true bungalows. This issue is something that neighbouring residents have also objected to and which they raised with the applicant during a public consultation event. As a result the applicant has now amended the scheme and re-orientated some of the dwellings and replaced them with true bungalows. Therefore it is considered the proposal will now have no undue impact on the residential amenity of existing residents on Stephendale Avenue in terms of loss of privacy/overlooking or have an overbearing effect.

23.3 Existing residential properties on Cottage Gardens are located to the site's western boundary. These are two storey detached dwellings. The application proposes two storey dwellings with plots 43 to 48 having their rear elevations facing the rear elevations of the 22 and 24 Cottage Gardens. A spatial separation distance of 22 and 24m respectively is achieved which is above the normally required 21m distance between first floor facing windows. Therefore the proposal is not considered to unduly impact on the occupants of the existing properties in terms of overlooking or loss of privacy.

23.4 Plot 42 has its side gable opposite the rear elevation of 18 Cottage Gardens at a distance of 15m. Plot 42 is to be a Cherry housetype with two first floor windows in the side gable facing. These windows are to a bathroom and en-suite and will therefore be of obscure glazing. As such there will be no overlooking/loss of privacy issues to 18 Cottage Gardens.

23.5 Plot 15 has its side gable opposite the rear elevation of 10 Cottage Gardens at a distance of 16m with a single storey rear element being a distance of 12m. The housetype for plot 15 is the Fairhaven which has no first floor windows in the site gables. The normally required spatial separation distance of 13m is achieved between first floor windows facing a

blank elevation. Therefore there will be no undue impact to the occupants of 10 Cottage Gardens.

23.6 The above assessment of the relationship between existing properties and the proposed development demonstrates that all the normally required separation distances are achieved and therefore the proposal is considered to be policy compliant in terms of overlooking/loss of privacy and will not create an overbearing impact on the existing properties.

24.0 Design, Appearance, Character of the Area

24.1 The proposed dwellings would be constructed in red brickwork or finished in white render. Some dwellings would have tile hanging and with a variety of details including heads and cills. The roofs would be a grey tile with the windows and doors in black upvc and black metal garage doors.

24.2 The layout contains units that will be predominantly two storeys, although some bungalows have been included. The submitted design and access statement indicates that the dwellings have been *“designed with the ethos of a modern version of traditional suburban architecture similar to that already in the area.”*

24.3 The area is characterised by a mix of housetypes ranging from bungalows on Stephendale Avenue, modern detached dwellings on Cottage Gardens, traditional semi-detached dwellings on Brindle Road opposite the site access with some individual styled dwellings and bungalows on the same side of Brindle Road.

24.4 Ten dwellings are proposed fronting onto Brindle Road, either side of the site access. These are a mix of detached and semi-detached with a separate access road to serve these dwellings, either side of the main site access. These will be visible in the existing street scheme with the remainder of the site not being visible in the street scene of Brindle Road.

24.5 Due to the existing mix of property styles along Brindle Road and the limited number of properties visible in that street scene, the design and appearance of the proposed development is not considered to unduly impact on the character and appearance of the area.

25.0 Affordable Housing

25.1 The proposed development offers 43 affordable homes equating to 22.5% of the total number of units. Policy requirement is for new residential development to provide 30% affordable housing. However, whilst Bellway originally proposed an affordable housing contribution of 30% on-site, all units would have been for discounted open market value (DOMV). Other developers have previously experienced issues where discounted open market value units have failed to sell, meaning the fall-back position has had to be implemented resulting in lost opportunity to provide affordable homes on those sites. In view of this, the scheme equating to 22.5% is of similar value to the DOMV model in terms of cost to the developer but provides a more deliverable affordable housing scheme.

25.2 The affordable housing mix includes two and three bedroom homes available for affordable rent (60%) and shared ownership (40%). This type, tenure and mix of affordable homes meets housing need. Additionally, Great Places Housing Group have been identified as the intended registered provider to acquire the affordable units, giving the added confidence on deliverability.

25.3 The Central Lancashire Affordable Housing SPD requires for affordable housing units to be pepper-potted throughout the development. The proposed affordable housing units are located in clusters rather than being pepper-potted. Whilst clustering is the preferred option by registered providers for management purposes and given the size of the development,

clustering is accepted, it would be preferable that dwellings be grouped in small clusters around the site.

25.4 The Central Lancashire SHMA which was finalised in October 2017 identifies a net affordable housing need within South Ribble of 235 units per year. Of this figure, the SHMA suggests 207 units should be for social/affordable rent and 28 units for intermediate use.

25.5 Select Move Information. The following information has recently been taken from the councils 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 1 Bed – 100; 2 Bed – 49; 3 Bed – 27; 4 Bed – 2.

25.6 In addition to the above, when considering recent expressions of interest for properties advertised to let in the Bamber Bridge area through Select Move, two and three bedroom properties have received the most bids. This is demonstrated as follows: 1 bed flat, ground floor – 26 bids; 1 bed flat, first floor – 25 bids; 2 bed house – 92 bids; 3 bed house – 103 bids

25.7 Based on current information from the Council's affordable home ownership interest list, 50% have expressed an interest in shared ownership as an affordable home ownership product. Of this number, 17% of applicants have expressed interest in shared ownership within the Eastern area of the borough of which Bamber Bridge falls. Expression of interest is highest for two and three bedroom houses.

25.8 As this information shows, the affordable housing scheme presented by the applicant will meet local housing need. Therefore it is considered that the provision 43 (22.5%) affordable dwellings is acceptable in these circumstances. There is also the assurance of Great Places, the Registered Provider, who has provided a letter of support for the scheme, commenting “...*Great Places support for the delivery of affordable units as part of Bellway's proposed planning submission at the Brindle Road site, Bamber Bridge. The application details a mix of 43 no. 2 and 3 bed family homes; 26 of which are for Affordable Rent and 17 for Affordable Home Ownership; as shown on the submitted layout (Drawing No 15-081 PL01 Rev AF). Healthy demand has been identified, particularly for the Affordable Rent properties, via the local Choice Based Lettings system which demonstrates a need for 2 and 3 bed housing in the immediate Bamber Bridge area. The proposed scheme is located near to existing stock and will complement the historic and on-going development undertaken by Great Places across South Ribble. As such, the site's location in Bamber Bridge is supported internally by both our Housing Services and Plumlife Sales teams.*”

25.9 Therefore the proposal to provide 43 affordable dwellings on site is considered to meet the aims of Policy 7 in the Central Lancashire Core Strategy and the Affordable Housing SPD, with the scheme being supported by the Council's Strategic Housing Officer.

