

Planning Committee

Thursday, 9th September, 2021, 6.00 pm

Shield Room, Civic Centre, West Paddock, Leyland PR25 1DH

Agenda

Polite notice

This meeting will be held at the COVID-secure Civic Centre, in accordance with regulations. All members of the Planning Committee must attend in person.

[The proceedings will be livestreamed to YouTube and can be watched by clicking here.](#)

Anyone who wishes to speak on an application must register by email to democraticservices@southribble.gov.uk or by telephone to 01772 625563 no later than 12 noon, two working days prior to the meeting. Further information on speaking procedures can be found at the front of the agenda pack.

Please note that social distancing and mask-wearing guidelines remain in place in the Civic Centre.

All attendees are politely reminded that space is extremely limited due to social distancing and admittance to the meeting room will be on a first come, first served basis.

- 1 Welcome and Introduction**
- 2 Apologies for Absence**
- 3 Declarations of Interest**

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

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| 4 Minutes of meeting Wednesday, 25 August 2021 of Planning Committee | (Pages 5 - 8) |
| To be approved as a correct record for signing by the Chair. | |
| 5 Appeal Decisions | (Verbal Report) |
| An update will be provided at the meeting. | |
| 6 07/2020/01063/FUL - Land to the east of Reynard Close, Longton | (Pages 9 - 34) |
| Report of the Director of Planning and Development attached. | |
| 7 07/2021/00665/FUL - Land off Belle Field Close, Penwortham | (Pages 35 - 60) |
| Report of the Director of Planning and Development attached. | |
| 8 07/2021/00722/COU - 176-178 Station Road, Bamber Bridge, Preston | (Pages 61 - 66) |
| Report of the Director of Planning and Development attached. | |
| 9 07/2021/00708/FUL - 8 Hope Terrace, Lostock Hall | (Pages 67 - 72) |
| Report of the Director of Planning and Development attached. | |

Gary Hall
Chief Executive

Electronic agendas sent to Members of the Planning Committee Councillors Caleb Tomlinson (Chair), Malcolm Donoghue (Vice-Chair), Will Adams, James Flannery, Mary Green, Harry Hancock, Jon Hesketh, Chris Lomax, Caroline Moon, Colin Sharples, Phil Smith, Gareth Watson and Barrie Yates

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

Forthcoming Meetings

6.00 pm Thursday, 7 October 2021 - 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.
- Ward councillors (not on Planning Committee) will then have the opportunity to make representations about the application. Each will have up to four minutes to state their case – whether for or against.
- The applicant/agent will then be invited to speak in support of the application. Ordinarily he/she will have up to four minutes to speak.
- The application will then be discussed by Committee. At this point members of the public, the applicant and other councillors not on Committee will not be able to speak further.
- Planning Committee will then take a vote on the matter.
- Anyone wishing to speak on an application must register by email to democraticservices@southribble.gov.uk or by telephone to 01772 625563 no later than 12 noon, two working days prior to the meeting.
- Speakers will be allocated on a first come first served basis.
- 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/>

Minutes of **Planning Committee**

Meeting date **Wednesday, 25 August 2021**

Members present: Councillors Caleb Tomlinson (Chair), Mary Green, Harry Hancock, Jon Hesketh, Colin Sharples, Phil Smith and Gareth Watson

Officers: Steven Brown (Head of Development Management), Jodi Ingram (Senior Solicitor), Debbie Roberts (Senior Planning Officer) and Charlotte Lynch (Democratic and Member Services Officer)

Cabinet members: Councillor Bill Evans (Cabinet Member (Planning, Business Support and Regeneration))

Public: 0

36 Welcome and Introduction

The Chair, Councillor Caleb Tomlinson, welcomed members of the public to the meeting, introduced the committee and explained that the meeting was being livestreamed to YouTube and held with COVID-secure measures in place.

The Chair welcomed Councillor Colin Sharples to the committee following his recent appointment.

37 Apologies for Absence

Apologies for absence were received from Councillors Adams, Donoghue, Flannery, Lomax, Moon and Yates.

38 Declarations of Interest

There were none.

39 Minutes of meeting Thursday, 29 July 2021 of Planning Committee

Resolved: (For: 6 Abstain: 1)

That the minutes of the previous meeting of the Planning Committee, held on Thursday 29 July 2021, be approved as a correct record for signing by the Chair.

40 Appeal Decisions

The Head of Development Management informed the committee of one appeal which had been dismissed by the Planning Inspector, relating to land adjacent to Mill House, Moss House Lane, Much Hoole.

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In response to a member query, it was confirmed that this application was for Planning in Principle (PiP).

41 07/2021/00626/FUL - Budweiser Brewing Company Ltd., Ab Inbev UK Ltd., Cuerdale Lane, Samlesbury

Speakers: None

Address: Ab Inbev UK Ltd.
Cuerdale Lane
Samlesbury
Preston

Applicant: Budweiser Brewing Company Ltd.

Agent: Mr Dominic Page
Gerald Eve LLP
1 Marsden Street
Manchester

Development: Erection of steel framed extension to brewhouse to support existing brewery operations (use class B2 and B8).

Resolved: (Unanimously)

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

42 07/2021/00627/FUL - Budweiser Brewing Company Ltd., Ab Inbev UK Ltd., Cuerdale Lane, Samlesbury

Speakers: None

Address: Ab Inbev UK Ltd.
Cuerdale Lane
Samlesbury
Preston

Applicant: Budweiser Brewing Company Ltd.

Agent: Mr Dominic Page
Gerald Eve LLP
1 Marsden Street
Manchester

Development: Erection of four new tanks with supporting steel frame; erection of two new silos with supporting steel frame (partially cladded); and steel framed extension to MCV building (incorporating removal of existing wort vessel and building) to support existing brewery operations (use class B2 and use class B8).

Resolved: (Unanimously)

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

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43 07/2021/00674/FUL and 675/LBC - Parish Church of St Mary's, Church Avenue, Penwortham

Speakers: None

Address: Parish Church of St Marys
Church Avenue
Penwortham

Applicant: South Ribble Borough Council – Chris Harrison

Development: Listed building consent and planning permission for repair and rebuild of churchyard retaining wall to the south east of southern graveyard.

Resolved: (Unanimously)

That

1. Listed Building Consent be granted; and
2. Planning permission be approved

44 07/2021/00817/HOH - 20 Church Street, Leyland

Speakers: None

Address: 20 Church Street
Leyland

Applicant: Leanne Appleton

Agent: Mr Peter Entwistle
40 Queensway
Euxton
Chorley
PR7 6PW

Development: Single storey rear extension

Resolved: (Unanimously)

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

Chair

Date

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Application Number 07/2020/01063/FUL

Address Land To The East Of
Reynard Close
Longton
Lancashire

Applicant Longton Developments Ltd

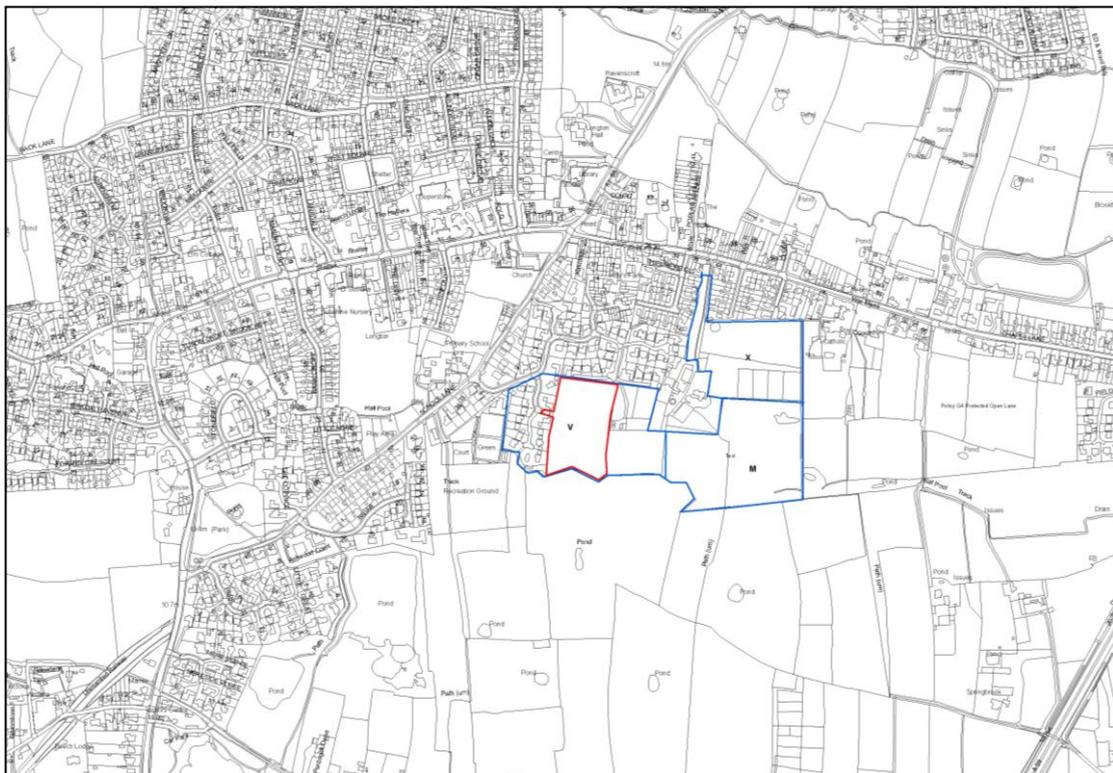
Agent Mr Graham Edge
Quayside,
Wilderspool Business Park
Stockton Heath
Warrington WA4 6HL

Development Erection of 14 new residential units with associated
garages and works, and new access from Reynard Close

Officer Recommendation That Members are minded to approve the application, and
that the decision is delegated to the Director of Planning &
Housing in consultation with Chair and Vice-Chair of the
Planning Committee upon successful completion of a legal
agreement to secure a public open space contribution

Officer Name Mrs Debbie Roberts

Date application valid 21.12.2020
Target Determination Date 30.04.2021
Extension of Time 10.09.2021



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1. Report Summary

1.1. This application replaces one deferred by Committee in April 2021 for 33 dwellings, to allow the applicant to re-visit the design in line with Committee discussion.

1.2. The 1.5ha site is the central section of allocated housing Site 'V' (Local Plan Policy D1(Allocation of Housing Land) refers) as described in full in Section 2 below

1.3. Affordable housing is not required of this site which sits below the 15 unit threshold, and in design terms the proposal relates well to its surroundings in height and form, albeit with a low density of 9.3 dwellings per hectare (see justification Para 4.4), provides for suitable off-road parking, access and service space in line with adopted policy and protects residential amenity by being spatially acceptable. 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, and is therefore policy compliant

1.4. It is also Officers view that proposed development would not detrimentally affect the amenity or nature conservation value of the site. Although some loss of hedgerow and trees is inevitable to allow for the new access, environmental compensation has been identified and is considered acceptable. Amendments to the proposed layout also account for separation from Hall Pool as agreed with the Councils ecologist.

1.5. County Highways raise no objections to the final proposal in principle, confirming that the proposed use would not impact adversely on highways safety or capacity, but that roads would remain unadopted until such time as Reynard Close itself is adopted. Vehicle charging points would be secured by condition

1.6. At the time of writing this report, and following full consultation on the final scheme, 62 letters of representation have been received – 16 objections and 46 letters of support. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition. Consultation will remain open until the morning of the committee meeting, and any late representation will be reported verbally.

1.7. The application is compliant with the Central Lancashire Core Strategy, South Ribble Local Plan (policies as identified below), Residential Design SPD and Central Lancashire Affordable Housing, Open Space and Playing Pitch SPD's. It is therefore recommended that Members be minded to approve the application, and that the decision be delegated to the Director of Planning & Housing in consultation with the Chair and Vice-Chair of the Planning Committee upon successful completion of a Section 106 Agreement to secure public open space contribution.

2. Application Site and Surrounding Area

2.1. The application refers to the central section of allocated housing Site 'V' (Policy D1 refers); the western part already developed as Reynard's Close and Auburn Avenue, whilst the eastern side remains undeveloped. Site V is part of a larger 3.3ha housing allocation known as Sites V, M & X which in combination supports development of around 211 dwellings over the next 15 years

2.2. Site V known locally as 'Kitty's Farm' is just outside the Longton settlement boundary and only a short distance from Longton's district centre. It is fairly level improved grassland/agricultural land bordered with sporadically placed trees and hedges. There are recently developed properties (completed 2014) off Reynard Close and Auburn Avenue –

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this is the western section of Site V, and to the east are sites X and M. South are agricultural land and Hall Pool (brook) which spans the southern boundary. North are residential properties addressed onto Rymer Grove

2.3. There is a Tree Preservation Order on the northern section of the eastern boundary but no public rights of way or public footpaths on or through the site. The area also lies within Flood Zone 1 (least likely to flood); a Flood Risk Assessment has been supplied

3. Site Context / Planning History

- ② 07/2000/0350 - Reserved matters for erection of 70 no. dwellings, associated access road and play area - *west of Site V now Old School Drive/Rymer Grove*
- ② 07/2012/0580/FUL - 14 no: dwellings, access roads, pond and associated works. Approved Dec 2012 – *now Reynard Close and Auburn Avenue (western section of housing allocation)*
- ② 07/2013/0198/SCE – Environmental screening opinion for residential development of 14 dwellings, site access roads and landscaping works. Environmental Impact Statement not required for the whole of Site V (2013)

Permission was also granted (Oct 2017 - ref: 07/2017/0623/FUL) for improvement of the Longton Hall Court/ Chapel Lane junction sufficient to service the remainder of allocated development sites M V and X (South of Longton Hall). Not implemented and now expired

4. Proposal

4.1. The applicant originally sought approval for 33 new residential units with associated works and new access from Reynard Close. Following discussions at, and deferral by Committee, the scheme has now been reduced to 14 detached dwellings.

4.2. Access/Highways – access would be from Reynard Close (west); a small 'spur' of two properties off Auburn Avenue. This is a natural extension to that spur. Within the site the road forms a 'T' shape with small cul-de-sacs at northern and southern ends. Pavement/service strips are shown on all sections, off road parking (garaged or external) is provided to adopted standards and although electric vehicle charging points are not shown on proposal drawings these but would be secured by condition for all properties.

4.3. Proposed Development – 14 detached dwellings in 3 complementary house types (some reversed) provide for a mix of five and six bed roomed, three storey units with a height across the site of around 10.5m. Waste storage is possible to the rear of each dwelling and adequate gardens are shown for all properties; each secured by close boarded fencing and gates. Similar fencing is proposed around the western, northern and eastern site boundaries.

4.4. Dwellings which are designed to Secured by Design standards, would be constructed in red brick, with grey roof tiles, and stone window cills and lintels. Overall material use would reflect that of adjacent housing developments. Density proposed is approximately 9.3 dwellings per hectare – extremely low in a Borough whose average is around 35 dph, and where surrounding estates are approx. 22 dph. The Councils latest Housing Land Supply Position Statement confirms however that the remainder of Site V (including land outside of this scheme) is expected to deliver 40 units equating to 15 dph. This proposal does not therefore fall too far short of expected delivery and is a direct reflection of that requested by residents at the earlier committee. Provision of larger executive homes will also by definition produce a lesser density layout and having regard to the 2013 section of Site V which provided for 10dph this proposal is on balance considered acceptable in density terms.