26.0 Public Open Space

26.1 All new development should provide green infrastructure and networks as required by Policy G8 and Policy G10 requires that new residential development provides sufficient Green Infrastructure to meet the recreational needs of the development. The main body of public open space for this development is to the eastern boundary, a linear parcel running along the side of the M61 motorway. A number of objections have been received to the location of this area of POS. Whilst it is accepted that this area of POS is not in the best location for use by future residents of the development, the area does provide a visual break to the motorway by providing an amenity greenspace between the development and the motorway. The purpose of amenity greenspace is to provide for informal activities close to home or work or enhancement of the appearance of residential or other areas. It is considered that this area achieves this aim in that it can be used for informal activities and provides a visual break to the motorway.

26.2 A second area of POS is provided around an existing pond which is to be retained. This again provides a visual amenity green space. The existing public right of way skirts round the eastern half of the pond and this is to be retained. This will provide for a pleasant outlook for people using the PROW.

26.3 The total amount of POS is in excess of the amount of amenity open space required by Policy G10. In addition, the developers are also provided commuted sums of money for other elements of POS off-site. A sum of £19,493 is to be secured through a Section 106 agreement towards the provision/improvement of equipped children's play space at Withy Grove Park. Whilst Policy G10 normally requires that equipped children's play areas are provided on-site, in this instance, due to the proximity to the 'landmark' playground at Withy Grove Park, the Council's Parks Department have asked for commuted sum in lieu of on-site play equipment which will be spent on the Withy Grove Park play equipment.

26.4 The proposed development is also generates a need to contribute a commuted sum to playing pitches as required by Policy G11. The policy requirement amount is £290,851 with the project identified by SRBC Parks is for drainage improvements to the playing pitches at Withy Grove Park. This project would require a sum of £150,000. In order to comply with the CIL Regulations 2010 and the NPPF, contributions can only be requested where they are:

Necessary to make the development acceptable (i.e. to ensure that future residents of the development have access to sufficient open space and playing pitch provision).

Directly related to the development (i.e. by only requiring contributions where future residents would not have access to sufficient open space and playing pitch provision)

Fairly and reasonably related in scale and kind to the proposed development.

26.5 Whether something is necessary, related and fair is based on reasonable planning judgment. As the scheme identified is for improving local playing pitch provision, comprising of drainage improvement works to three existing football pitches at Withy Grove Park. The cost of these improvement works is estimated to be £150,000. No other projects or improvements works have been identified by SRBC Parks and therefore it must be assumed that the drainage improvement scheme specified will sufficiently mitigate the impact of the proposed development.

26.6 As the Council can only request contributions if they meet the requirements of the CIL Regulations and the NPPF and as the identified project requires a contribution of £150,000 to mitigate the impact of the development in terms of playing pitches consistent with the CIL Regulations and NPPF, then no further playing pitch contributions are being requested.

26.7 In summary, although residents consider that the amount of POS on site is inadequate, this must be balanced against the fact that the developers are providing more than the policy requirement for amenity open space and are providing substantial sums of money towards the other forms of POS that policies G10 and G11 require and to the benefit of existing and future residents.

27.0 Noise

27.1 Due to the application site's location adjacent to the M61 motorway, an environmental noise survey was carried out to determine the existing noise climate from the M61 motorway to enable the calibration of a noise model based on the Calculation for Road Traffic Noise guidance. The model has been used to predict facade noise levels based on the proposed site layout plan along with external noise levels at a 1.5m high grid height to evaluate the impact on gardens and public open space.

27.2 The survey report concludes that acoustic mitigation is required to reduce external and internal noise levels in accordance with the British Standards and the National Planning Policy Framework. With the recommended mitigation in place, the internal noise levels within the habitable rooms of all of the proposed dwellings on the application site will be below the

recommended maximum levels defined in BS: 8233:2014. It also identifies that 98% of the properties on the site will have at least part of the garden / patio where noise levels of below 55dB are experienced. However, a small number of plots will experience external noise levels within gardens in excess of 55dB but none will exceed 60dB.

27.3 Recommendations for external noise levels are taken from the World Health Organisation (WHO) guidelines which states: *'For traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB LAeq,T, with an upper guideline value of 55 dB LAeq,T which would be acceptable in noisier environments.*

However, it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the 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'

27.4 The applicant's highlight one benefit of the scheme is that the delivery of housing on the application site will result in a reduction of the existing noise levels experienced within the rear gardens of dwellings on Cottage Gardens and Stephendale Avenue. It is predicted that a reduction of 5 – 10dB will be achieved.

27.5 The predicted noise levels across the site have been used to determine a glazing strategy based on the proposed site layout and typical house construction types as well as extents and heights of boundary treatments to protect gardens and screening to the public open space areas. It is concluded that suitable glazing and ventilation options are available and these recommendations are based on the derivation of bandings for each house type for suitable mitigation options based on existing environmental noise level conditions. Implementation of the recommended glazing and ventilation strategy will ensure that the internal noise levels are controlled to be less than the recommended limits in BS8233:2014 therefore satisfying local and national planning policy requirements.

27.6 The environmental noise survey was considered by Environmental Health who comment that, during the operational stage of the development the future users are to experience adverse sound levels from the adjacent motorway. As such the submitted acoustic report has identified mitigation measures that need to be incorporated into the development to ensure suitable sound levels are achieved in line with the National Planning Policy Framework (NPPF) and the Noise Policy Statement for England (NPSE).

27.7 Future residents will still be subject to sound levels within garden areas equating to a significant adverse impact on their health. However based on the information provided within the submitted report and the relatively small numbers of properties affected, the report is considered satisfactory and Environmental Health do not object on the grounds of noise, providing a number of conditions are imposed on any permission granted.