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4.5. The applicant indicates that all properties would be offered as self-build projects. Regardless of future design changes which may be sought, the site layout and general form of the proposal would remain the same if approved, and any future amendments would be assessed against the site as a whole. There are several self-build schemes in the borough which have been very successful

4.6. Landscaping – In terms of natural landscaping this site is limited to boundary treatments and Hall Pool, but the proposed scheme has been designed to retain where possible existing natural features. Hall Pool (watercourse) is present along the southern boundary but at this point is not a main river line. The proposed cul-de-sac/service strip sits around 10m from the bank top.

4.7. Public Open Space – small sections of public open space have been provided south of the watercourse between plots 10 and 11, and north between plots 3 and 4. Whilst minimal, it is considered adequate for a site of this size.

4.8. Although this land is undeveloped, it is not open space, has no formal public access and does not otherwise have recreational value. It is recognised however that such a site, even when private and inaccessible for recreational use does impact on the character of nearby open spaces and public routes. In recognition of this, proposed landscaping and layout have been designed to relate effectively with, and reflect that of adjacent estates whilst retaining where possible boundary vegetation. Landscaping overall is considered acceptable

5. Summary of Supporting Documents

5.1. The application is accompanied by the plans and documentation noted in condition 2 below

6. Representations

6.1. Summary of Publicity

6.1.1. During three rounds of consultation, three site notices were posted, and neighbouring properties were consulted (71, 186 and 201 respectively). Ward Councillors Coulton and Hesketh have also been notified. Comments received relating only to the revised 14 unit proposal are as follows. Comments raised with regards to the 33 unit scheme have not been carried forward.

6.2. Letters of Objection or Support

In total 62 letters have been received; 46 supporting and 16 in objection. Officers are confident that due process has been followed, but as ICT issues interrupted public consultation, late representation will be accepted up to and including the morning of the committee meeting and reported verbally.

6.3. In Objection

Proposed Location

- ☐ Longton population is '*probably over 2500 which is the maximum allowed for village status*'
- ☐ Overstretched local amenities

Design

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- ☐ More appropriate density than the 33-unit scheme but dwellings now out of keeping with the area – most properties single or two storeys – *Officer comment: there are several three storey units in the wider estate*
- ☐ Overbearing houses no different to the previously proposed apartment block
- ☐ Respondent prefers earlier 33-unit design
- ☐ Design has gone from 'one extreme to the other'
- ☐ Precedent for larger homes
- ☐ Need for more starter and affordable homes

Highways

- ☐ School Lane/ Old School Drive already congested and dangerous - road network not a suitable access
- ☐ Noise and pollution from new dwellings
- ☐ Pedestrian and cyclist safety
- ☐ Agreed by Longton Parish Council and Planning Inspectorate that access on Chapel Lane should be used instead – *Officer Note: This is incorrect. Policy does not require access onto allocated sites from anywhere in particular, but does offer the option of Chapel Lane.*
- ☐ Lack of connectivity between this site and lands to the east – *Officer comment: whilst this is correct and ideally all sites would be permeable, there is no policy requirement for this to be the case, LCC Highways have not requested access to or from sites M, V and X. Access into Site V from other allocated sites would also impose additional burden as use of Reynard Close and surrounding streets would be possible by vehicles from approx.220 properties once all allocated developments are completed.*

Residential Amenity

- ☐ Loss of privacy, light, outlook, open space and property enjoyment

Environmental Issues

- ☐ Lost green space, habitats, trees and hedgerows – shouldn't build on agricultural land
- ☐ Lack of sustainable drainage or environmental enhancement

Community Infrastructure Levy/Self Build

- ☐ CIL exemption will result in developer profits at the expense of the community
- ☐ Reduced infrastructure provision if CIL not required
- ☐ CIL exemption is 'outrageous'
- ☐ Extended disruption during self-build process

Officer Note: Whilst comments are valid, the CIL regulations allow for self-build developers – whether for single units or as in this case for separate developers across a large site – to claim self-build exemption from CIL. There are examples of this practice elsewhere in the borough, and so far the applicant has provided all relevant documentation to the Councils CIL Officer. CIL exemption cannot be used as a reason for refusal

Other

- ☐ Applicant has had a 'volte face' as his support for affordable housing is no longer apparent
- ☐ Ineffectual resident/developer engagement – no notice taken of comments made
- ☐ How did supporters know about the scheme before residents?
- ☐ No 'legal basis' for support letters to be accepted – these should be ignored and only letters of objection accounted for

6.4. In Support

Proposed Location

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- ☐ Longton is ideal for families – good for the town to be a growing community
- ☐ Demand far outstrips supply and there is a waiting list for people who wish to live in Longton
- ☐ Ideal walking distance from doctors, shops etc
- ☐ Benefits to local businesses
- ☐ *'Longton is a town of old people; young families are needed to ensure its survival'*
- ☐ Ideal opportunity for young people who currently have to move away to find homes
- ☐ Chance for others to live in a desirable area, or to move back to their childhood village
- ☐ Better quality housing will enhance a tired area
- ☐ Encouraging to see new development
- ☐ Lack of 4/5 bedroom properties. This development would free up 2/3 bedroom homes to allow people to remain in Longton
- ☐ Land has been earmarked for development for over 20 years

Design

- ☐ Too many bungalows in Longton – these are more appropriate and will attract families
- ☐ This is what residents asked for when objecting to the 33-unit scheme
- ☐ Good access for only 14 dwellings
- ☐ Well-spaced dwellings with good amenity space
- ☐ Design will enhance the wider area

Comments which are not material planning considerations, and have not been taken into account are:

- ☐ School traffic needs sorting out – parents park in an unacceptable manner
- ☐ Loss of property value
- ☐ Site should have been developed in 2010 when first earmarked for development

6.5. Officer comment: Highway safety and capacity, drainage and ecology have been assessed by the Councils specialist consultees. Affordable housing has not been provided for, but is not required in this case, and overall design/spatial separation are discussed in detail below. Proposed dwellings equate in height with adjacent estates.

6.6. Longton Parish Council

6.6.1. The Parish Council had not responded to the reduced scheme at the time of writing this report

7. Summary of Responses

7.1. South Ribble **Arborist** – Comments relating to the original scheme remain the same as follows. Eastern boundary trees are in-part subject to TPO and any works required should be applied for using the standard form. Trees on the eastern boundary are on an adjacent field separated by a brook. Those identified for removal consist of a single ash tree at the proposed site entrance to facilitate development, nine hawthorn and dead trees on the eastern boundary which are exempt from application. Replacement planting identified on the landscaping plan mitigates any proposed tree loss and increases tree cover in the vicinity utilising a number of species. A condition to require tree protection is necessary should approval be granted

7.2. **Lancashire County Council Education** noted that for both 33 and 14 unit schemes an education contribution is not required.

7.3. **Lancashire County Council Highways** have assessed the final proposal and make the following comments in full:

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LCC 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. The site is located to the East of Reynard Close and South of Rymer Grove, Longton. LCC have reviewed the LCC five year personal injury database and the Crashmap website which indicate the following for the last 5 years:

- No incidents have been recorded on Reynard Close and Old School Drive.*
- No incidents have been recorded on School Lane*
- Two incidents (1 serious and 1 slight) have been recorded at the junction of School Lane, Chapel Lane and Liverpool Road.*

On investigation, the incidents appear to be of a nature that would not be worsened by the proposals.

Access

Proposed development would be accessed via School Lane, Old School Drive and Reynard Close. This would be acceptable in principle to LCC however the applicant should note that Reynard Close is currently unadopted. The road has been constructed to an adoptable standard with a 5.5m carriageway with 2m footways but LCC has not yet received a request or timescale for the roads adoption. The applicant should therefore check with their solicitor that they have rights over this road to access the site. The applicant should also be aware that proposed internal roads cannot be offered for adoption until Reynard Close has been adopted. A continuous adopted road needs to be provided.

Internal Arrangements

The amended site and house type plans indicate parking for each dwelling in line with South Ribble Borough Councils parking standards. The majority of internal roads are to an adoptable standard but the following two sections are not and would remain as private shared surfaces (shared surface serving plots 17-19 and 1-4/apartments)., this arrangement is acceptable to LCC Highways

Transport Statement

Northwest Preston Strategic Trip Rates have been utilised to determine trip generation of the proposed development. This approach is acceptable to LCC and the expected trip generation indicated would have an acceptable impact on the local highway network. Accident data presented is in line with LCC Highways review for Reynard Close, Old School Lane and School Lane. The study area within the statement does not include the School lane, Chapel lane and Liverpool road junction which as indicated above has had two incidents within the last 5 years. LCC is however of the opinion that these two incidents appear to be of a nature that would not be worsened by the proposals. After considering all information contained within the Transport Statement LCC are of the opinion that the level of vehicle movements to and from the development would not have a significant impact on the operational performance of the local network.

Conclusion

Taking all of the above into consideration it would be difficult to prove that the proposed development would have a severe impact. The principle of a residential development at this site is acceptable from the highway perspective. Therefore, LCC Highways has no objections to the application. A number of conditions have been recommended should this proposal be approved'.

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7.4. Lancashire Constabulary provided a crime impact statement including comments relating to site security. The statement is included in condition 2 to ensure works comply with approved documents

7.5. Ecology Consultant assessed the accompanying ecology survey and revised drawings, and feels that the amendment does not materially change previous comments. The Hall Pool buffer is reasonable and concurs with original recommendations, and the number of trees proposed is good and results in wildlife benefits. The development may still result in net biodiversity loss when measured using defra metric as this does not take into account individual trees. The metric is not however effective for small developments, this being borderline in terms of whether or not the metric would be used. Subject to conditions as previously agreed, and installation of bird and bat boxes on half of the houses, the proposal is considered acceptable.

7.6. Economic Development – an Employment & Skills Assessment has not been provided but ED are happy for this to be subject to pre-commencement condition

7.7. Environment Agency - as the proposal is in Flood Zone 1 and does not affect a main river, EA have no comment.

7.8. Environmental Health have assessed the final amendments, and subject to conditions relating to construction management and vehicle charging points have no objection. Informative notes have also been requested

7.9. Lead Local Flood Authority - LLFA has no objection subject to conditions relating to sustainable drainage

7.10. United Utilities have no objection subject to sustainable drainage conditions. These have been combined with those requested by the LLFA

7.11. Strategic Housing – During the proposal for 33 units, the Councils housing team requested that 35% affordable housing should be provided in line with Policy 7 of the Central Lancashire Core Strategy as the site is in a rural area adjoining a settlement. The threshold for such provision is 10 dwellings. Since that time the applicant has provided Counsel advice to support the site being an urban site, for which 30% of affordable houses is required but with a higher threshold of 15 units. This level was also supported on the 2013 Site V scheme adjacent, and as such the proposal of 14 dwellings which does not reach the 30% threshold is not required to provide for affordable housing.

8. Material Considerations

8.1. Site Allocation Policy

8.2. Several large sites were submitted to the Council via the site allocations process, and assessed by measuring sustainability, location and the areas infrastructure needs. The Council allocated the most suitable sites for residential development and related infrastructure. These were adopted for development, are tabled in Policy D1 (Allocation of Housing Land) and have an appropriate prospect of being available and developed as envisaged. Housing allocations focus development in South Ribble's urban areas to maximise access to services, facilities, employment and alternative travel choices. The priority is to develop sites which offer the opportunity for redevelopment or re-use, which would contribute to regeneration, viability and vitality, and which are within or close to public transport corridors and sustainable brownfield land. Where insufficient brownfield or re-use sites are available however greenfield sites in sustainable locations have been released; this is such a site.

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8.2.1. This site is the central section of allocated housing Site 'V' designated by Policy D1; the western part already having been developed, whilst the eastern side remains open. Site V is part of a larger 3.3ha housing allocation known as Sites V, M & X which in combination support development of around 211 dwellings over 15 years (suggested at a relatively low 83, 80 and 48 dwellings respectively). Site M lies south of Longton Hall to the east of Site V, whilst Site X is to the north of site M

8.2.2. Sites V, M & X abut Longton's established settlement boundary and are a short distance from Longton's district centre. Longton has a tightly defined Green Belt boundary which limits opportunities for edge of village development. Some development in and adjacent to the village therefore is important to maintain its vitality and viability, and support and maintain the services it provides.

8.2.3. The Site X allocation also provides for possible access from Chapel Lane. Proposed development does not allow for connectivity between sites V, M or X, but there is no actual policy requirement for the Chapel Lane or any other access to be provided into one or all of the allocated site sections. For users of Site V to access Chapel Lane, a new road would be needed through Sites X and M on land which may not be in the same ownership. Conversely, in the long term this would also provide access/egress for all 3 sites into School Lane via Reynard's Close which is likely to be problematic.

8.3. Additional Policy Background

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

8.3.1. *National Planning Policy Framework*

☐ The NPPF (2021) at Para 11: provides a presumption in favour of sustainable development which means approving development which accords with the development plan unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the framework as a whole. Other chapters of the NPPF of interest are:

☐ Chapter 5: Delivering a sufficient supply of homes - housing applications should be considered in the context of the presumption in favour of sustainable development.

☐ Chapter 9: Promoting sustainable transport – this encourages opportunities for alternatives to travel by car (cycle, walking, public transport) with development which is close to appropriate facilities and employment options

☐ Chapter 11: Making effective use of land – planning should promote the effective use of land in meeting the need for homes whilst safeguarding and improving the environment and living conditions. Decisions should avoid homes being built at low density where there is identified need, and should consider minimum density standards, but development should reflect that of its surroundings.

☐ Chapter 12: attaches great importance to the design of the built environment

☐ Chapter 14: Meeting the challenge of climate change, flooding and coastal change – the planning system supports the transition to a lower carbon future taking account of flood risk and climate change.

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

8.3.2. *Central Lancashire Core Strategy*

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

☐ Policy 4: Housing Delivery provides for and manages the delivery of new housing.

☐ 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

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

☐ Policy 7: Affordable Housing confirms a target of 30% affordable housing in an appropriate form for housing developments of 15 dwellings or more in urban parts of Preston, South Ribble and Chorley. 35% should be provided on market schemes in rural areas on sites in or adjoining villages that have or will have a suitable range of services, and 100% on rural exception sites.

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

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

☐ Policy 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.

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

☐ *South Ribble Local Plan*

☐ In addition to site allocation policy D1 (above), the following are also pertinent:

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

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

☐ Policy 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

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

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

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

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

8.3.3. *South Ribble Residential Design SPD* discusses design in very specific terms and is relevant with regards to separation between properties in and beyond the site bounds.

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

8.3.5. *Central Lancashire Affordable Housing SPD* guides on a range of approaches to deliver affordable housing which meets local needs. This reflects the remit of the Central Lancashire Strategic Housing Market Assessment which amongst other things maximises affordable housing delivery in a form relevant to its surroundings

8.4. Impact of Development on Neighbouring Properties

8.4.1. The South Ribble Residential Design SPD requires a minimum distance of 13m between a first-floor habitable room window and any blank wall or gable facing, and 21m between any directly facing habitable room windows. The closest residential properties outside of the site are as follows:

8.4.2. South is a tract of Green Belt Land which would be unaffected. Similar land is present to the east but is allocated for housing as the third section of Site V. 40m from the rear of plot 7 and within Site V is a stable block accessed off Rymer Grove and screened by shrubbery

8.4.3. West of the site are Reynard Close and Auburn Avenue whose rear gardens would face the proposed development. Proposed dwellings would be between 21.8m and 36m from these properties.

8.4.4. In the north the rear elevation of plot 3 would face the rear of 8 Old School Drive at 26m, The side elevations (en suite and utility ground floor windows) of plots 3 and 4 would also face the rear of no's 4-12 Rymer Grove at between 17m and 21m distance. Plot 4 would face no: 1 Rymer Grove at 37m minimum.

8.4.5. Properties within the site would benefit from spatial separation of between 21.2m and 37m.

8.4.6. When taking into account site layout, existing and proposed boundary treatments, shrubbery and trees the inter-relationships and spatial separation between proposed and existing neighbouring properties accords fully with the sentiments of the South Ribble Residential Design Guide SPD.

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8.5. Design, Character & Appearance & Crime

8.5.1. Design – Local Plan Policy G17 (Design Criteria for new development) supports development which relates well to neighbouring buildings and the extended locality, that layout, design and landscaping 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.

8.5.2. This part of Longton is a mix of modern and traditional properties in a range of size, style, height and orientation. Properties to the west are recently developed but in a design, which would complement the proposed units. Dwellings on Rymer Grove are similar in style but in complementary materials; both are typical estate style configurations. This site presents an obvious extension to these areas and has been designed to prevent detriment to existing housing stock. The estate is characterised by predominantly two storey properties, although there are three storey units placed at strategic points throughout the adjacent estate. Visual intrusion would undoubtedly occur as the existing is currently open grassland, but the site is allocated by the Local Plan for housing, and on balance when taking into account existing and suggested screening, would ensure that impact by way of visual intrusion to and from the site would be within acceptable levels

8.5.3. NPPF Para 73 notes that supply of large numbers of new homes can often be best achieved through planning for larger scale development – including significant extensions to existing settlements provided they are well located and designed and supported by the necessary infrastructure and facilities. Policy B1 acknowledges that the development of sites such as this provides the opportunity to make best use of existing services and utilities.

8.5.4. Overall this proposal is not excessive or overtly impactful from a visual perspective. It would however extend an existing settlement where connection to existing infrastructure is possible. There are established community facilities in the area, and the principle of development has been established – subject to all other matters being acceptable – by its allocation for housing led development. Other than its historic agricultural use the site was never one suggested for preservation as open or public space

The proposed layout demonstrates similar garden sizes to surrounding residential properties, and 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. There is an argument that such low densities would result in disparity between the wider estate and this site, and that any precedent set for density reduction on sites V,X and M would further highlight that disparity; making the existing well placed estates seem more constrained. An alternative viewpoint however is that this part of the site is a sensitive boundary with potential for density to increase as future developments move into the remaining three sites. In ideal circumstances the proposal would relate both in design and density, but Members made it clear that the original proposal needed significant alteration and the developer has done as requested.

8.5.5. In terms of the developments detailed design, NPPF Para 124 stresses the importance of securing well-designed, attractive and healthy places. The proposal has been designed to respect its surroundings using modern, sustainable materials and construction methods.

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8.6. Highways Considerations, Suitability of Access and Parking Arrangements

8.6.1. The applicants revised transport statement concludes that proposed access arrangements would have a low traffic impact on the local highway network. Internal layout facilitates pedestrian linkage to existing footpaths, and provides access to, and is accessible from a range of sustainable transport options (below) as well as by car.

8.6.2. In line with Local Plan Policy F1 (Parking Standards), off road parking should be provided to adopted standards. Having regard to LCC Highways comments the proposal is compliant in this regard.

8.7. Sustainability

8.7.1. One of the NPPF core principles is to ensure developments include opportunities to promote walking, cycling and public transport. It is considered that the proposed layout offers opportunity for pedestrian use, and that the offer also benefits from the following:

8.7.2. *Community Facilities* – There are 4 secondary and 10 primary schools within 3 miles of the site; St Oswald's and Longton Primary are less than 300 yards away. 6 GP and 3 dental surgeries sit within a two-mile radius, and local shops are present less than 500m away on Liverpool Road.

8.7.3. *Public Transport/Pedestrian/Cycle Routes* – Bus stops are present on Chapel Lane and Liverpool Road (450m away), and railway stations at Preston, Lostock Hall and Croston are under 4 miles distance; each easily accessed via major road system.

8.7.4. *Construction Standards*- 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 recommended in line with adopted policy.

8.7.5. A number of construction measures have been proposed. Others including district heating have been discounted as unsuitable or unviable for such a small scheme. The applicant has provided a sustainable energy statement however which notes that '*design solutions predicted to reduce total carbon emissions ... overall 20% carbon emission improvement*'.

8.7.6. In terms of being sustainable development this proposal is considered acceptable.

8.8. Natural Environment, Ecology and Ground Conditions

8.8.1. The application is accompanied by Ecological (EA), Arboricultural Impact Assessments (AIA) and a drainage strategy.

8.8.2. *Trees* – The AIA notes that there are 12 individual trees, 9 tree groups and 2 hedgerows within or bounding the site. A Tree Preservation Order is present along the northern edge of the eastern boundary. Of trees surveyed two partial hedgerows, three partial groups (poor remains of a boundary hedge) and two trees are recommended for removal – the trees being dead trees on the opposite side of the water filled boundary. Mitigation would be in the form of curtilage planting. Conditions to protect trees in line with the above study are recommended

8.8.3. *Ecology* –The applicants ecological assessment states that development can proceed without direct adverse impact on the site's biodiversity or nature conservation. The council's

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ecologist concurs with this stance subject to imposition of a number of conditions to prevent or mitigate against harm. One of the ecologist's earlier recommendations was that a natural buffer of 8m should be provided between any development and Hall Pool. This has been applied to the revised scheme and the ecologist is now satisfied. Having regard to both the Ecologist and Council Arborists comments it is considered that subject to enhancement measures to compensate for lost ecological biodiversity on site this proposal is acceptable.

8.8.4. *Air Quality* – the applicant has not supplied an air quality management report, nor has Environmental Health requested one; the closest Air Quality Management Area being roughly 8 miles east.

8.8.5. *Water Management/Utilities* - In addition Core Strategy Policy 29(e) (Water Management) seeks to improve water quality and flood management in areas such as Longton. The proposal site sits within Flood Zone 1 and developable areas of the site are at low risk of flooding. There is no recorded history of flooding on this or surrounding sites. Sustainable drainage can be secured by conditions as recommended

8.9. Developer Contributions

8.9.1. Local Plan Policy A1 (Developer Contributions) expects that new development will contribute towards mitigation against impact on infrastructure, services and the environment. Appropriate contributions would be secured via S106 legal agreement and/or Community Infrastructure Levy.

8.9.2. *Affordable Housing* - Core Strategy Policy 7 (Affordable and Special Needs Housing) and the Affordable Housing SPD require sites of 15 dwellings or more to provide a minimum of 30% affordable housing on sites in urban areas. This increases to 35% for sites in rural areas in or adjoining villages that have or will have a suitable range of services. 100% should be provided in truly rural locations. Where 35% or 100% is required the threshold reduces to sites of 10 units.

8.10. During the initial proposal for 33 units, the Councils housing team requested that 35% affordable housing should be provided in line with Policy 7 of the Central Lancashire Core Strategy where the site is in a rural area adjoining a settlement. The threshold for such provision is 10 dwellings. Since that time the applicant has provided Counsel advice to support the site being an urban site, for which 30% of affordable houses are required but with a higher threshold of 15 units. This level was also supported on the 2014 Site V scheme adjacent, and as such the proposal of 14 dwellings which does not reach the 30% threshold is not required to provide for affordable housing.

8.10.1. *Community Infrastructure Levy* - CIL is payable on all new dwellings apart from apartments and affordable housing. On this basis that - having regard to Counsel advice - this site would not provide affordable or apartments housing, all 14 properties would be liable for CIL payment. The applicant has claimed liability for 5695ml of floor space which would attract a CIL payment at the 2021 rate of J65 x 1.423 per square metre of floor space (not footprint) – J 526, 759.03. He has also however claimed self – build exemption on the presumption that properties will be offered up before construction as a self-build development. This is lawful and the applicant would work through this post-decision with the Councils CIL officer.

8.10.2. *Public Open Space* - The NPPF states that '*access to high quality open space makes an important contribution to the health and wellbeing of communities*'. As such, 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.

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8.10.3. On such a constrained site any public open space would be limited and would not function well for amenity purposes. There are however areas of amenity grassland (which includes areas of visual amenity) which are considered adequate. A public open space contribution towards off site POS has been recommended at the rate of J1414 for equipped play areas at Longton School Lane, and J21,098 for borough wide playing pitches at Longton playing fields.

8.11. Impact upon Heritage Assets

8.11.1. The only property listed on the National List of protected structures is Longton Hall (Grade II) which lies beyond the eastern section of Site V and would not be affected in any way by this proposal.

8.12. Planning Balance

8.12.1. The position to be considered by Members isn't whether or not this site is suitable for housing development. That assessment has been made by, and found sound during examination of the Local Plan. As such the principle of development - subject to all other material considerations being acceptable – is established. The planning balance therefore is whether material considerations relating to this proposal are compliant with development plan policies, and if not if the harm caused by the development is outweighed by other matters and can be justified in planning terms.

8.12.2. Reduction of dwelling numbers to the low level proposed (9.3 dwellings per hectare) is likely to affect the councils five-year housing supply, and ultimately could necessitate release of additional land in the Longton area to provide for the shortfall. The precedence set by this site for such low density when Members come to consider the adjacent sites V, M and X must also be given some thought as approval of this scheme would offer a basis for the entire allocation to be reduced in number; again necessitating release of more land to provide for housing targets set by Government. The NPPF requirement for increased densities and most efficient use of land must also be taken into account, yet despite these policy requirements Members felt at the earlier committee that the former 33-unit scheme which was already lower than average at 22 dph needed significant alteration, and as such the developer has taken all comments into account when compiling this final proposal.

8.12.3. Due to the detailed arguments associated with this application, both pros and cons of the proposal are summarised below. Due weight can then be applied by members to the pros and cons in the decision-making process

8.12.4.

Material Considerations In Favour of Development Include:

- ☐ Delivery of a policy compliant, sustainable development of 14 market dwellings, in a design which is relevant to the area
- ☐ Public open space financial contribution
- ☐ Contribution towards 5-year housing land supply on an allocated housing site
- ☐ Very low density of 9 dwellings per hectare with appropriate spatial separation and infrastructure
- ☐ Retention and enhancement of trees, shrubbery and site biodiversity
- ☐ No objection from the Councils statutory consultees subject to precautionary conditions

Material Considerations Against Development include:

- Loss of agricultural land may affect the visual character and appearance of the area
- ☐ Increased noise and traffic generation

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- ☐ Loss of 12 previously proposed affordable units in an area of high property value, and which were to be restricted to local occupancy
- ☐ Reduced contribution towards Councils 5 year housing supply, and potential precedent for reduction of adjacent sites V, X and M to the same low density level
- ☐ Low-density levels which contradict the NPPF requirement for efficient use of land and higher density sites, and constrain an allocated housing site

9. Conclusion

9.1 The site is visually open and was last in agricultural use but is not needed to satisfy a recreational need in the local area. The land is private, there are no public rights of way or access and subject to landscape and ecological enhancement the proposal suggests a scheme which would not detrimentally affect the nature or conservation value of the site.

9.2 There is no question that the site is suitable for housing; that is established by its allocation. What is evident is that the final proposal presents a well-designed, spatially acceptable development which would respect the character and appearance of the area. Affordable housing provision is not necessary, but public open space on and off site is considered acceptable and should the applicant decide to develop instead of advertising units as self-build opportunities, CIL monies towards local infrastructure will support local services. Overall, the benefits seen from this site are felt to outweigh the limited harm caused by it. Other issues have been appraised as detailed above by the Councils statutory consultees.

9.3 It is considered that subject to these conditions this site would be appropriate for residential use; particularly when taking into account surrounding uses and the adjacent highways network. On balance therefore the proposed application for residential development of 14 dwellings and associated infrastructure is considered compliant with the National Planning Policy Framework and local development plan, and it is recommended that Members be minded to approve the application and that the decision be delegated to the Director of Planning & Housing in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure a public open space contribution

RECOMMENDATION:

That Members are minded to approve the application, and that the decision is delegated to the Director of Planning & Housing in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of a legal agreement to secure a public open space contribution

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be carried out in accordance with the following approved plans and suite of documents:
 - o Design & Access Statement 19024-C4P-BB-ZZ-RP-A-0001 /P1(C4 Projects)
 - o Ecological Survey 2019/235: December 2019 (Erap)
 - o Counsel opinion. J Easton 3.6.2021
 - o Crime Impact Assessment R Hines 26.11.19 (Lancashire Constabulary)
 - o Crime Impact Assessment R Hines 21.10.19 (Lancashire Constabulary)

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- o Drainage Strategy 19313-PWA-00-XX-PR-C-1001-P04 Paul Waite
- o Flood Risk Assessment 19313-PWA-00-XX-PR-C-1001 P03 June 2021 Paul Waite
- o Phase 1 Geo-Environmental Report 19313-PWAG-00-XX-RP-G-1000/P02 (PWA)
- o Transport Statement J324490 V2: June 2021 (Mode Transport)
- o Arboricultural Constraints Appraisal BTC2138 December 2020 (Bowland)
- o Street scene/house type visualisations (C4 Projects)
- o Sustainability & Renewable Energy Statement Z36125.2 (Energy Council)

Proposal Drawings

- o Landscape working arrangements PR/19/LD01/GA/01/Rev E The Plant Room
- o Topographical land survey S21-002 (JLP Surveying)

C4 Projects drawings

- o Location plan 19024-C4P-AV-00-DR-A -0100/P1
- o Existing site plan 19024-C4P-AV-00-DR-A-0101/P1
- o Site constraints plan 19024-C4P-AV2-XX-DR-A-0201-P1
- o Parameters site plan 19024-C4P-AV2-XX-DR-A-0503-P2
- o Existing tree planting scheme AV-00-DR-0503/P8
- o Double garage 2 19024-C4P-DG2-XX-DR-A-2001-P1
- o Double garage 1 19024-C4P-DG1-XX-DR-A-2001-P1
- o Proposed boundary treatment /external finished 19024-C4P-AV2-ZZ-DR-A-0502/P1
- o House types site plan 19024-C4P-AV2-ZZ-DR-A 0501/P2
- o Proposed site plan 19024-C4P-AV2-ZZ-DR-A 0500/P3
- o House type 1 floor, roof and elevation plans 19024-C4P-H1-ZZ-DR-A-2000-P1, 2001-P1, and 2100-P2
- o House type 1 handed floor, roof and elevation plans 19024-C4P-H1h-ZZ-DR-A-2000-P1, 2001-P1, and 2100-P2
- o House type 1 alternative floor, roof and elevation plans 19024-C4P-H1h-ZZ-DR-A-2000-P1, 2001-P1, and 2100-P1
- o House type 1 handed alternative floor, roof and elevation plans 19024-C4P-H1hA-ZZ-DR-A-2000-P1, 2001-P1, and 2100-P1
- o House type 1 floor, roof and elevation plans 19024-C4P-H1-ZZ-DR-A 2000-P1, 2001-P1 and 2100-P1
- o House type 2 handed floor, roof and elevation plans 19024-C4P-H2h-ZZ-DR-A-2000-P1, 2001-P1 and 2100-P2
- o House type 2 floor, roof and elevation plans 19024-C4P-H2-ZZ-DR-A-2000-P1, 2001-P1 and 2100-P2
- o House type 3 handed floor, roof and elevations 19024-C4P-H3h-ZZ-DR-A-2000-P1, 2001-P1 and 2100-P2
- o House type 3 handed alternative floor, roof and elevations 19024-C4P-H3hA-ZZ-DR-A-2000-P1, 2001-P1 and 2100-P1
- o House type 3 floor, roof and elevations 19024-C4P-H3-ZZ-DR-A-2000-P1, 2001-P2 and 2100-P2

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 commencement of works on site, details of future employment and skills at the Reynard Close site as explained by, and in line with the Central Lancashire Employment and Skills SPD and Appendix 1 of the same document shall be submitted to, and approved in writing by the Local Planning Authority. Once approved the assessment shall be adhered to thereafter unless agreed in writing with the Local Planning Authority

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REASON: To identify skills shortages, and to ensure that there are the necessary employment and skills opportunities in local areas in accordance with Central Lancashire Core Strategy Policy 15

4. Development and post development planting shall be undertaken in accordance with the recommendations of approved Arboricultural Report/Impact Assessment in the first planting season following completion of the development, or first occupation/use, whichever is the soonest.