27.8 The mitigation measure include a variety of acoustic glazing and acoustic trickle ventilation options for the various property designs on site. These glazing/trickle ventilation options ensure that suitable sound levels are achieved within the habitable spaces of the properties providing windows remain closed (hence the need for the ventilation). This is considered an acceptable solution from an acoustic view point and compliance with the NPPF will be achieved for internal sound levels.

27.9 For external environments the acoustic consultants have suggested a mixture of fencing, brick walls and a barrier along the adjacent motorway. The consultant has stated that a variety of options and barrier heights have been considered, although unfortunately without significant increases in the heights of the barriers no additional substantial and noticeable

difference will be achieved. Environmental Health considered it unfortunate that despite this work being undertaken the results were not included within the submitted report for reference. However, these results have now been forwarded to Environmental Health who confirm they are acceptable.

27.10 The report identifies that the vast majority of the external amenity areas to the proposed properties, ie rear garden areas, will be below the upper limit of 55dB(A), with the majority of these properties having a large part of the area being between 50-55dB $L_{Aeq,16hr}$. Across Lancashire this has been assessed as being equivalent to a LOAEL – Lowest Observed Adverse Effect Level, the level at which some adverse health impacts will be experienced. However it must be noted that in line with the NPPF these properties comply, as the NPPF states development must not result in a **significant** adverse impact.

27.11 Of the 193 proposed properties, the above account for 178 of the proposed properties. Of the remaining properties 5 experience a small slither of the garden area at just above this ($56L_{Aeq,16hr}$), plots 137, 142, 143, 148 and 162. Three properties towards the eastern boundary of the site, plots 163-165, experience sound levels across the majority of the garden of 57-59dB $L_{Aeq,16hr}$. 2 properties to the west, plots 50 & 51 and 5 properties to the northwest, plots 63-67 experience sound levels of up to 57dB $L_{Aeq,16hr}$.

27.12 The above 15 properties will experience sound levels equivalent to a Significant Observed Adverse Effect Level, SOAEL, and therefore theoretically failing the NPPF requirement. It should be noted that guidance within the BS8233:2014 suggests that recommended criteria for external sound levels may be relaxed by up to 5dB $L_{A,16hr}$ when adjoining strategic transport networks for desirable developments considering all other factors. However developments should be designed to achieve the lowest practicable sound levels in these situations.

27.13 Environmental Health consider that future residents will still be subject to sound levels within garden areas equating to a significant adverse impact on their health. However they also comment that the 15 properties, plots 137, 142, 143, 148 and 162 only have a slight slither of the garden area at levels above 55dB and this is considered to be negligible. The two properties to the west, plots 50 and 51 are likely to have an improved situation if the adjacent development to the west comes forward in the future. This leaves the 5 properties to the northwest and the 3 to the east that raise concerns a total of 4% of the properties.

27.14 The submitted report has stated that additional modelling has been undertaken to assess the impact of higher barriers/walls to these properties. It is unfortunate that this information has not been included within the document as requested to provide evidence that the best possible design has been considered to reduce sound levels across the site as suggested within BS8233:2014. However based on this statement and the relatively small numbers of properties affected the report is considered satisfactory and Environmental Health are not objecting on the grounds of noise, providing a number of conditions are imposed should permission be granted. The required conditions are:

- All acoustic mitigation measures detailed in the submitted acoustic report, ref R1336-REP01-PB, dated 7th February 2018 shall be installed prior to the occupation of any plot. Confirmation details of the installation of all mitigation measures for each plot shall be submitted to the local planning authority.
- Construction of the site shall be phased so that those properties adjacent to the motorway, which offer an acoustic barrier to the rest of the development are constructed first (with the exception of show homes). A note shall be included within the deeds to each property detailing the extent of all acoustic mitigation measures (glazing specifications and fencing detail) employed in the property.

- Prior to the commencement of works a maintenance plan shall be submitted to the local planning authority detailing how acoustic mitigation measures not linked to individual plots will be maintained for the duration of the development.

28.0 Air Quality

28.1 An Air Quality Assessment, by Redmore Environmental Reference: 1315r3 Dated 22nd September 2017 was submitted with the application together with a Supplementary Note dated 7th February 2018. The assessment included consideration of the potential for air quality impacts as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site, and a review of pollutant levels across the development site.

28.2 Environmental Health have considered the submitted documents and comment that the development will have a negative impact on air quality within the area as it will generate additional vehicle traffic to the site. The AQA details that the development will not result in an exceedance of the national air quality objective. However in line with the Council's commitment to improving air quality across the borough, the published Air Quality Action Plan and the commitment to encourage alternative fuel uses for transportation a number of conditions are required in respect of Electric Vehicle Recharge Points; the submission of a Full Travel Plan and the requirement for Air Quality Monitoring for 1 year following 80% occupancy of the development

29.0 Crime and Disorder

29.1 The Police Architectural Liaison Officer makes a number of recommendations to be incorporated into the development in respect of the site layout; physical security; Secured by Design; boundary fencing and access control; lighting; and vehicle security, as follows:

- Layout – This is a large housing scheme and should avoid excessive permeability. Interconnecting and hidden footpaths compromise the security of housing developments and benefit intruders. Developments should be designed to make an intruder feel uncomfortable operating in that environment. Link footpaths to other housing schemes provide an offender easy and fast access onto and off the site. A cul-de-sac style arrangement with 1 vehicular entrance route in and out is recommended.
- Physical Security – The external doorsets and windows to be certificated to security standard PAS 24/2012 (16) in accordance with the Building Regulation Approved document Q. This includes any interconnecting doorsets leading to the garages which should be a PAS 24/2012 (16) fire door. All glazing in external doors should be laminated. I would recommend that the glazing in ground floor side and rear windows incorporates one pane of laminated glass, this makes forced entry more difficult.
- Secured By Design - The dwellings should be built to Secured By Design security standards. Secured By Design is the police preferred security initiative that focuses on designing out the opportunity for crime and disorder at new build schemes. This may be by promoting natural surveillance, incorporating good lighting and enhancing physical security features.
- Boundary Fencing and Access Control - The rear and side of the dwellings should be fitted with a 1.8m high fence to prevent casual intrusion into the curtilage of the property. A 1.5m high close boarded timber fence with a trellis topping up to 1.8m high is recommended. This provides security and privacy whilst allowing surveillance over the gardens. A 1.8m high lockable gate should be fitted flush with the front of the building line to restrict access to the rear of the property. The front of the dwellings should have a physical barrier that clearly defines private and public space. This could be a low level 1 metre high, wall, railing or fence arrangement or low growing shrubbery.