The approved scheme shall be maintained by the applicant or their successors in title thereafter for a period of 5 years to the satisfaction of the local planning authority. This maintenance shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies, by the same species or different species, and shall be agreed in writing by the local planning authority. The replacement tree or shrub must be of similar size to that originally planted.

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

5. 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

6. Development shall be undertaken in line with the recommendations of approved Preliminary Ecological Appraisal (ERAP 2019-235),)

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

7. If the presence of bats, barn owls, great crested newts or other protected species is detected or suspected on the development site at any stage before or during development or site preparation, works must not continue until Natural England has been contacted regarding the need for a licence.

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

8. 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

9. Prior to removal of any trees, and to avoid harm to bats as identified in the Ecological Survey and Assessment (ERAP 2019-235), a bat emergence survey shall be

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provided to, and agreed with the local planning authority. Written details of the survey and works shall be provided to the local planning authority thereafter.

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

10. No development, site clearance, earth moving or other construction shall take place, or material or machinery brought onto site until a method statement to protect Hall Pool and other boundary ditches from accidental spillages, dust and debris has been supplied to and agreed with the Local Planning Authority. All agreed measures shall be implemented and maintained for the duration of the construction period in accordance with the approved details

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

11. No development shall take place until it can be demonstrated that there will be no negative impacts on the ecological status/potential of Hall Pool resulting from disposal of surface water post-development. Justification/details shall be submitted to, and approved in writing by the local planning authority. The details as approved shall be implemented in full in accordance with a timetable which has been first agreed in writing with the local planning authority

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

12. Details of bat and/or bird roosting opportunities to be provided on at least 7 of the approved dwellings shall be provided and agreed in writing by the Local Planning Authority. Once agreed, these shall be installed prior to first use of the facility hereby approved and retained thereafter.

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

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

0800 hrs to 1800 hrs Monday to Friday

0800 hrs to 1300 hrs Saturday

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

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

14. The garage(s)/parking areas hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household(s) and shall not be used for any use that would preclude the ability of their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

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

15. Prior to first occupation of each dwelling with driveway access hereby approved, one Electric Vehicle Recharge point shall be provided to that dwelling. Once installed it shall be retained and maintained thereafter.

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

16. No development shall commence in any phase until a detailed, final surface water sustainable drainage scheme for the site has been submitted to, and approved in writing by, the local planning authority. The detailed sustainable drainage scheme shall be based upon the site-specific flood risk assessment and indicative sustainable drainage strategy submitted and sustainable drainage principles set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and no surface water shall be allowed to discharge to the public sewer, directly or indirectly.
- Those details shall include, as a minimum:
- a) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawings of flow control manholes and attenuation tank if specified.
 - b) Detailed and cross section drawing of outfall in watercourse. Further cross sections of watercourse 10m upstream of outfall and 10m downstream of outfall are also required. These plans should include both bank levels, bed levels and actual water levels in AOD. Evidence is required to prove that the watercourse is in good condition and the outfall will not cause flooding on or off site.
 - c) Proposed ground levels on the boundary and garden levels of all the plots at the rear/side of no.12 Rymer Grove, nos.1-7 Auburn Avenue and nos.1 & 2 Reynard Close.
 - d) The drainage scheme should demonstrate that the surface water run-off and volume shall not exceed the pre-development greenfield run off. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
 - e) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change).
 - f) Plan identifying areas contributing to the drainage network
 - g) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,
 - h) A plan to show overland flow routes and flood water exceedance routes and flood extents.
 - i) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
 - j) Breakdown of attenuation in pipes, manholes and attenuation tank.
- The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings.
- Reason To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, and Policy 29 in the Central Lancashire Core Strategy
17. No development shall commence until details of how surface water and pollution prevention will be managed during each construction phase have been submitted to and approved in writing by the local planning authority. Those details shall include for each phase, as a minimum:
- a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.

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b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The development shall be constructed in accordance with the approved details.

Reasons

1. To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere;

2. To ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies. in accordance with Policy 29 in the Central Lancashire Core Strategy

18. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report and Operation and Maintenance Plan for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority.

The Verification Report must demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations), and contain information and evidence (including photographs) of details and locations (including national grid reference) of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an final 'operation and maintenance manual' for the sustainable drainage scheme as constructed. Details of appropriate operational, maintenance and access requirements for each sustainable drainage component are to be provided, with reference to published guidance, through an appropriate Operation and Maintenance Plan for the lifetime of the development as constructed. This shall include arrangements for adoption by an appropriate public body or statutory undertaker, and/or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of Paragraph 165 of the National Planning Policy Framework.

19. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site as detailed in the Tree Protection Plan which has been agreed by the Local Planning Authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the Local Planning Authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

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

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20. No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:
- o A plan to a scale of 1:1000 showing the location of all defects identified;
 - o A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.
- No dwelling shall be occupied until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.
Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.
21. For the full period of demolition/construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.
REASON: In the interests of highway safety and other highway users in accordance with Policy G17 in the South Ribble Local Plan 2012-2026
22. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:
- o 24 Hour emergency contact number;
 - o Details of the parking of vehicles of site operatives and visitors;
 - o Details of loading and unloading of plant and materials;
 - . Arrangements for turning of vehicles within the site
 - . Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
 - o Measures to protect vulnerable road users (pedestrians and cyclists);
 - o The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - o Wheel washing facilities;
 - o Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
 - o Measures to control the emission of dust and dirt during construction;
 - o Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - o Construction vehicle routing;
 - o Delivery, demolition and construction working hours.
- The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.
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 in to protect the amenity of neighbouring residents in accordance with Policy G17 in the South Ribble Local Plan 2012-2026..
23. No part of the development hereby approved shall be occupied until all the highway works have been constructed and completed in accordance with a scheme that shall

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be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

24. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

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 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.

Note: It is recommended that to discharge the condition the local planning authority should seek to require a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes.

25. Prior to first commencement on site a survey of the existing ground levels and proposed ground, slab and finished floor levels shall be submitted to and be approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

REASON: To ensure a satisfactory standard of development in accordance Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

26. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.

REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. As Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so is can be assured that the design meets the required dwelling emission rate

27. No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

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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

28. Each dwelling hereby approved shall not be occupied until refuse and recycling storage facilities for that dwelling have been provided. These facilities shall thereafter be retained for use at all times.

REASON: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with Policy 27 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

29. Each dwelling hereby approved shall not be occupied until the boundary treatment for the dwelling has been provided in accordance with the approved details. 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

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 3 Travel
- 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

South Ribble Local Plan

- A1 Policy A1 Developer Contributions
- D1 Allocations of housing land
- F1 Car Parking
- G10 Green Infrastructure Provision in Residential Developments
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

Residential Extensions Supplementary Planning Document

Affordable Housing Supplementary Planning Document

Open Space and Playing pitch Supplementary Planning Document

Note:

Other application Informative

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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 J116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. Ecology Notes: 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

It is an offence under the Wildlife & Countryside Act 1981 as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 Part 2 of the Act. Species such as Japanese Rose which are present on site are included in this schedule. If any such species will be disturbed as a result of this development a suitable qualified consultant should be employed to advise on how to prevent an offence

3. Environmental Health Note: It is recommended that contact details are provided at the front of the construction site and a letter drop is made to all nearby properties containing contact details and informing them of any unusual construction methods e.g. working outside normal construction times, use of piling machines etc, along with timescales for this work.

4. Lead Local Flood Authority Note: For the avoidance of doubt, this permission does not grant the applicant permission to connect to the ordinary watercourse and, once planning permission has been obtained, it does not mean that land drainage consent will be given.

The applicant should obtain Land Drainage Consent from Lancashire County Council before starting any works on site.

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Application Number 07/2021/00665/FUL

Address Land off Belle Field Close, Penwortham

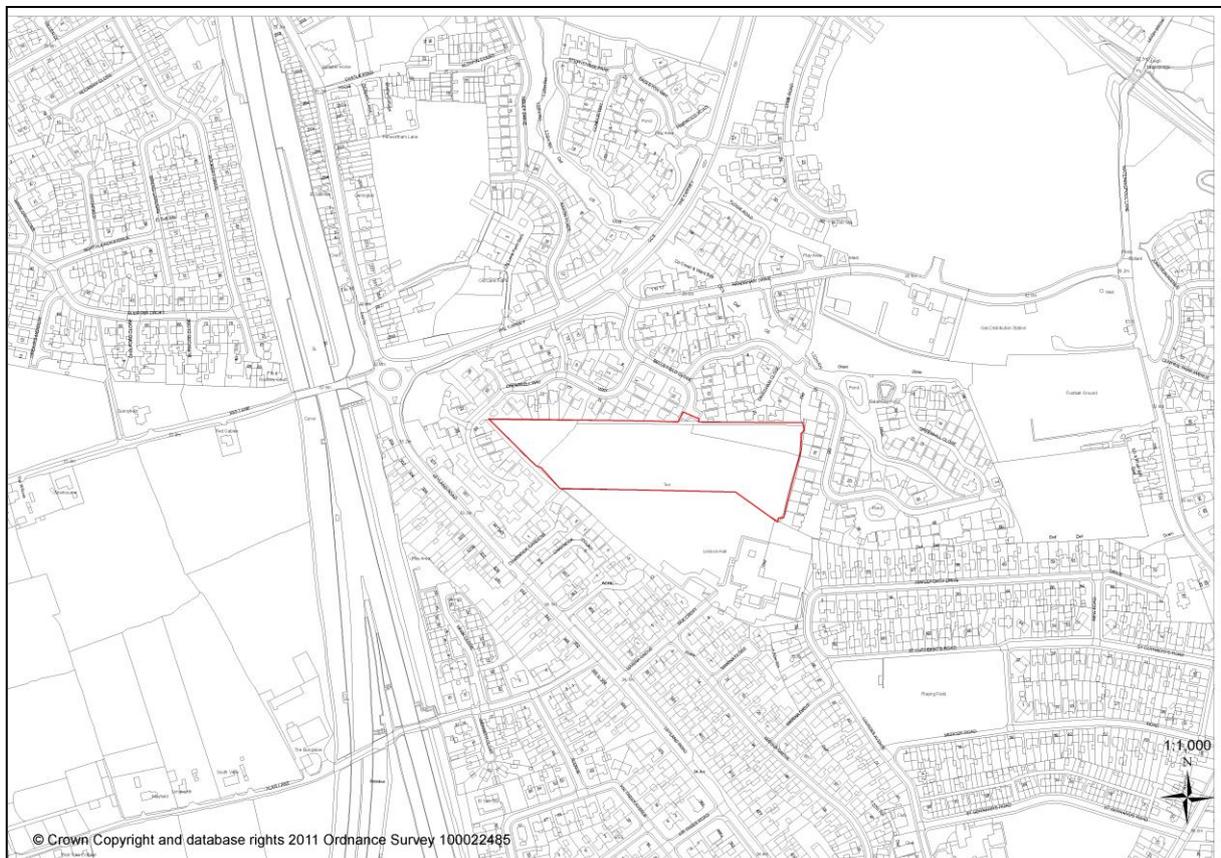
Applicant Seddon Homes

Agent Mike O Brien
Pinnacle Planning
500 Styal Road
Manchester M22 5HQ

Development Residential development for the erection of 63 dwellings with associated works and infrastructure

Officer Recommendation That Members are minded to approve the application, and that the decision is delegated to the Director of Planning and Housing in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of a legal agreement to secure a financial contribution towards public open space and on-site affordable housing.

Date application valid 7.6.2021
Target Determination Date 6.9.2021
Extension of Time 13.9.2021



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1. Report Summary

1.1. The Belle Field Close site is an undeveloped, 1.9-hectare parcel of land located at the centre of the recently constructed Cawsey housing allocation. The site forms part of Housing allocation Site CC 'Land at Claytongate Drive, Lostock Hall' as designated by Local Plan D1 (Allocation of Housing Land).

1.2. South of the site is Moor Hey School and its playing fields, but on all other sides are recently constructed dwellings. Trees partially bound the site but there are no Tree Preservation Orders on or around the site, and access is possible from an existing spur (north) off Belle Field Close. Properties in the area are characterised by a range of styles and types but typically are brick built in 'estate' style arrangements.

1.3. A small section to the north-east corner sits in Flood Zone 2 (moderate risk) but there is no recorded history of flooding on site. The remainder is within Flood Zone 1 (least likely to flood) and a Flood Risk Assessment has been supplied.

1.4. This application seeks permission in full for 63 dwellings with associated works. Of these, 19 properties would be affordable and/or ground floor dwellings as required by policy. Other than garden landscaping, through site landscaping comprises ornamental tree planting, and retention of existing hedgerows; reflecting that of the existing estate. Public open space has not been provided on site, but a full financial contribution of £164,304 towards off site public open space has been agreed; details of both are described in full at Para 9.9 below.

1.5. The site is allocated for housing development (Site CC (Land off Claytongate Drive, Lostock Hall) by Policy D1 (Allocation of Housing Land) of the South Ribble Local Plan 2012-2026. It is also assigned as City Deal site H22. Site CC was estimated as suitable for approximately 15 dwellings, but when taking into account the sites surroundings, the proposed scheme at a density of circa 33 dwellings per hectare would better complement the wider area. If anything a development of 15 units would be incongruous when surrounded by much higher density estate style development, and increased property numbers would better align itself to NPPF Para Chapter 11 which promotes the effective use of land, higher density residential development and considers minimum density standards which reflect a developments surroundings.

1.6. When taking into account existing and proposed boundary screening, and proposed dwelling placement, the proposed development is not considered to have an undue impact on the amenity of existing neighbouring properties, the character and appearance of the area or highways safety and capacity. Interrelationships between existing and proposed properties also comply with adopted separation guidance and the scheme is compliant with Local Plan Policy B1.

1.7. It is also Officers view that proposed development would not detrimentally affect the amenity or nature conservation value of the site, and that suitable mitigation in the form of supplementary tree planting, well designed landscaping and ecological compensation has been provided

1.8. County Highways have fully assessed the application and raise no objections to the proposed development in principle, confirming that the proposed use would not impact adversely on highways safety or capacity. Parking provision has been identified in line with Local Plan Policy F1, and vehicle charging points would be secured by condition

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1.9. Following full consultation, nine letters of representation have been made (multiples from the same person counted as one). Late comments will be reported verbally at committee. Statutory consultee comments are addressed either by amendments to the proposal, or by condition.

1.10. It is therefore recommended that Members be minded to approve the application, and that the decision be delegated to the Director of Planning and Housing in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a legal agreement to secure a financial contribution towards off-site public open space and on-site affordable housing.

2. Application Site and Surrounding Area

2.1. The Belle Field Close site is an relatively even, undeveloped, 1.9-hectare parcel of land located south east of Penwortham, but to the centre of the recently constructed Cawsey housing allocation. The site forms part of Housing allocation Site CC '*Land at Claytongate Drive, Lostock Hall*' as designated by Local Plan D1 (Allocation of Housing Land).