- Lighting - The dwellings should be fitted with a low energy dusk till dawn PIR security light at the front, side and rear doorsets. Garages should be illuminated to promote natural surveillance.
- Vehicle Security – Parking for vehicles should be incorporated into the curtilage of the dwellings. The garages should be illuminated with a low energy dusk till dawn security light. Pedestrian access doorsets should be certificated to PAS 24/2012 (16) standards. The vehicle access doorsets should be certificated to LPS 1175 Issue 7 Security Rating 1 or STS 202 Issue 3 Burglary Rating 1.

29.2 The measures can be incorporated into the development during the construction phase.

29.3 The Police ALO also raised an issue with the location of the PROW and this is reported in the 'Public Right of Way' section of this report, above.

30.0 **Flood Risk and Drainage**

30.1 The application site lies within Flood Zone 1 and a Flood Risk Assessment and Drainage Strategy were submitted with the application which considers flooding from other sources such as rivers, tidal, sewers and overland flooding; the potential for the development to increase flooding elsewhere through the addition of hard surfaces and the effect of the new development on surface water run-off

30.2 The FRA concludes that there are no recorded historical flooding events directly affecting the site and therefore the risk of flooding to the site is considered to be low. The FRA does however make a number of recommendations:

- Infiltration soakaways are not appropriate on the development due to clay strata being present.
- Residential Development is classified as "More Vulnerable" and is appropriate under the National Planning Policy Framework on this redevelopment site in terms of Flood Risk in flood zone 1.
- It is recommended that finished floor levels are set at a minimum of 150mm above the lowest existing ground level.
- Reduced flow rate to increase betterment to the downstream system and to ensure watercourse capacity concerns have been managed appropriately by utilising a staged discharge as follows.
 - 1 in 2 yr plus CC – 36.7 l/s
 - 1 in 30yr plus CC – 50.5 l/s
 - 1 in 100 yr plus CC - 54.7 l/s
- Utilising variable Discharge rate of between 36.7 l/s and 54.7 l/s by the use of a single vortex flow control outfall will reduce flows to the watercourse by 60% and therefore no impact on Fowler Brook will be experienced. It should also be noted the proposed discharge rates are below the total sites Greenfield discharge rates further protecting the downstream watercourse capacity.
- The proposed development will not affect flood routing, and as such flows/ flood routing will be maintained as per the pre-development scenario.
- Foul water discharge should connect to the existing gravity system

30.3 The document was considered by the LLFA who initially objected to the proposal due to the absence of adequate information to assess the principle of surface water drainage associated with the proposed development. The LLFA commented that the application lies within Flood Zone 1 defined by the Planning Practice Guidance as having a low probability of flooding. However the proposed scale of development may present risks of flooding on-site and/or off-site if surface water run-off is not effectively managed. The lack of detailed information in relation to surface water drainage meant the LLFA could not assess whether

the development proposal meets the requirements of Paragraph 103 of the NPPF or Paragraph 80 of Section 10 of the PPG in principle.

30.4 The submission of basic information on how surface water is intended to be managed is vital if the local planning authority is to make informed planning decisions. In the absence of detailed information regarding surface water management, the flood risks resulting from the proposed development are unknown and this is therefore sufficient reason in itself for a refusal of planning permission.

30.5 However, the LLFA further commented on how the applicant could overcome their objection by submitting information which demonstrates how surface water will be managed on site, satisfying the principles of Paragraph 103 of the NPPF and Paragraph 80 of Section 10 of the PPG.

30.6 As a result discussions took place between the LLFA and Avie Consulting who undertook the FRA and further details were then submitted and the LLFA re-consulted. The LLFA confirmed they withdraw their objection which is considered acceptable subject the inclusion of three planning conditions in respect of the submission of an appropriate surface water drainage scheme; a surface water management and maintenance plan and that there is no occupation of the development until the SUDS scheme is completed in accordance with the agreed details.

30.7 As the proposals indicate that the applicant intends to discharge surface water into Fowler Brook, under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), they would need consent from the Lead Local Flood Authority to build a culvert or structure (such as a weir) or carry out works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not. Therefore, as a minimum, the applicant will be expected to:

- Carry out studies of the existing culvert/watercourse condition and capacity;
- Undertake an examination of the downstream condition and implications of the development proposal, and;
- Restrict discharge rates so that the peak runoff rate from the development to the ordinary watercourse for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

Therefore the LLFA have advised the applicant's to contact the Flood Risk Management Team at Lancashire County Council to obtain Land Drainage Consent.

30.8 United Utilities also reviewed the Flood Risk Assessment and confirmed the proposals are acceptable in principle, providing the drainage for the development be carried out in accordance with principles set out in the Flood Risk Assessment.

30.9 In order to facilitate sustainable development, in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

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

30.10 The purpose of the planning system is to help achieve sustainable development. This includes securing the most sustainable approach to surface water disposal in accordance with the surface water hierarchy.

30.11 Additionally, UU comment that, without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, they have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. They also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. Therefore they recommend the inclusion of a condition regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

30.12 It is important to explain that the volume arising from surface water flows can be many times greater than the foul flows from the same development. As a result they have the potential to use up a significant volume of capacity in our infrastructure. If UU can avoid and manage surface water flows entering the public sewer, they are able to significantly manage the impact of development on wastewater infrastructure and, in accordance with Paragraph 103 of the NPPF, minimise the risk of flooding. Managing the impact of surface water on wastewater infrastructure is also more sustainable as it reduces the pumping and treatment of unnecessary surface water and retains important capacity for foul flows.

31.0 Biodiversity

31.1 The submitted Ecological Assessment by TEP, Ref 6259.001, dated September 2017 makes a number of recommendations in respect of habitats, amphibians, bats, birds and biodiversity enhancement opportunities. GMEU, the Council's Ecological Advisors have considered the submitted document together with the Landscaping Plan. They confirm the Ecological Assessment, appears to have used reasonable efforts to assess the habitats on site and their suitability to support protected species. A number of specific surveys were undertaken for Bats, Reptiles, and Amphibians. The Report concludes that there are some habitats of value (NERC 2006 Habitats of Principal Importance) on the site including the pond supporting breeding common toad, broad-leaved woodland and Hedgerows. GMEU comment that they would also identify the watercourse on the south-eastern boundary as a feature of value, due to its connectivity to the wider landscape.

31.2 GMEU further comment that a number of buildings and trees have the potential to support roosting bats and Common toad breeds in the pond. Other protected or principal species have been reasonably discounted.

31.3 The report states that Reasonable Avoidance Measures (RAMs) can be used to demolish the building/soft fell the tree and to site clearance. Part of the RAMS includes on-site toolbox talk to staff and contractors, this does not appear in the submitted Construction Management Plan in the education section and this should be amended. CHECK THIS

31.4 GMEU recommend that two conditions are imposed should permission be granted to ensure that RAMs site clearance strategies are submitted and implemented for bats and reptiles/common toad.

31.5 They also comment that the Report identifies Himalayan balsam, an invasive species is present on the site and that a strategy of control should be incorporated within the implementation of the scheme. This should be secured by a condition.

31.6 Policy G16 seeks to protect, conserve and enhance the borough's biodiversity and the NPPF guides planning authorities to seek to achieve no net loss of biodiversity within development proposals and in this respect GMEU consider the proposals need further development. Whilst this is not necessary in the determination of the application, a condition requiring measure to be incorporated either into the landscape scheme or as a stand-alone biodiversity strategy is required. GMEU made a number of comments in respect of the landscape and biodiversity measures.

31.7 Whilst a number of key habitats (pond and watercourse) will be retained within the proposal, there will be loss of the existing hedgerows and some trees. It is unclear from the landscape planting plans how these will be compensated for, as residential hedgerows do not have the same function as native species hedgerow. This should be **clarified** with the developer and agreed with the Authority's own tree officer.

31.8 GMEU welcomes the retention of the pond and 10m stand-off to the watercourse. These features should be retained within the scheme and their removal not be allowed should any amendments post permission be proposed.

31.9 The hedgerow planting appears to be principally within the development and the tree planting to the eastern boundary appears to be limited in scope and does not represent woodland habitat. The planting to the north of the eastern boundary is denser, but is in a rectilinear block with little ecotone to the adjacent grassland. Additionally, the scheme includes non-native species such as holm oak (*Quercus Ilex*) and cherry laurel (*Prunus laurocerasus*) along with privet (*Ligustrum vulgare*), which is not a species which is encouraged in native planting mixes. The use of such species within the residential more ornamental part of the housing development is more acceptable.

31.10 Notwithstanding the comments relating to the tree planting any adjusted landscape scheme should include details of the management regime for the woodland and wildflower grassland and be implemented for a minimum of a 5 year establishment period. This can be implemented via a suitably worded **condition** attached to any permission if granted. The planning authority should ensure that appropriate provision & resourcing is made for the on-going appropriate long term management of features of biodiversity value such as pond management and the cut & lift of the mown grassland arisings.

31.11 It is noted that the pond is in close proximity to a hammer head turning point which leads to pedestrian access to some of the dwellings. It is strongly recommended that the Local Planning Authority seek to achieve the incorporation of an amphibian friendly road scheme in this area (eg off-set gully pots and dropped kerbs) in order to facilitate the retention of the common toad breeding population. This could be achieved via a statement of intent within a **condition** for highways details and materials.

31.12 Additionally, it is recommended that the planting scheme/biodiversity plan incorporates a number of small hibernacula, as these will be invaluable during the period when the new gardens mature and provide additional refugia habitat.

31.13 The Report indicates that bat boxes can be used to compensate for the existing features of value for roosting bats. It is recommended that a **condition** be used to ensure that 10 bat roosting features are erected on buildings and retained trees (approx ratio of 1 box per 20 properties).

31.14 In summary, GMEU consider that sufficient details have been provided to enable the application to be determined in relation to biodiversity. They did however recommend that the landscape scheme be adjusted further. Therefore the Landscape Specification was updated and GMEU were reconsulted and commented further that the quantum of hedgerow had been altered. There is now native hedgerow planting to the west of the footpath, which is welcomed. However there is hedgerow loss to western/southwestern internal corner abutting the properties on Stephendale Avenue. It is unclear why this area of planting has been removed, however, in totality the length of hedgerow and planting specification is better than previous.

31.15 In response to this the applicants confirmed the hedgerow is of poor quality and has little amenity or ecological value. Its removal will be compensated through the provision of new native species rich hedgerows as part of the wider landscaping scheme for the development site.

31.16 GMEU also commented that the Landscaping Specification did not include a management regime for the wildflower seeded areas and it should also include a schedule for management of the pond to be implemented via the managing organisation for the life time of the development. However, the provision of a Landscape Management Plan, to include the wildflower seeded areas and the pond, can be secured via condition.

31.17 GMEU also confirmed that the planting adjacent to the sub-station and the increased diversity on the native hedgerow to the northern boundary are now acceptable. In general terms they consider there is an improvement in the landscaping proposals but require a condition to ensure that the site is cleared and prepared for development in a manner which would not inadvertently infringe wildlife legislation.