2.2. South of the site is Moor Hey School and its playing fields, but on all other sides are recently constructed dwellings. 2 small brooks run along the eastern and western boundaries; the western side also being home to minor woodland. Trees partially bound the site but there are no tree preservation orders in place. Access is possible from an existing spur (north) off Belle Field Close. Properties in the area are characterised by a range of styles and types but typically are brick built in 'estate' style arrangements.

2.3. A small area to the north-east corner of the site sits in Flood Zone 2 (moderate risk) but there is no recorded history of flooding on site. The remainder is within Flood Zone 1 (least likely to flood) and a Flood Risk Assessment has been supplied.

3. Site Context / Planning History

- ☐ 07/1999/0761 - Land Off Leyland Road Lostock Hall - 150 dwellings (access only) with associated roads, landscaping and open space – Granted May 2000
- ☐ 07/2003/0095 - Reserved matters for 145 dwellings and associated landscaping and access roads. (Revised application) - Granted April 2003
- ☐ 07/2016/0512/FUL - Land at Claytongate Drive Penwortham - Erection of 28 dwellings with associated infrastructure – Granted March 2017

4. Proposal

4.1. The application seeks permission for erection of 63 market and affordable dwellings with associated infrastructure. Proposed access would see extension of the existing Belle Field Close carriageway (north site boundary) – currently the cul-de-sac connects to The Cawsey; a well-lit part of the cross borough link road between the A6 and Leyland Road. The internal estate road would extend to the eastern and western sides with cul-de-sacs at both ends. A short spur in the south-western corner is also proposed, and is reported by residents to be a new access into the school, although proposed fences and tree retention belie this suggestion. LCC Highways had concerns about this proposed spur which has since been amended to be a private driveway. In respect of school development the applicant notes that it has been confirmed that '*access provision was requested to be safeguarded by the Local Education Authority in case a development at the school should be proposed at some point in the future which would require an additional or improved access to that which is currently available. However the LEA are not aware that any such development is currently proposed*'. All roads would be 5.5m wide with pavements.

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4.2. Properties are modern, well designed and would be constructed in quality materials to respect the surrounding urban streetscene. Materials suggested are a mix of red and buff coloured brick, pale render with grey roof tiles. A materials schedule for estate road and private driveways has also been provided.

4.3. Eighteen different but complementary house types are proposed. Two storey height, one, three and four bed roomed detached, semi-detached, terraced and apartment properties provide for a well-balanced, mixed development with dwellings for all requirements. Apartment units would each house 2 flats but resemble semi-detached properties, and appear to be tenure and type blind.

4.4. Dwellings would benefit from rear and front gardens similar to those of surrounding estates. Through site and mitigatory landscaping is proposed, and 1.8m walls with 1.3m timber infills would be provided along part of the eastern boundary (rear of plots 16-24), western boundary (rear of plots 44-49) and at strategic points throughout the site. Property boundaries would be denoted by either 1.8m timber, or acoustic timber fences.

4.5. Parking is provided in line with adopted standards, and waste storage to the rear of each property identified. Electric vehicle charging points would be secured by condition for all properties with driveways, and for 10% of those with communal parking spaces.

4.6. Density proposed is approximately 33 dwellings per hectare – similar to that of adjacent estate developments but lower than the borough average. Phasing detail for the site has not been provided so it is assumed that the scheme will be built out in one phase.

5. Summary of Supporting Documents

5.1. The application is accompanied by the suite of documents detailed within recommended condition 2

6. Representations

6.1. Summary of Publicity

6.1.1. *Pre-application consultation:* In line with the Councils Statement of Community Involvement, community engagement was undertaken by the applicant prior to submission as follows.

- ☐ Pre-application discussions with planning and strategic housing officers, and approaches made to Penwortham Town Council and the Head Teacher at Moor Hey school.
- ☐ Community leaflet drop to approximately 144

A total of 13 responses were received; the majority being constructive with some suggestions for improvement. Many of the potential issues had been anticipated and addressed with the Council as part of the pre-application process. Other comments where relevant have been included in the final scheme.

6.1.2. *Post application consultation:* Four site notices and a newspaper advertisement have been posted, and 44 neighbouring properties consulted. Ward Councillors Watkinson and Wooldridge have also been notified.

Penwortham Town Council – have not responded

Letters of Objection or Support

Nine residents (multiples counted as one) have made representation. These are summarised as follows:

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In Objection

Highways

- ☒ Existing pollution on Leyland Road and Cawsey estate
- ☒ Suggestion that site is accessed off Claytongate Drive rather than Belle Field Close – use of Belle Field Close is excessive
- ☒ Bellefield Road is a narrow approach with a blind corner – *Officer comment: During a site visit Bellefield Close was difficult to access, but this was wholly down to inconsiderate parking of large vehicles on either corner, rather than Belle Field Close being inadequate in physical terms. Access provided is more than adequate and complies with required highway standards – see LCC comments with regards to Belle Field access below.*

Design/Character /Residential Amenity

- ☒ Properties not in keeping with mostly detached properties surrounding
- ☒ No need for semi-detached and terraced properties
- ☒ Loss of open aspect expected from a long term resident
- ☒ No mention of affordable housing or childrens play area on site – *see Para 9.9*
- ☒ Request to relocate more houses against the school field. A separate objector asked for houses to be removed away from the school – there does not appear to be a consensus of opinion
- ☒ Waste against fence (plot 59) and access to rear of plot 60 will result in odour issues and security risk to no: 7 Cromwell Way – *this situation has since been rectified by amended plans*
- ☒ 5 houses back onto 7 Cromwell Way when originally plans showed only 3
- ☒ Lost privacy – respondent bought property for its private outlook
- ☒ No details of materials supplied and the scheme will ‘stand out like a sore thumb’ – *a materials schedule has been supplied*
- ☒ Inadequate construction standards and no solar panels – *see Para 9.8*
- ☒ Safeguarding issues for users of Moor Hey School
- ☒ Loss of light

Environmental Impact

- ☒ Negative environmental impact / loss of wildlife
- ☒ History and risk of flooding on site as watercourses would be removed
- ☒ Trees on site which have been removed were subject to Tree Preservation Order
- ☒ Trees and shrubs removed before the sale should have been retained
- ☒ Air quality issues

Local Infrastructure

- ☒ Lack of schools, doctors and shops within the area (see Para 9.7) re: infrastructure provision), and query re: additional infrastructure funding

Other

- ☒ New houses should only be built on brownfield land
- ☒ “*we will lose the urban feel if this scheme goes ahead*”
- ☒ Site has been badly maintained in the past

Officer Comment – Highways, traffic management, schools’ provision and environmental issues have been assessed by the Councils consultees as the experts in their fields (see Section 7 below). As is standard practice, a pre commencement drainage strategy would be required should permission be granted to ensure that the proposal does not worsen the existing situation. There is no evidence to suggest that the applicant removed trees from the site, but there are no tree preservation orders on or surrounding this site

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7. Summary of Consultee Responses

8. **Ecology Consultant** - the Councils ecologist found the site to have some ecological interest, largely in the form of hedgerows with the remainder being low value grassland. Ecological assessment recommends that *'the provision of equal or greater lengths of native species-rich hedgerow to compensate for the losses of Hedgerows 1 and 2 and scrub at the site'*, however initial landscaping plans excluded replacement hedgerow. A revised landscaping plan has since been provided to include additional compensatory hedgerow planting.

Biodiversity Net Gain: Local Plan Policy G16 states that *'development should have regard to.... providing net gains in biodiversity where possible by designing in wildlife and by ensuring that significant harm is avoided or, if unavoidable, is reduced or appropriately mitigated and/or, as a last resort, compensated'*. No net gain calculations have been provided with the application, but given that all the grassland habitat will be lost to be replaced by housing and gardens, together with the loss of hedgerows it would appear that the proposal will result in a net loss to biodiversity. The ecology assessment makes some recommendations for the inclusion of bat and bird boxes – as provided by amended landscaping plan and secured by condition.

Other issues Notwithstanding the above, should the development go-ahead the ecology assessment makes recommendations for protection measures for species and habitats during construction works.

8.1.1. The Belle Field Close site is not considered to be a sensitive area in ecological terms and is below the threshold for Environmental Impact Assessment. There are no other features of obvious landscape value on the site

8.2. **Environment Agency / Local Lead Flood Authority** –The Environment Agency has no comments on this occasion and the Local Lead flood authority has no objection subject to conditions relating to sustainable drainage.

8.3. **Environmental Health** request conditions are imposed re construction management, lighting and noise, contaminated land, biomass, importation of material and electric vehicle recharge points. EH also requested a condition to prevent biomass installation but as this is outside of the remit of this application that condition has not been included. A revised noise assessment has since been provided and subject to construction which adheres with this report then a revised condition requiring acoustic fencing to be installed prior to first occupation is instead recommended.

8.4. **Lancashire Constabulary** - the application includes a comprehensive Crime Impact Statement which is supported by the Lancashire Constabulary Designing Out Crime Officers. The proposed security strategy within the Crime Impact Statement on pages 19-21 incorporates a series of recommendations that would also be recommended by the Lancashire Constabulary Designing Out Crime Team.

8.5. **Lancashire County Education** confirms that an education contribution is not required from this development.

8.6. **Lancashire County Council Highways** - The application is accompanied by Transport Statement and Travel Plan which concludes that the proposal site would be highly accessible by active modes of travel and public transport. The report finds the site to be accessible without the need for private vehicles, and that the proposal is policy compliant as it encourages non-car travel. A swept path analysis for large, emergency and refuge vehicles demonstrates that it is possible to enter and exit in a forward gear, and that there are no

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severe transport impacts resulting from development. The site is expected to result in 31 x 2 way vehicle trips during a typical morning peak period; this is expected to reduce during quieter periods, and based on expected traffic generation it is considered that these additional trips can be accommodated on the local highway network.

LCC Highways offered the following comments in summary, and as a result of subsequent amendments:

The County Council is committed to reducing congestion and delay while supporting Lancashires economic growth. This approach makes maximum use of existing transport network capacity and where appropriate identifying necessary improvements to infrastructure to facilitate development. To do this, LCC must evaluate operation of both local and wider network for all transport modes with regard to changes proposed for new development working closely with Highways England and other councils that fund change to the highway network i.e. through their CIL list/City Deal.

Development Principles/City Deal Improvement Schemes - there is a presumption in favour of residential development in this urban location. The Preston, South Ribble and Lancashire City Deal (agreed with Government 2013) seeks to deliver an economic growth programme within Central Lancashire which includes the proposed development site. To support this project, major improvements are required to highways and transport infrastructure with the County Council taking the lead in delivery via the Central Lancashire Highways and Transport Masterplan which details a 13 year delivery programme for increased road capacity, infrastructure and public transport improvements including priority delivery of the Cross Borough Link Road (CBLR. The first section of this link through to Hennel Lane roundabout from Leyland Road has been completed as part of the current residential development off the Cawsey.

A number of the above improvements directly and indirectly influence this development and the benefits released. Funding for this new infrastructure has been secured through CIL contributions and the City Deal, and it is anticipated that the new development coming forward at this location will contribute to the wider highway infrastructure through CIL contributions.

Existing Highway Conditions - The local highway network includes The Cawsey, that forms part of the Cross-Borough Link Road (CBLR which includes improved footway/cycleways and cycle route connections. It is anticipated the CBLR will be used by bus operators, but there is a good service on Leyland Road. Belle Field Close connecting the site to The Cawsey is a 20mph residential road with 5.5m wide carriageway, 2m footways to both sides and street lighting. In simple highway capacity terms this road should have capacity to serve up to 300 residential units.

Highway Access - It is proposed that site access will be off Belle Field Close from The Cawsey. Belle Field Close appears to be adopted to the site fence boundary and there would be no obstacle to extending the existing Belle Field Close to serve the site, however, the applicant would need to demonstrate that they have control of land between the site and the adopted highway if the estate road is to be adopted. Belle Field Close would be extended under a section 38 agreement for highway adoption with Lancashire County Council.

Accessibility by Sustainable Travel Modes – The NPPF requires that new developments should be accessible by sustainable transport. The transport statement (TS) (Table 4.1) shows local amenities and walking distance journey times, and also considers accessibility to the cycle network and public transport, this shows the site has reasonable accessibility to the local built environment and public transport.

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Development Traffic Highways Impact - Traffic Impacts Analysis - The TS includes traffic impact analysis for likely traffic generated by development. Proposed traffic generation rates seem a little low but this would not have a significant effect on total generation, and I am satisfied that the cumulative impacts of the proposed 63 dwelling development (together with committed and planned development) will not have a severe impact on the existing and proposed highway infrastructure.

Internal Site Layout, Parking and Refuse Collections - It is anticipated that the existing Belle Field Close will be extended under a section 38 agreement for highway adoption with Lancashire County Council. With regard to the amended layout (plan 19-57-PO1/B LCC note the changes to the 2 estate road stubs to the south and the removal of the footway to the school boundary, these changes are acceptable for an adoptable layout.

Regarding vehicle parking, the TS indicates that parking is provided in close proximity to each dwelling referencing the car parking standards contained within the South Ribble Local Plan. And that cycle parking is to be accommodated within the individual curtilage of each dwelling within gardens, garages, and sheds. Cycle storage is now provided for the apartments, or units without garages in the form of garden sheds which would be secured by condition.

At units 14-15 a parking spaces is directly in front of the access, and it is not clear how pedestrian access or bin access is achieved when a vehicle is parked in the space. This pedestrian access through parking spaces is common to several units for example 16-20, 61. Amended plans now provide for 1.2m x 1.2m clear level access and minimum external parking spaces of 2.4m x 5m

With regard to driveway and garage dimensions all integral garages must have internal dimensions of 3m x 6m or they will not be considered part of the parking provision. Detached garages are slightly short at 5.7 x 5.8m, but exceed standard parking space sizes. Off road parking to units with detached garages is also sufficient to provide for adopted standards.

Where parking bays are adjacent to walls and fences, it is recommended that the drives to have a minimum clear width of 2.6m, to provide additional room to open the doors. In line with government policy I would also expect the development to provide electric vehicle charging infrastructure for all properties. Plans provided show that plots 61 and 50 have driveways to 3m and 2.75m respectively, and charging points are secured by condition

The applicant is advised that highway surface water drainage system must not be used for storage any flood waters from the adoptable United Utility surface water system, or any private surface water drainage system. In general, LCC will seek to limit the use of culverts where alternative sustainable solutions can be found. The submission of engineering and constructional details together with the extent of adoption should be formally submitted to LCC as Highway Authority under s38 of the Highways Act.

Conclusion - There is a presumption in favour of residential development in this urban location. The extension of Belle Field Close to provide site access is acceptable in principle, and subject to clarification that this road will not provide access to the school (now received) I am satisfied that safe and suitable means of access can be achieved, and the cumulative impacts of the proposed development will not have a severe impact on the existing and proposed highway infrastructure.

8.7. South Ribble Arborist – The Councils Arborist has no objection to the proposal subject to protection of trees identified for retention, and a five year condition for replacement of new trees/shrubbery.

8.8. South Ribble Economic Development confirm that they are happy for pre-commencement Employment Skills detail to be submitted if approved

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8.9. **South Ribble Strategic Housing** – the Councils Housing Officer has considered the affordable housing offer provided for at Para 9.9 below, and is satisfied with this approach. Affordable housing would be secured by S106 legal agreement.