32.0 Tree Issues

32.1 The Council's Arboriculturist initially made a number of comments in respect of the Landscaping scheme:

- Quercus ilex should not be planted on this development as this is recognised as an invasive species which offers little benefit to the natural environment. Where Quercus ilex is identified or planting, this should be substituted for Quercus robur or Quercus petraea
- Sorbus aucuparia should not be planted on the northern and eastern boundaries as this is a relatively small tree which does not fully utilise the space available on this development. Instead larger native broadleaf deciduous trees such as Beech, Hornbeam and Oak should be utilised.
- The amount of 14-16 trees should be increased dramatically along the northern and eastern boundaries. A large amount of open space is available for planting here and should be utilised accordingly. The number of heavy standards should at least be doubled to mitigate tree loss and enhance green infrastructure in accordance with policy G7 of the local plan.
- There should be increased planting around the pond area, at the frontage of plots 89-92 tree numbers should be increased and consist of fastigate form trees as opposed to broader canopy oaks currently identified for planting.
- Tree selections for the frontage of properties are not acceptable given their limited amenity value to the development. The usage of two species, Laurel and Privet offer little biodiversity and should be replaced with a selection of broadleaf deciduous fastigate form trees suitable for planting in the urban environment.
- Laurel and privet species should be removed from the woodland planting area on the north eastern boundary and be substituted with native deciduous broadleaf species which offer a more suitable natural habitat for local wildlife.

32.2 As a result of the Arboriculturist's comments, the landscaping scheme was amended and he confirmed that he had no objections to the new landscaping scheme and welcome the changes by the developer. However, the Arboriculturist made comment on a couple of errors on the planting schedule listed in the landscape specification. The Landscaping Schedule was updated accordingly and the Arboriculturist confirmed this was now acceptable.

32.3 Finally the Arboriculturist requires conditions be imposed to ensure that trees should be planted in accordance with BS 8545 2014; that protective fencing should be erected in accordance with BS5837 2012 prior to development commencement and remain in-situ throughout the development; that an inspection programme of the protective fencing should be established and recorded by the arboricultural consultant as part of their overall site monitoring; that permission for access into the RPA should be agreed in writing with the local authority prior to entry; that all newly planted trees should have a replacement condition attached for replanting on a like for like basis for a minimum of five years and that no machinery, tools and equipment should be stored within the RPA of any trees on site.

33.0 Archaeology

33.1 The Archaeological Desk Based Assessment submitted with this application has been considered by Lancashire Archaeological Advisory Service (LAAS) who comment that the Assessment indicates that the site has low potential for evidence from the prehistoric, Romano-British and early medieval periods, low to moderate potential for the medieval and post-medieval periods and high potential for the modern period. The report goes on to say that there are no designated heritage assets within the site or the wider study area. The most significant finding was a series of earthwork features that are thought to be former field boundaries and would likely be removed wholly or in part by the scheme of works. Notably the report states that the site has remained largely undeveloped up until the present day, adding that the fields were last ploughed in the 1960s and have not been subject to the extensive mechanical ploughing techniques of modern farming, indicating that any potential sub-surface archaeology would not have been impacted by the ploughing normally associated with arable fields.

33.2 LAAS therefore recommend that a programme of archaeological investigation, as suggested in section 7 (Conclusions) of the Assessment, is undertaken. In addition to the recommended limited trial trench evaluation, LAAS also recommend that the field investigation should incorporate all of the site proposed for development and the first phase of this work should include geophysical surveying, confirmed by trial trenching. Subsequent phases of work should then be designed to address the issues revealed by these initial investigations.

33.3 Furthermore the desk-based assessment also indicates that Grey Gables Farm and associated farm buildings, which date to pre-1839, would be demolished as part of the development. Grey Gables Farm is shown on the 1848 1st Edition Ordnance Survey

33.4 1:10560 mapping (Lancashire Sheet 69, surveyed 1844-46), with two buildings in the same location and to a similar scale and plan as the farmhouse and barn fronting Brindle Road. These buildings are also clearly shown on the more detailed 1893 mapping, by which time it is named as Slater's Farm, with the buildings shown to the same scale and plan as the current farmhouse and barn. These buildings are therefore considered to be of some historical interest, probably dating from the first half of the 19th century, having undergone a number of changes in response to changes in agricultural practices and economics throughout the late 1800s and early years of the 20th century. The development as proposed will result in the total loss of historic fabric.

33.5 The period 1750-1880 has been recognised as the most important period of farm building development in England. The Council for British Archaeology's 'An Archaeological Research Framework for North West England: Volume 2, Research Agenda and Strategy' has indicated that *"there is an urgent need for all local authorities to ensure that farm buildings undergoing adaptation are at least considered for recording"* (p. 140) so that *"a regional database of farm buildings can be derived and variations across the region examined."* (ibid.). LAAS would therefore recommend that a building record of the farmhouse and barn be made prior to any development.

33.6 Consequently should the Local Planning Authority be minded to grant planning permission to this scheme, LAAS would recommend a phased programme of archaeological works. This should be carried out prior to any development of the site and secured by means of an appropriately worded condition.

34.0 Education

34.1 Lancashire County Council is responsible for the provision of school places across the 12 county districts. The county has been facing significant increases in the birth rate at the same time as capital funding from the Department for Education has been significantly reduced.

34.2 In accordance with Lancashire County Council's 'Strategy for the Provision of School Places and Schools' Capital Investment', where the growth in pupil numbers is directly linked to housing development and existing school places are not sufficient to accommodate the potential additional pupils that the development may yield, Lancashire County Council seek to secure developer contributions towards additional school places.

34.3 In this case they are requesting a sum of £213,259.65. However it must be recognised that the Community Infrastructure Levy is the mechanism for securing funding for school places. Education were consulted as part of the Core Strategy preparation and education requirements were included in the CIL 123 Lists. Therefore, there is no justification to provide additional funding for school places.

35.0 CONCLUSION

35.1 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.

35.2 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 a Section 278 Agreement or 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.

35.3 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 sites are to be brought forward for development in a timely manner. The application is providing a mix of 193 dwellings, including bungalows, which will assist the LPA in achieving its housing requirement of 417 dwellings per year. It is important to note that housing delivery in South Ribble for 2016/17 resulted in only 189 completions, the lowest since 2012/13. Therefore delivery of the allocated housing sites is an important factor.

35.4 Additionally, 43 of the dwelling will be much needed affordable dwellings. The type, tenure and mix of affordable homes meets housing need and additionally, Great Places Housing Group have been identified as the intended registered provider to acquire the affordable units giving the added confidence on deliverability.

35.5 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.

36.0 RECOMMENDATION:

36.1 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 successful completion of the Section 106 Agreement to secure the provision of on-site affordable housing, and commuted sums for off-site highway improvements, bus service and public open space.

37.0 CONDITIONS/REASONS

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. Site Location Plan SL01 Rev A; Proposed Site Layout PL01 Rev AF; Housetype plans 2C0075 Conrad; (No Ref) Fairhaven; 40A115 Oakwood; 3WE103 Weston; 3JA098 Japonica; 4AD108 Addingham; 3ST100 Stirling; 3CH080 Cherry; 3CH079 Cherry; 2ST062 Studley; 3CH073 Chatsworth; 3RO011 Rochester; (No Ref) Single Detached Garage; Elevational Treatments ET01 Rev B; Hard Surfacing HS01 Rev A; Boundary Treatments BT01 Rev B; Refuse Plan RP01 Rev A; Streetscenes and Sections SS01 Rev B; 2.5m Closed Boarded Fence (Acoustic) BH/MAN/SD/FD014 Rev C; Landscape Specification LDS421 (E)-LS; Planting Plan 1 of 3 LDS421-01E; Planting Plan 2 of 3 LDS421-02E; Planting Plan 3 of 3 LDS421-03E; Site Access and Emergency Access Visibility Plan Croft Transport Solutions 1401-F01 Rev E
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development

3. No work shall be commenced until satisfactory details of the colour and texture of the facing and roofing materials to be used have been submitted to and approved by the Local Planning Authority.
REASON: To ensure the satisfactory detailed appearance of the development in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan 2012-2026

4. No phase of development shall commence unless there has been submitted to and approved in writing by the Local Planning Authority a Construction Environmental Management Plan for that phase which shall specify the provision to be made for the following matters:
 - (a) Overall strategy for managing environmental impact and waste which arise during demolition and construction;
 - (b) Measures to control the emission of dust and dirt during construction;
 - (c) Control of noise emanating from the site during the construction period;
 - (d) Hours of construction work for the development;
 - (e) Designation, layout and design of construction access and egress points;
 - (f) Directional signage (on and off site);
 - (g) Provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials;
 - (h) Provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period;
 - (i) Details of measures to prevent mud and other materials migrating onto the highway from construction vehicles, such as wheel washing facilities;
 - (j) Routing agreement for construction traffic;
 - (k) Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.

The construction of the development shall be carried out only in accordance with the approved Construction Environmental Management Plan relevant to that phase.
REASON: To maintain the operation of local streets and the through routes in the area during construction, particularly during peak periods and in the interests of the amenity of the nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy.

5. 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:
0800 hrs to 1800 hrs Monday to Friday
0900 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan 2012-2026

6. Prior to the commencement of development, a Remediation Strategy for the site shall be submitted to and approved in writing by the Local Planning Authority. The remediation works shall be in accordance with the submitted Site Investigation Report (Ref. 6482si, Dated 4 April 2017) prepared by Coopers. On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the Local Planning Authority to confirm that all works have been completed in accordance with the approved details. All remedial works shall be implemented by the developer prior to occupation of the development hereby approved.
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 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.
7. Prior to the first occupation of the development hereby approved, the mitigation measures identified in the Environmental Noise Study (Ref. R1336-REP01-PB Revision E, Dated 7 February 2018) prepared by Red Acoustics shall be installed within the development and maintained at all times. The mitigation measures identified for each unit will be erected prior to occupation of that unit.
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.
8. Prior to the commencement of works a maintenance plan shall be submitted to the local planning authority detailing how acoustic mitigation measures not linked to individual plots will be maintained for the duration of the development.
REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and NPPF.
9. 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: To prevent the spread of invasive species through development works in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 of the South Ribble Local Plan 2012-2026.
10. The developer will carry out 1 year of air quality monitoring following 80% occupancy of the development. The location and timing of the monitoring shall be agreed with the local planning authority and the results made available to them.
REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.
11. Prior to first occupation of the development hereby approved, an Electric Vehicle Recharge point shall be provided to each 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.

12. Prior to the first occupation of any of the development hereby approved, a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Where the Local Planning Authority agrees a timetable for implementation of the Full Travel Plan, the elements are to be implemented in accordance with that timetable unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that the development provides sustainable transport options in accordance with Policy 3 in the Central Lancashire Core Strategy.

13. 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 1, 1 in 2, 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 Avie Consulting Ltd Brindle Road, Bamber Bridge Flood Risk Assessment and Drainage Strategy Statement no.P2427 revision 03 dated September 2017 shall be implemented with a variable discharge rate between 36.7 l/s and 54.7 l/s achieved by the use of a single vortex flow control outfall.

c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);

d) Flood water exceedance routes, both on and off site;

e) A timetable for implementation, including phasing as applicable;

f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;

g) Details of water quality controls, where applicable.

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

REASON: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off the site resulting from the proposed development in accordance with Policy 29 in the Central Lancashire Core Strategy.

14. 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 a Residents' Management Company

b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:

i. on-going inspections relating to performance and asset condition assessments

ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
c) Means of access for maintenance and easements where applicable.