8.10. **United Utilities** have no objection subject to compliance with the approved drainage strategy

9. Material Considerations

9.1. Site Allocation

9.1.1. The site is designated as Site CC (Land off Claytongate Drive, Lostock Hall) by Policy D1 (Allocation of Housing Land) of the South Ribble Local Plan 2012-2026. It is also assigned as City Deal site H22. Site CC is a land locked tract to the centre of established housing development; planning permission for residential development having been granted on land to the east in December 2010. An amendment to this permission was granted in June 2011 for the formation of an access to this remaining undeveloped land. Site CC was estimated as suitable for approximately 15 dwellings, but when taking into account the sites surroundings, the proposed scheme at a density of circa 33dph would better complement the wider area. If anything a development of 15 units would be incongruous when surrounded by much higher density estate style development, and more properties would align itself to NPPF Para Chapter 11 which promotes the effective use of land, higher density residential development and considers minimum density standards which reflect a developments surroundings.

9.2. Policy Background

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

9.2.1. National Planning Policy Framework

9.2.1.1. The NPPF (2019) at Para 11: provides a presumption in favour of sustainable development which for decision making means approving development which accords with the development plan unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the framework as a whole. Other NPPF chapters of interest are:

9.2.1.2. Chapter 5: Delivering a sufficient supply of homes - housing applications should be considered in the context of the presumption in favour of sustainable development. Large scale development should be well located and designed and supported by necessary infrastructure and facilities.

9.2.1.3. Chapter 8: Promoting healthy, safe communities – planning should promote social interaction including opportunities for people to meet e.g. through mixed use development, strong neighbourhood centres, street layouts and pedestrian and cycle connections within and between neighbourhoods.

9.2.1.4. Chapter 9: Promoting sustainable transport – this encourages opportunities for alternatives to travel by car (cycle, walking, public transport) with development which is close to appropriate facilities and employment options

9.2.1.5. Chapter 11: Making effective use of land – planning should promote the effective use of land in meeting the need for homes whilst safeguarding and improving the environment and living conditions. Decisions should avoid homes being built at low density where there is identified need, and should consider minimum density standards, but development should also reflect that of its surroundings.

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9.2.1.6. Chapter 12: Requiring good design attaches great importance to the design of the built environment which contributes positively to making better places for people.

9.2.1.7. Chapter 14: Meeting the challenge of climate change, flooding and coastal change – the planning system supports the transition to a lower carbon future taking account of flood risk and climate change.

9.2.1.8. Chapter 15: Conserving and Enhancing the Natural Environment – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity as reflected by Core Strategy Policy 22

9.2.2. *Central Lancashire Core Strategy*

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

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

9.2.2.3. Policy 4: Housing Delivery provides for, and manages the delivery of new housing.

9.2.2.4. 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

9.2.2.5. 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.

9.2.2.6. Policy 7: Affordable Housing confirms a target of 30% affordable housing for housing developments of 15 dwellings or more. Specialist housing is exempt from this calculation

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

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

9.2.2.9. 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.

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

9.2.3. *South Ribble Local Plan*

9.2.3.1. In addition to site allocation policy D1(above), the following are also pertinent:

9.2.3.2. 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.

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

9.2.3.4. 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

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

9.2.3.6. 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.

9.2.3.7. 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.

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

9.2.4. *South Ribble Residential Design SPD* discusses design in very specific terms and is relevant with regards to separation between properties in and beyond the site bounds.

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

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

9.3. Impact of Development on Neighbouring Properties

9.3.1. The South Ribble Residential Design SPD suggests a minimum of 13m between any habitable first floor window and facing blank wall or gable, and 21m between any directly facing habitable room windows.

9.3.2. Properties in the south-west would face the rear of dwellings on Charnock Gardens at between 19m and 32m spatial separation. Only no: 39 Charnock Gardens sits below the 21m threshold, but this is to a single storey section which would be screened by existing and proposed boundary treatments. First floor windows fully achieve the required separation.

9.3.3. Minor changes have been made to the internal arrangements of plots 54-60, and now compliant separation is possible for all properties along the northern boundary. The only shortfall is the bedroom to plot 58 which stands 20m distant from the side facing balcony of no: 7 Cromwell Way, but this is at such an angled orientation that loss of privacy is not anticipated.

9.3.4. Within the site proposed properties are all spatially compliant apart from Plots 40 and 43 (side facing secondary dining room windows) which face Plots 53 and 57 at only 18m. Although only slightly too close, these are secondary windows which serve corner plots designed to offer focal points at prominent locations rather than blank gable elevations. As an element of 'buyer beware' would also be expected the separation for internal arrangement is considered acceptable.

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9.4. In the east, properties benefit from at least 21m separation. All units on all sides would also be screened by 1.8m walls or timber fences.

9.4.1. Officers are satisfied that the inter-relationships and spatial separation between proposed and existing neighbouring properties accords well to the sentiments of the South Ribble Residential Design Guide SPD, and are protective of residential amenity

9.5. Design, Character & Appearance

9.5.1. 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.

9.5.2. In consideration of the above, local distinctiveness and character of the area have been assessed. This site is surrounded on all but the southern side by recently constructed dwellings in estate style configurations. These are predominantly detached, although semi-detached and terraced properties are also present in the wider estate. Having regard to the materials palette provided, layout and house types proposed, the proposed scheme is an obvious extension to existing residential development without detriment to existing housing stock. Existing and suggested screening to the site would ensure that impact by way of visual intrusion to and from the site would be negligible.

9.5.3. Para 72 of the NPPF notes that the supply of large numbers of new homes can often be best achieved through planning for larger scale development – including significant extensions to existing settlements provided they are well located and designed, and supported by the necessary infrastructure and facilities. Policy B1 also acknowledges that the development of sites such as this provide the opportunity to make best use of existing services and utilities.

9.5.4. Whilst in the overall context of the wider estate this proposal is not significant, it is large scale and extends an existing settlement sized area of residential development. Existing infrastructure is present and can be connected to, and there are established community facilities within easy reach. The principle of development of the site was established by its allocation as a housing development site by the Local Plan, and its inclusion as a City Deal development site.

9.5.5. The proposed layout plan demonstrates similar levels of garden space to surrounding residential properties, and 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. The proposal has been designed to respect its surroundings, and is considered policy compliant in design terms

9.6. Sustainability

9.6.1. One of the core principles of the NPPF is to ensure developments include opportunities to promote walking, cycling and public transport. It is considered that the proposed layout offers maximum permeability for pedestrians and cyclists; the offer also benefitting from the following:

9.6.2. *Community Facilities* – There are three high schools within 1.5 miles of the site and ten primary schools within the same distance; 6 of these are less than 1 mile away. Nine GP surgeries and six dentists sit within a 1.5 mile radius, and Tardy Gate retail centre is less

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than 0.5miles away. There is a children's playground on Handshaw Drive approx. 350m distance.

9.6.3. *Sustainable Transport Modes* - A cycle route runs to the north on Handshaw Drive, and there are bus stops 450m away at the Leyland Road/Bee Lane/Cawsey roundabout. There are no public rights of way through or adjacent to the site. Lostock Hall, Bamber Bridge and Preston railway stations are 0.8 miles, 1.5miles and 1.7miles respectively.

9.6.4. In terms of being sustainable development within easy reach of community facilities and alternative transport modes this proposal is considered to be acceptable.

9.7. Construction Standards, Water Management and Noise

9.7.1. *Construction Standards*- 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 construction standards are considered appropriate. An Energy Statement supports the confirming that the development will adopt an energy efficient approach.

9.7.2. *Water Management/Utilities* - In addition Core Strategy Policy 29(e) (Water Management) seeks to improve water quality and flood management in areas such as Lostock Hall. There is no existing drainage infrastructure on site, but there is an extensive sewer and surface water drainage network on all sides. Proposed drainage strategies have not been provided but this is standard practice, and the LLFA and UU are satisfied subject to imposition of pre-commencement drainage conditions.

8.8.4. *Noise* – noise has been addressed by Environmental Health and is subject to suitable measures

9.8. Developer Contributions

9.8.1. Local Plan Policy A1 (Developer Contributions) expects that most new development will 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.

9.8.2. *Affordable Housing* - Core Strategy Policy 7 (Affordable and Special Needs Housing) requires that sites of 15 dwellings or more would provide a minimum of 30% on or off-site affordable housing, or where not feasible an off-site contribution towards housing elsewhere. The Penwortham Neighbourhood Development Plan also states that all developments in Penwortham should include 10% of single storey properties suitable for older people.

9.8.3. This application seeks permission in full for 63 dwellings. Of these 19 (30%) would be affordable units – 8 no: 1 bed apartments, 4 no: 2 bed apartments and 2 no: 3 bed houses would be for social rent (74%) whilst 5 no: 3 bed houses would be for shared ownership (26%). In respect to ground floor units only 6 are required on this site, but the applicant proposes 8 ground floor apartments as supported by the Penwortham NDP. This offer is policy compliant and properties are pepper potted throughout the site to ensure tenure blindness.

9.8.4. *Public Open Space* - The NPPF states that 'access to high quality open space makes an important contribution to the health and wellbeing of communities'. This is supported by Core Strategy Policy 24 (Sport and Recreation) which sets out ways of ensuring that everyone has the opportunity to access good sport, physical activity and recreation facilities. As such, all new residential development resulting in a net gain of 5 dwellings must provide

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sufficient green infrastructure to meet the recreational needs of the development in accordance with specific but flexible standards laid down in the Central Lancashire Open Space and Playing Pitch SPD. There is no public open space provided on site, and as such a payment for offsite provision towards amenity green space is required of £255 per dwelling - £16,065, in addition to payment of £31,941 towards Central park, £6363 towards equipped play area at Bellis Way, £14994 towards natural and semi natural greenspace at Walton Park and £94, 941 towards playing pitches at New Longton – a total of £164,304

9.8.5. *Community Infrastructure Levy* - CIL which is non-negotiable is payable on approved properties (discounting apartments and affordable properties) at the current rate of £65 x1.423 per square metre of floor/garage space. Liability has been assumed for the total of £460,625.10 – calculated on the basis of 44 market (4980m²) and 19 (1173m²) affordable and/or apartment dwellings.

10. Conclusion

10.1. Planning Balance

10.2. Due to the detailed and complex arguments associated with this application, both harm and benefits are summarised below. Due weight can then be applied by Members to the pros and cons in the decision-making process, to determine whether material considerations have been demonstrated in order to depart from the policy requirements of the Local Development Plan.

10.3. Material Considerations In Favour of Development Include:

- Delivery of affordable housing units in an area of need with support from the Council's Strategic Housing officer.
- Considerable CIL contribution to support local infrastructure
- Public open space contribution of £164,304 towards open space in the wider area
- Contribution towards 5-year housing land supply on an allocation housing site
- Average density of approximately 33 dwellings per hectare with appropriate spatial separation and access
- ☐ Retention of existing hedgerow and through site landscape augmentation
- ☐ No objection from the Councils statutory consultees
- ☐ Well designed, well screened sustainable development which is protective of existing residents and within reach of existing infrastructure
- ☐ Ecological mitigation

10.4. Material Considerations Against Development include:

- Loss of green space may affect the visual character and appearance of the area, although access through Belle Field Close is fenced but untidy and the site lacks maintenance
- Increased noise and traffic generation

10.5. Members are asked to consider the value of this land locked, allocated housing site which is almost invisible other than from abutting properties against the implications and benefits of developing the site for residential purposes.

10.6. Retention and enhancement of biodiversity on the site suggests a scheme which would not detrimentally affect nature conservation value but ensures a well-designed, spatially acceptable development which would offer no less visual amenity than the existing site. For these reasons the proposal is considered to accord with the requirements of Policy G13, 16 and 17 of the South Ribble Local Plan 2012-2026.

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10.7. The site is allocated in the local plan for housing, and sits to the centre of an established but new, large scale development of similar properties. The school in the south is separated by its own playing fields and would be screened by proposed fences. The Local Plan allocation and adoption as a City Deal site confer an in-principle presumption towards development where all other plan policies are complied with. It is considered on that basis that this site would be appropriate for residential use; particularly when taking into account surrounding uses, existing infrastructure and the adjacent highways network. The Councils statutory consultees have appraised the situation and have either recommended conditions to any approval or have no objection. The proposed affordable housing and public open space requirement of the Core Strategy have been addressed and are policy compliant despite the lack of open space on what is a fairly constrained site.

10.8. The proposed development is deemed to be in accordance with relevant policies of the National Planning Policy Framework, Central Lancashire Core Strategy, South Ribble Local Plan 2012, South Ribble Residential Design SPD and Central Lancashire Affordable Housing, Open Space and Playing Pitch SPD's. It is therefore recommended that Members be minded to approve the application and that the decision be delegated to the Director of Planning and Housing 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 public open space and details of on-site affordable housing and open space.

RECOMMENDATION:

That Members are minded to approve the application, and that the decision is delegated to the Director of Planning and Housing in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of a legal agreement to secure a financial contribution towards public open space and on-site affordable housing.

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:

Woodland Design (Prefix 19-57-)

- o Affordable housing P04/B
- o Boundary treatments P02/B
- o Indicative street scenes SS01
- o Location plan LP01
- o Materials/hardstanding's P03/B
- o Proposed site layout P01/B
- o Refuse plan P05/B
- o Street scene P06/B

House Type Plans (Seddon Homes)

- o Ashley V2.1-ASH-01/Rev A
- o Astbury V3.0-AST-01/B
- o Bowland V2.1-BOW-01/Rev1
- o Bowland SPE Bay V2.1-BOW-SPE-BAY-12/Rev 1
- o Brearley V2.5-BRE-01/Rev A
- o Carron V2.1-CAR-01/Rev A
- o Denholme V2.1-DEN-01/Rev 1

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- o Denholme BAY V2.1-DEN-BAY-01/Rev 1
- o Double garage V2-DGA-P-01/Rev A
- o Elton V2.1-ELT4-01/Rev A
- o Hartford V2.1-HAR-01/Rev D
- o Hartford DG V2.1-HAR-DG-01/Rev C
- o Kerridge V2.1-KER-01/Rev A
- o Marsden V2.1-MAP-01/Rev 1
- o Shelley V2.1-SHE-01/Rev A
- o Tatton V3.0-TAT-01
- o Wynbury V3.0-WYN-01

- o Air quality assessment (4450RI: 23.4.21 Redmore)
- o Arboricultural Impact Assessment (80-466-R1-2 May 2021 E3P)
- o Community Infrastructure Levy documentation
- o Crime impact statement (V1.0 May 2021)
- o Design & Access statement (Woodcroft)
- o Ecological survey (ERAP 2020-386: April 2021)
- o Energy assessment report (May 2021 AES Sustainability)
- o Flood risk assessment (680098-R1-01 FRA/RSK)
- o Geo Environmental Assessment (14-747-R1-1: Feb 21, and accompanying data sheets 14-747-0JA (E3P)
- o Landscaping plan (6533-01C TBA)
- o Noise impact assessment (Reference: 50-317-R1-4, Date: August 2021) and acoustic plan
- o Transport Statement (VN211990 Vectos)
- o Travel Plan (VN211900 Vectos)
- o Planning statement PP0005 Pinnacle August 2021

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. Foul and surface water shall be drained on separate systems.
Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy 29 in the Central Lancashire Core Strategy

4. No development shall commence in any phase until a detailed, final surface water sustainable drainage scheme for the site has been submitted to, and approved in writing by, the local planning authority. The detailed sustainable drainage scheme shall be based upon the site-specific flood risk assessment and indicative sustainable drainage strategy submitted and sustainable drainage principles set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.
Those details shall include, as a minimum:
 - a) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawings of flow control manhole, attenuation tank and permeable paving if specified.
 - b) Proposed gradients in rear gardens of plot nos.3-24, 48-60 and 63 with boundary levels. Any proposed increases in boundary levels must be clearly shown on the layout plan.
 - c) The drainage scheme should be in accordance with the principles of the RSK Belle Field Close, Penwortham Flood Risk Assessment & Outline Surface Water Drainage Strategy ref.680098-R1 revision 01 dated 27th May 2021 and demonstrate that the surface water run-off and volume shall not exceed the greenfield runoff rate. The

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scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

d) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change).

e) Plan identifying areas contributing to the drainage network

f) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,

g) A plan to show overland flow routes and flood water exceedance routes and flood extents.