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

REASON: To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development, to reduce the flood risk to the development as a result of inadequate maintenance and to identify the responsible organisation/body/company/undertaker for the sustainable drainage system, in accordance with Policy 29 in the Central Lancashire Core Strategy

15. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.
REASONS: To ensure that the drainage for the proposed development can be adequately maintained and 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, in accordance with Policy 29 in the Central Lancashire Core Strategy
16. The temporary sales area, access and parking arrangements hereby permitted and shown on Drawing No. 15-081 SA01 Rev E shall be removed from the site within 5 years of the date of the show house first being brought into use, and the land forming the temporary access completed as shown on drawing ref. 15-081 PL01 Rev AF within 3 months of its removal.
REASON: For the avoidance of doubt.
17. 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 08:00am and 18:00pm Monday to Friday and 08:00am 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.
18. Prior to the first occupation of the development hereby approved, a scheme detailing the treatment of the existing Public Right of Way through the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the proposed surfacing materials, boundary treatments and lighting, as necessary. The scheme shall be implemented in accordance with the approved details and retained at all times thereafter..
REASON: In the interests of reducing the potential for crime and protecting residential amenity in accordance with Policy 26 in the Central Lancashire Core Strategy
19. Prior to commencement of the development hereby approved, a Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the management regime for the woodland and wildflower grassland and commit to a minimum implementation covering a 5 year establishment period. This should include:
- o A management regime for the wildflower seeded areas
 - o A schedule for management of the on-site pond
 - o The installation of 10 bat roosting features on buildings / retained trees

REASON: In the interest of biodiversity and nature conservation in accordance with Policy G16 of the South Ribble Local Plan 2012-2026.

20. Prior to occupation of the development, a scheme for controlling access to the site via the emergency access from Brindle Road shall be submitted to and approved in writing by the Local Planning Authority.

REASON: For the avoidance of doubt and to ensure highway safety.

21. The development hereby approved shall ensure that all trees are planted in accordance with BS 8545 2014 and protective fencing identified within the development (Drawing No. P.828.17.03 Rev A) should be erected in accordance with BS5837 2012 prior to development commencement 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. Permission for access into the RPA should be agreed in writing with the local authority prior to entry. No machinery, tools and equipment should be stored within the RPA of 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.

22. Prior to the demolition of the existing buildings and the soft fell of any existing trees on the site, details of the Reasonable Avoidance Measures (RAMs) for bats and reptiles /common toad that will be adopted shall be submitted to and approved in writing by the Local Planning Authority. The approved RAMs shall be implemented during the demolition / soft fell phase of the development.

REASON: To ensure the protection of scheduled species protected by the Wildlife and Countryside Act 1981 in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 of the South Ribble Local Plan 2012-2026

23. No tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall 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.

24. Prior to the commencement of the development hereby approved, evidence of an amphibian friendly road scheme, including offset gully pots and dropped kerbs, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: To ensure the development makes provision for protected species and to accord with Policy 22 of the Central Lancashire Core Strategy and Policy G16 of the South Ribble Local Plan 2012-2026

25. The approved landscaping scheme (Drawing No. LDS421-01E, LDS421-02E, LDS421-03E and Landscape Specification LDS421(E)-LS) shall be implemented in the first planting season following completion of the development 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.

26. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a phased programme of archaeological work. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

REASON: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

27. The energy efficiency and renewable energy measures detailed in the submitted Energy Report (Dated February 2018) prepared by JSP Sustainability Ltd shall be installed prior to the first occupation of each dwelling hereby approved.

REASON: To secure energy efficiency reduction in the interests of minimising the environmental impact of the development in accordance with Policy 27 of the Central Lancashire Core Strategy.

28. Prior to the commencement of development (excluding site preparation works) details of the internal road layout of the development to provide an unfettered vehicle and pedestrian access to the remainder of Site S in the South Ribble Local Plan lying to the west 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 six months of the granting of planning permission (including the matter of access) on the section of Site S immediately to the north of the site.

REASON: In the interests of sustainability and to be in accordance with Policy D1 in the South Ribble Local Plan

RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

- 2 Infrastructure
- 3 Travel
- 4 Housing Delivery
- 5 Housing Density
- 7 Affordable and Special Needs Housing
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 23 Health
- 25 Community Facilities
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments
- 29 Water Management

Supplementary Planning Documents

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

South Ribble Local Plan

- 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

1. Archaeology

The phased programme of archaeological work should consist of both building recording and field investigation stages, as described below:

i) The programme of archaeological recording should comprise the creation of a record of the buildings to level 2-3 as set out in Understanding Historic Buildings (Historic England 2016). This work should be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists.

ii) The programme of field investigation should include an initial phase of geophysical surveying, the results of which should be confirmed by trial trenching.

This should then be followed by such subsequent work as required to investigate and record any remains encountered. This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists (www.archaeologists.net).

Relevant archaeological standards and a list of registered contractors can be found on the ClfA web pages: <http://www.archaeologists.net>. Contact details for other nonregistered contractors can be found on the BAJR web site: <http://www.bajr.org>.

2. Highways England

- 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.
- No drainage from the proposed development shall connect into the motorway drainage system, nor shall any drainage from the site run-off onto the M61 motorway.
- There shall be no direct vehicular or pedestrian access of any kind between the site and the M61 motorway. To this end, a close-boarded fence or barrier not less than two metres high shall be erected along the boundary of the site with the M61 motorway to the satisfaction of the 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 2.4 metres in height.
- No acoustic bund or barrier shall be constructed between the eastern boundary of the site and the boundary with the M6 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.
- 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 M61 motorway.
- 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.
- There shall be 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.

3. Land Drainage Consent

The proposals indicate that the applicant intends to discharge surface water into Fowler Brook. Under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), you need consent from the Lead Local Flood Authority if you want to build a culvert or structure (such as a weir) or carry out works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not.

As a minimum, the applicant will be expected to:

- o Carry out studies of the existing culvert/watercourse condition and capacity;
- o Undertake an examination of the downstream condition and implications of the development proposal, and;
- o Restrict discharge rates so that the peak runoff rate from the development to the ordinary watercourse for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

As per Lancashire County Council Consenting and Enforcement Policy, it should be noted that the Lead Local Flood Authority will generally refuse consent applications which seek to culvert an existing ordinary watercourse. This is in line with Environment Agency guidance on protecting watercourses: <http://evidence.environment-agency.gov.uk/FCERM/en/FluvialDesignGuide/Chapter8.aspx?pagenum=6>

You should contact the Flood Risk Management Team at Lancashire County Council to obtain Land Drainage Consent. Information on the application process and relevant forms can be found here:

<http://new.lancashire.gov.uk/roads-parking-and-travel/roads/flooding/alterations-to-a-watercourse.aspx>

For the avoidance of doubt, once planning permission has been obtained it does not mean that land drainage consent will be given.