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

i) Breakdown of attenuation in pipes, manholes and attenuation tank.

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

5. No development shall commence until details of how surface water and pollution prevention will be managed during each construction phase have been submitted to and approved in writing by the local planning authority. Those details shall include for each phase, as a minimum:

a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.

b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The development shall be constructed in accordance with the approved details.

Reasons:

1. To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere;

2. To ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

6. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report and Operation and Maintenance Plan for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority.

The Verification Report must demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations), and contain information and evidence (including photographs) of details and locations (including national grid reference) of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of a final 'operation and maintenance manual' for the sustainable drainage scheme as constructed.

Details of appropriate operational, maintenance and access requirements for each sustainable drainage component are to be provided, with reference to published guidance, through an appropriate Operation and Maintenance Plan for the lifetime of

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the development as constructed. This shall include arrangements for adoption by an appropriate public body or statutory undertaker, and/or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of Paragraph 165 of the National Planning Policy Framework.

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

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

8. 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 confirm before work commences on site that imported sub and/or topsoil will be protective of human health and the environment, and 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

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 which has been agreed by the local planning authority. Protective fencing should be erected in accordance with Figure 2 of BS 5837 - 2012 comprising a metal framework. Vertical tubes will be spaced at a maximum interval of 3m. Onto this, weldmesh panels shall be securely fixed with scaffold clamps. Weldmesh panels on rubber or concrete feet should not be used. The site manager or other suitably qualified appointed person will be responsible for inspecting the protective fencing daily; any damage to the fencing or breaches of the fenced area should be rectified immediately. The fencing will remain in place until completion of all site works and then only removed when all site traffic is removed from site.

Existing ground levels should be retained within the RPA and excavated by hand. Any exposed roots should be immediately wrapped to prevent desiccation. Wrapping should be removed prior to backfilling. Prior to backfilling roots should be surrounded with topsoil or sharp-sand or inert granular fill before the soil is replaced. 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.

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

10. During construction and site clearance, no machinery shall be operated, no processes carried out or deliveries taken at or dispatched from the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

11. There shall be no burning of waste material or vegetation on site.
Reason: In the interests of the amenity and to safeguard the living conditions of the nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy and the NPPF.

12. Prior to the commencement of any works on site a Dust Management Plan shall be submitted, for written approval, to the local planning authority. The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control measures to ensure dust and soil does not travel beyond the site boundary. Once agreed the identified control measures shall be implemented and maintained throughout the duration of the site preparation and construction phase of the development.
Reason: In the interests of the amenity and to safeguard the living conditions of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.

Note to applicant: A currently accepted risk assessment methodology includes that contained within the IAQM 'Guidance on the assessment of dust from demolition and construction' or the Major of London 'The control of dust and emissions from construction and demolition'

13. No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highway Authority prior to the survey being undertaken. The survey must consist of:
a) A plan to a scale of 1:1000 showing the location of all defects identified;
b) A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.
No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.
Reason: To ensure before work commences that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer

14. No external flood lighting or security lights other than individual domestic security lights shall be installed at the permitted development without first obtaining written permission from the local planning authority.

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

15. 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) Further to the findings of the Phase I geo-environmental site assessment (Ref: 14-747-R1-1 Date 22nd February 2021) 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.
 - (b) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.
 - (c) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement. Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings.

Reason: To ensure that:

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

16. The development shall be constructed in adherence with Noise Impact assessment Reference: 50-317-R1-4, Dated: August 2021
Reason: In the interests of the amenity and to safeguard the living conditions of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.
17. Prior to first occupation of the first house, acoustic fencing as detailed in the approved noise impact assessment shall be completed. Once installed it shall be retained and maintained thereafter unless with the written agreement of the local planning authority
Reason: In the interests of the amenity and to safeguard the living conditions of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.
18. 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
19. If the presence of bats, barn owls, great crested newts or other protected species is detected or suspected on the development site at any stage before or during development or site preparation, works must not continue until consultation with a

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qualified ecologist as to the need for a Natural England licence or other precautionary works.

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

20. Prior to first occupation of the last dwelling bird and bat roosting opportunities as identified by approved landscaping plan 6533.01/C (TBA) shall be provided. Once installed 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

21. Prior to commencement of piling works, details of piling activity shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 0800 - 17:00 Monday to Friday.

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

22. 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

23. The approved landscaping scheme shall be implemented in the first planting season following completion of the development or first occupation/use 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

24. Prior to the first occupation of each dwelling hereby approved, the cycle storage facilities identified on approved site plan 19-57-P01 B (Woodcroft) shall be provided to that dwelling (where relevant). These shall be permanently maintained thereafter.

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

25. Prior to first occupation of any property reliant on communal parking spaces, a minimum of 10% of the communal parking spaces relating to that section shall be fitted with Electric Vehicle Recharge points, including adequate charging infrastructure and cabling and specifically marked out for the use of Electric Vehicles

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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

26. Prior to first occupation of each dwelling with one or more off-street parking space/garage space integral to the curtilage of the property. hereby approved, one Electric Vehicle Recharge point shall be provided to that dwelling

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

27. Prior to first occupation of each dwelling hereby approved, waste and refuse storage facilities identified on approved plan 19-57-P01 B (Woodcroft)for that dwelling shall be provided.

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

28. Approved boundary treatments around the site edges shall be installed prior to first occupation of the first dwelling hereby approved. Boundary treatments around each plot shall be erected before first occupation of that plot and retained thereafter. Boundary treatments should be raised from ground level by 0.15 to 0.20 metre or suitably sized gaps should be left at strategic points identified by approved plan 19-57-P01 B (Woodcroft)

REASON: In order to retain habitat connectivity for Species of Principal Importance, such as amphibians and hedgehogs in line with Local Plan Policy G16 (Biodiversity and Nature Conservation)

29. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. Prior to the commencement of construction of the first dwelling details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.

REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. As Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so is can be assured that the design meets the required dwelling emission rate

30. No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. As Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.

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31. Prior to commencement of works on site, details of future employment and skills at the Belle Field Road site as explained by, and in line with the Central Lancashire Employment and Skills SPD and Appendix 1 of the same document shall be submitted to, and approved in writing by the Local Planning Authority. Once approved the assessment shall be adhered to thereafter unless agreed in writing with the Local Planning Authority

REASON: To identify skills shortages, and to ensure that there are the necessary employment and skills opportunities in local areas in accordance with Central Lancashire Core Strategy Policy 15

32. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan/statement shall provide:

- o 24 Hour emergency contact number;
- o Details of the parking of vehicles of site operatives and visitors;
- o Details of loading and unloading of plant and materials;
- o Arrangements for turning of vehicles within the site;
- o Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measure;
- o Measures to protect vulnerable road users (pedestrians and cyclists);
- o The erection and maintenance of security hoarding including decorative displays and facilities for public viewing facilities;
- o Wheel wash facility details;
- o Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- o Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- o Construction vehicle routing;
- o Delivery, demolition and construction hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

Note: Construction Management Plan.

o There must be no reversing into or from the live highway at any time - all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.

o There must be no storage of materials in the public highway at any time.

o There must be no standing or waiting of machinery or vehicles in the public highway at any time.

o Vehicles must only access the site using designated vehicular access point.

o There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations - all of which must be managed within the confines of the site.

o A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing Ihsstreetworks@lancashire.gov.uk

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o All references to public highway include footway, carriageway and verge

33. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. Once agreed, the streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

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 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..

Note: It is recommended that to discharge the condition the developer should provide the local planning authority with a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes

34. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

Reason: - In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

Note: The applicant is advised to obtain a technical approval for all estate street details from the local highway authority prior to the submission of such approved details to the local planning authority for condition discharge.

35. The new estate road / access between the site and Bell Field Close shall be constructed in accordance with Lancashire County Council's Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

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
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 26 Crime and Community Safety

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- 27 Sustainable Resources and New Developments
- 29 Water Management

South Ribble Local Plan

- A1 Policy A1 Developer Contributions
- D1 Allocations of housing land
- F1 Car Parking
- G10 Green Infrastructure Provision in Residential Developments
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

Residential Extensions Supplementary Planning Document Open Space and Playing pitch Affordable Housing (Supplementary Planning Documents)

Penwortham Neighbourhood Development Plan

Note:

Other application Informative

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

2. 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

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 0845 7462200 regarding water mains/public sewers or 0870 7510101 to access a fully supported mapping service.

It is the applicant's responsibility to demonstrate the exact relationship between any assets that may cross the site and any proposed development.

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.

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3. The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, Wild Mammal (Protection) Act 1996 and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species, or to inflict unnecessary suffering to wild animals. The work hereby granted does not override the statutory protection afforded to these species or provide defence against prosecution under this act, and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species

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

Highways Note 2: The Applicant is advised to obtain the written approval of the Local Highway Authority for the details required under Condition 2 (re S278 Works), prior to the submission of such details to the Local Planning Authority in seeking to discharge the said condition. Such details, as may be submitted to the Local Highway Authority, could be subject to technical and safety assessments / audits, which may result in changes to the layouts and alignments as shown on any indicative layout(s) approved by virtue of the planning permission. The applicant is advised that the Local Planning Authority may reject details submitted to them for the discharge of the condition without evidence of technical approval from the Local Highway Authority.

Highways note 3: This consent does not give approval to a connection being made to Lancashire County Council's highway Drainage system

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Application Number 07/2021/00722/COU

Address 176 - 178 Station Road
Bamber Bridge
Preston
Lancashire
PR5 6TP

Applicant Mr Stephen Whittle

Development Change of use of first floor into House of Multiple Occupancy (HMO)

Officer Recommendation **Approval with Conditions**

Date application valid 24.06.2021
Target Determination Date 19.08.2021
Extension of Time

Location Plan



1. Report Summary

1.2 The application has been called to planning committee for determination by the local ward councillor. The application proposes the change of use of the first floor of the existing commercial premises, operated by Coral Bookmakers, to a House in Multiple Occupancy (HMO). The existing rooms on the first floor will be sub-divided to provide 4 bedrooms each with en-suite and a communal kitchen.

1.2 The site is within the Bamber Bridge District Centre where there is a mix of residential and commercial properties.

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1.3 Although no parking is proposed other than 4 cycle spaces, the site is in a sustainable location, on a main bus route and close to amenities. Therefore, in line with Policy F1 and G17 of the South Ribble Local Plan, it is appropriate to relax the parking standards.

1.4 It is considered that, with the imposition of conditions, the application is acceptable and is recommended for approval.

2. Site and Surrounding Area

2.1 The application relates to the first floor of a commercial premises located on the corner of Station Road and Clayton Street in Bamber Bridge. The ground floor is operated by Coral Bookmakers.

2.2 The property is within the Bamber Bridge District Centre where the area is a mix of commercial and residential properties. To the west are residential properties on Clayton Street, on the opposite side of Station Road is a supermarket, public house and other commercial properties and on the same side as the application property are a dentist, beauty salon and opticians.

3. Planning History

07/1975/0739 Erection of illuminated projecting box sign. CONS 08/10/1975

07/1983/0419 New display window. APV 03/08/1983

07/1987/0655 Change of use from dwelling to office (Class A2). APV 11/11/1987

07/1994/0380 Two Storey Extension to Rear of Offices. APV 15/07/1994

4. Proposal

4.1 The application proposed the change of use of the first floor to a House of Multiple Occupancy (HMO). No external alterations are proposed. Internally the existing rooms will be re-configured to provide en-suites to each of the 4 bedrooms. A communal kitchen is also proposed.

4.2 A ground floor plans has also been submitted to demonstrate the binstore/recycling area and cycle store. This is to the rear of the premises with gated access to the alley that runs along the rear of the properties fronting Station Road.

5. Summary of Publicity

5.1 Neighbouring properties were notified and a site notice posted with 2 letters of representation being received, objecting to the proposal on the following grounds:

- Amount of parked cars in the area
- No vehicle parking is being provided by developer
- Impossible to find a parking space on Clayton Street
- Vehicles of occupants, visitors and other services will park on Clayton Street
- Only enough parking space for maximum of 9 vehicles but 17 residential properties on it
- This development will result in another influx of cars
- To put 4 people in such a small space would be overcrowding
- A HMO should have a communal living room and there is no evidence of one here
- Question location of refuse bins and ease of use
- Application does not address refuse storage and collection, alleyway is too narrow
- Problems if residents of development are loitering outside smoking etc.

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- Area already overdeveloped
- Width of alleyway to rear will result in overlooking from proposed HMO
- Change from an office with no overnight usage to residential

6. Summary of Consultations

6.1 **County Highways** confirm there are no highway objections to the change of use. The site is located in a sustainable location where amenity and public transport services are all within walking distances.

6.2 **Environmental Health** require conditions be imposed in respect of waste and cycle storage. They also advise that the Housing Standards Department are unable to require compliance with Housing Law related matters via the planning regime and therefore have contacted the developer directly and have raised several points which are required to be completed before the property is tenanted. To date the owner has demonstrated a willingness to cooperate with the direction EH have provided that is needed to comply with the relevant legislation.

7. Policy Background

7.1 **Policy E4: District Centres** seeks to protect and enhance the district centres to maintain their vitality and viability. Planning permission will be granted for new buildings, redevelopment of existing sites, extensions to, or change of use of existing buildings for A1 Retail Use, which will be encouraged to achieve a minimum of 60% of the overall units and A3 Café and Restaurant uses. Applications for other district centre uses including A2 Financial and Professional Services, A4 Drinking Establishments and B1 Offices will be permitted where this would not harm the sustainability of the shopping area.

7.2 **Policy F1: Parking Standards** requires all development proposals to provide car parking and servicing space in accordance with the parking standards adopted by the Council. In general, parking requirements will be kept to the standards as set out unless there are significant road safety or traffic management implications related to the development of the site.

The parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence in the form of a transport statement. Where appropriate, some flexibility will be factored into the standards in relation to the specific local circumstances

7.3 **Policy G17: Design Criteria for New Development** permits new development, including extensions and free standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, 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; the proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to

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the asset; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

8. Material Considerations

8.1 District Centre

8.1.1 The application property is within the Bamber Bridge District Centre which Policy E4 seeks to protect and enhance to maintain its vitality and viability. Planning permission will be granted for the change of use of existing buildings for A1 Retail Use and A3 Café and Restaurant uses. Applications for other district centre uses including A2 Financial and Professional Services, A4 Drinking Establishments and B1 Offices will be permitted where this would not harm the sustainability of the shopping area. However, in general this relates to ground floor premises and the recent trend is to encourage a mix of uses, including residential. The proposal to change the use of the first floor to a HMO would not impact on the District Centre's overall vitality or viability and will provide for sustainable residential accommodation in the centre, close to the facilities it offers.

8.2 Residential Amenity

8.2.1 The proposal is for the change of use of the first floor to form 4 apartments. There are no external alterations proposed to the building with the existing windows remaining. It is understood that the first floor is currently vacant, last used as ancillary office space for a solicitors.

8.2.2 The main elevation has 4 windows which face Station Road and the access road to the car park servicing Morrisons. These windows will serve 2 bedrooms.

8.2.3 To the side elevation are 2 windows, one will serve a bedroom and the other an en-suite. These face the side elevation of 180 Station Road, a commercial premises. It is unknown whether the first floor is commercial or part of the ground floor business. There is one first floor window in the side elevation. A third window in the side elevation of the application property is set back from the main side elevation and faces the first floor window of 180 at a distance of approximately 13m. However, this will serve an en-suite and therefore be of obscure glazing.

8.2.4 The rear elevation has one window, to serve a bedroom, which faces the blank side gable of No 2 Clayton Street. This could potentially have an angled view into the small rear yard of No 2 but it does not directly face the yard.

8.2.5 It is considered that the proposal will not create any overlooking or loss of privacy to neighbouring residential properties due to the window/room arrangements and therefore is compliant with Policy G17.

8.3 Parking

8.3.1 In terms of parking provision, the application property has no car parking spaces. The proposal does not include any parking provision although 4 cycle spaces are proposed. The site is in a sustainable location close to amenities and on a main bus route. Policy F1 allows for flexibility in the standards in relation to the specific local circumstances and Policy G17 recognises "*where there are other material considerations which justify the reduction such as proximity to a public car park.*"

8.3.2 In this case there is a car park on to the rear of the supermarket opposite, the site is in a sustainable location close to amenities and on a main bus route. As such there are no highway objections to the change of use from County Highways who also recognise that the site is located in a sustainable location where amenity and public transport services are all within walking distances.

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8.3.3 Although the application forms states there will be 4 cycle space, these are not shown on the submitted plans. Environmental Health require a condition be imposed for the provision of secure cycle storage for all the apartments prior to commencement of any works onsite.

8.3.4 As such the proposal is compatible with the aims of policies F1 and G17 in terms of parking provision.

8.4 Refuse Storage

8.4.1 The application form indicates that the rear yard area will be available for bin storage and recyclable waste. As originally submitted, this is not shown on the submitted plans as this application relates to the first floor only. However, at the case officer's site visit it was noted that two enclosed yards exists one to the rear with access onto the rear alley that runs along the rear of the premises and one which is to the side/rear of the main building and fronts onto Clayton Street and is accessed from Clayton Street.

8.4.2 Waste storage is something that Environmental Health also commented on, requiring a condition be imposed that full details of the waste storage facilities within the site be submitted prior to commencement of the development. However, as the plan has now been provided, it is only necessary to impose a conditions to ensure the area is retained and maintained for use as a waste storage area.

8.5 Housing

8.5.1 Environmental Health included an advisory note on their consultation response, stating that the Housing Standards Department are unable to require compliance with Housing Law related matters via the planning regime. We have contacted the developer directly and have raised several points which are required to be completed before the property is tenanted. To date the owner has demonstrated a willingness to cooperate with the direction we have provided that is needed to comply with the relevant legislation.

9. Conclusion

9.1 For the reasons set out above it is considered that, with the imposition of conditions, the proposal is acceptable and policy compliant and the application is recommended for approval

10. Recommendation

10.1 Approval with Conditions.

11. Recommended Conditions

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwg Proposed First floor Plan whittle/2021/01; ground floor plan whittle/2021/002
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. Prior to the first occupation of the development hereby approved, the waste storage facilities demonstrate on the approved plan whittle/2021/02 shall be provided and shall be retained and maintained thereafter.

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Reason: To provide effective and sufficient storage facilities for refuse and to safeguard amenities and living conditions of any nearby residents particularly with regards to odour, noise and insects in accordance with Policy 17 of the Central Lancashire Core Strategy

4. The cycle storage areas on the approved plan whittle/2021/02 shall be provided prior to the first occupation of the development hereby approved and shall be retained and maintained thereafter.

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

12. **Relevant Policy**

South Ribble Local Plan

- E4 District Centres
- G17 Design Criteria for New Development
- F1 Car Parking

Agenda Item 9

Application Number 07/2021/00708/FUL

Address 8 Hope Terrace
Lostock Hall
Preston
Lancashire
PR5 5RU

Applicant Lostock Ale Company

Development Change of use of ground floor of No 8 from Retail to Drinking Establishment (Sui Generis) and the formation of internal connection from No 7

Officer Recommendation **Approval with Conditions**

Date application valid 01.07.2021
Target Determination Date 26.08.2021
Extension of Time

Location Plan



1. Report Summary

1.1 The application site is within the Lostock Hall District Centre and the application proposes a change of use from a retail premises to a drinking establishment. Whilst it is accepted that the proposed change of use reduces the number of retail establishments in the District Centre, Policy E4 does allow for such changes and, on balance, it is considered the proposal will not harm the vitality and viability of the district centre and brings a vacant unit back into use.

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1.2 In terms of residential amenity, any impact in terms of noise and disturbance to neighbouring residential properties can be mitigated and conditions are proposed to address such matter.

1.3 The application is therefore recommended for approval.

2. Site and Surrounding Area

2.1 The application relates to a retail premises at 8 Hope Terrace in Lostock Hall formerly a charity shop. The site is within a terrace of commercial properties within the Lostock Hall District Centre. There is a public car park to the rear, a pedestrianised area to the front and opposite is the Pleasant Retreat public house.

3 Planning History

- 07/1985/0172 Change of use of dwelling to offices and extensions for office purposes with formation of first floor flat. APV 12/06/1985
- 07/1990/0475 Change of Use from Flat and Office to Flat and Shop with Rear Ground Floor Extension. APV 01/08/1990
- 07/2021/00708/FUL Change of use of ground floor of No 8 from Retail to Drinking Establishment (Sui Generis) and the formation of internal connection from No 7
- 07/1997/0665 Erection of First Floor Extensions to the Rear of 8 and 9 Hope Terrace to Form Two Self Contained Flats. APV 19/11/1997
- Also of relevance is planning application 07/2019/8975/FUL relating to 7 Hope Terrace for a change of use from (Class A1) Retail to (Class A4) Drinking Establishment with external alterations APC 16/01/2020

4 Proposal

4.1 The application proposes the change of use of the ground floor of a retail premises to a drinking establishment which is now a Sui Generis Use Class. This will be associated with the adjacent property at 7 Hope Terrace which is operated as Lostock Ale. External alterations are proposed with a new window to the front elevation to match the adjacent property at 7 Hope Terrace. To the rear a window is to be removed and built up and finished in render to match the existing. Internally, an access will be formed from the adjacent unit at 7 Hope Terrace and a storeroom will be formed to the rear of the ground floor space. An existing small 'back room' will be removed and a doorway from the main front entrance in to the ground floor will be closed off and boarded with the front entrance door being for use of the first floor flat only

5 Summary of Publicity

5.1 Neighbouring properties were notified and a site notice posted with no letters of representation being received.

6 Summary of Consultations

6.1 **Environmental Health** advise that above the ground floor of 8 Hope Terrace is a domestic flat the amenity of which may be adversely affected by the change of use from a predominantly day time operated business with few staff and single customers spread throughout the hours of operation to a night time operated business with customers potentially in groups and in drink. The character and impact of the changes arising from this proposal upon neighbouring domestic premises may be significant unless suitable conditions are applied and even then there is more than likely to be some loss of amenity to the occupier of the flat directly above.

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7 Policy Background

7.1 Policy E4: District Centres seeks to protect and enhance the district centres to maintain their vitality and viability. Planning permission will be granted for new buildings, redevelopment of existing sites, extensions to, or change of use of existing buildings for A1 Retail Use, which will be encouraged to achieve a minimum of 60% of the overall units and A3 Café and Restaurant uses. Applications for other district centre uses including A2 Financial and Professional Services, A4 Drinking Establishments and B1 Offices will be permitted where this would not harm the sustainability of the shopping area.

7.2 Policy G17: Design Criteria for New Development permits new development, including extensions and free standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1 unless there are other material considerations which justify the reduction such as proximity to a public car park

7.3 Policy F1: Parking Standards requires all development proposals to provide car parking and servicing space in accordance with the parking standards adopted by the Council. In general, parking requirements will be kept to the standards as set out unless there are significant road safety or traffic management implications related to the development of the site. The parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence in the form of a transport statement. Where appropriate, some flexibility will be factored into the standards in relation to the specific local circumstances

8 Material Considerations

8.1 Impact on District Centre

8.1.1 The proposal is for the change of use of the existing retail premises, formerly a charity shop run by Age Concern, to a drinking establishment. As the site is within the Lostock Hall District Centre, Policy E4 is applicable. This policy seeks to protect and enhance the district centres to maintain their vitality and viability. The policy specifies that planning permission will be granted for, among other things, the change of use for A1 Retail Use, which will be encouraged to achieve a minimum of 60% of the overall units. However, it also allows for change of use to A4 Drinking Establishments (now Sui Generis) where this would not harm the sustainability of the shopping area.

8.1.2 It is considered that this policy's requirements are somewhat outdated now given the current economic climate and the trend for on-line shopping. It is considered that the proposed change of use will not harm the sustainability of the shopping area, particularly given this current retail climate and it is preferable to have a property in use rather than remaining vacant and recognising that Policy E4 does allow for such changes of use.

8.2 Impact of External Alterations

8.2.1 In terms of the external alterations, the proposal is to remove a window to the rear and block up and finish in matching render. To the front, the existing entrance door to the first-floor flat is to remain but access into the ground floor will be closed off. A new window will be fitted to match the adjacent property, giving the two properties a uniform appearance.

8.2.2 The proposed alterations are considered acceptable and in keeping with the District Centre in which the property is located.

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8.3 Impact on Residential Amenity

8.3.1 Some of the properties along Hope Terrace have first floor residential accommodation and 8a Hope Terrace is above the application premises. Therefore, there is the potential for the proposal to impact on the residential amenity of occupants of the apartment. The proposed change of use to a drinking establishment has the potential to create noise and disturbance to neighbouring residents. This is discussed further below in the noise section of this report.

8.4 Noise

8.4.1 Environmental Health advise that above the ground floor of 8 Hope Terrace is a domestic flat the amenity of which may be adversely affected by the change of use from a predominantly day time operated business with few staff and single customers spread throughout the hours of operation to a night time operated business with customers potentially in groups and in drink. The character and impact of the changes arising from this proposal upon neighbouring domestic premises may be significant unless suitable conditions are applied and even then there is more than likely to be some loss of amenity to the occupier of the flat directly above.

8.4.2 Therefore, in terms of noise, they require a condition be imposed that, prior to the commencement of any works on site, details be submitted of the works to be undertaken to the property to prevent sound transference from the ground floor commercial unit to the first floor flat or vice versa. Following agreement, the measures should be implemented and once complete an acoustic insulation test shall be undertaken in line with ISO 140-4 (airborne sound insulation test) and ISO 140-7 (impact sound insulation test) to confirm the levels design have been achieved. If following the testing of the insulation the design insulation levels have not been achieved further work shall be undertaken with re-testing until the levels have been achieved. A report would then need to be submitted for approval and discharge of the condition prior to occupation of the building.

8.4.3 Environmental Health require, as a minimum, the following to be achieved:

Impact sound: <60dB L'nT,w

Airborne sound: >55dB DnT,w +Ctr

8.4.4 Environmental Health also require conditions to be imposed to restrict the hours deliveries may take place; to restrict when waste, including empty bottles, can be removed from the premises (taken outside the building); when waste collections can occur and for details of any extraction/ventilation/refrigeration systems to be submitted should these be required. Any extraction/ventilation system would need to be designed to ensure the following standards are achieved:

The rating levels for cumulative noise from all noise sources shall not exceed, 10 dB(A) below the existing LA90, at the nearest noise-sensitive premises to the proposed development as assessed in accordance with British Standard 4142 (2014).

8.4.5 However, on checking the premises licence for Lostock Ale, it is noted that the following apply:

9. *All doors/windows to the premises shall remain closed during opening hours save for access and egress.*

12. *There shall be no deliveries or waste collection between 1900 hours and 0800 hours Monday to Friday and no deliveries or waste collection on Saturdays, Sundays or Bank Holidays.*

13. *Prior to the commencement of the development full details of the waste storage facilities shall be submitted to and approved in writing by the licensing authority. The waste storage area shall provide effective and sufficient storage facilities for refuse and to safeguard amenities and living conditions of any nearby residents particularly with regards to odour,*

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noise and insects. Access to the bin store shall only be used between the hours of 1100 hours to 2200 Monday to Saturday and 1100 to 2100 hours Sunday and Bank Holidays.

8.4.6 Therefore, it is not considered necessary to impose conditions relating to these matters as they are covered under the terms of the licence.

8.5 Access and Parking

8.5.1 The application site is within the Tardy Gate District Centre. The front of the application site is pedestrianised with a large public car park located to the rear. Therefore, the application site is considered to be within a highly sustainable location with good access to public transport and with a large population within easy walking distance. Both Policy F1 and Policy G17 allow for flexibility in the parking standards relation to the specific local circumstances and proximity to public car parks.

9 Conclusion

9.1 The proposal to extend the existing Lostock Ale premises into the adjacent premises will allow for the expansion of this existing business and bring a currently vacant retail premises back into use. As such the proposal will have a positive effect on the vitality and viability of the Tardy Gate District Centre. Although there is the potential for the first floor residential apartment to experience noise and disturbance, it is considered this can be mitigated against through the imposition of conditions. Therefore, the application is recommended for approval subject to the imposition of conditions.

10 Recommendation

10.1 Approval with Conditions.

11 Recommended Conditions

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwg BM-103 Elevations; BM-102 Floor Plan
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. Prior to the commencement of any works on site details shall be submitted to the local planning authority for approval in writing of the works to be undertaken to the property to prevent sound transference from the ground floor commercial unit to the first floor flat or vice versa. Following agreement of the works they shall be implemented in full and once complete an acoustic insulation test shall be undertaken in line with ISO 140-4 (airborne sound insulation test) and ISO 140-7 (impact sound insulation test) to confirm the levels design have been achieved. If following the testing of the insulation the design insulation levels have not been achieved further work shall be undertaken with re-testing until the levels have been achieved. The report shall be submitted to the planning authority for approval and discharge of the condition prior to occupation of the building.
As a minimum the following shall be achieved:
Impact sound: <60dB L'nT,w
Airborne sound: >55dB DnT,w +Ctr
Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy

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4. Waste collections shall not occur outside the hours of 07:00 to 21:00 Monday to Friday and 09:00-13:00 Saturdays. There shall be no collections on Sundays and nationally recognised Bank Holidays.
Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy
5. Prior to the installation of any extraction/ventilation/refrigeration systems full details of the noise levels to be experienced at the nearest properties and the fixings to be used shall be provided to the local planning authority for written approval. The approved system shall then be installed as agreed and thereafter maintained as approved. Any changes to the system shall first be agreed with the local planning authority in writing.
Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy

12 Relevant Policy

12.1 Policy E4: District Centres seeks to protect and enhance the district centres to maintain their vitality and viability. Planning permission will be granted for new buildings, redevelopment of existing sites, extensions to, or change of use of existing buildings for A1 Retail Use, which will be encouraged to achieve a minimum of 60% of the overall units and A3 Café and Restaurant uses. Applications for other district centre uses including A2 Financial and Professional Services, A4 Drinking Establishments and B1 Offices will be permitted where this would not harm the sustainability of the shopping area.

12.2 Policy G17: Design Criteria for New Development permits new development, including extensions and free standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1 unless there are other material considerations which justify the reduction such as proximity to a public car park

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

13 Informative Notes

1. Any extraction/ventilation system submitted to discharge condition 5 shall be so designed to ensure the following standards are achieved:

Any proposed development shall be designed so the rating levels for cumulative noise from all noise sources shall not exceed, 10 dB(A) below the existing LA90, at the nearest noise-sensitive premises to the proposed development as assessed in accordance with British Standard 4142 (2014).