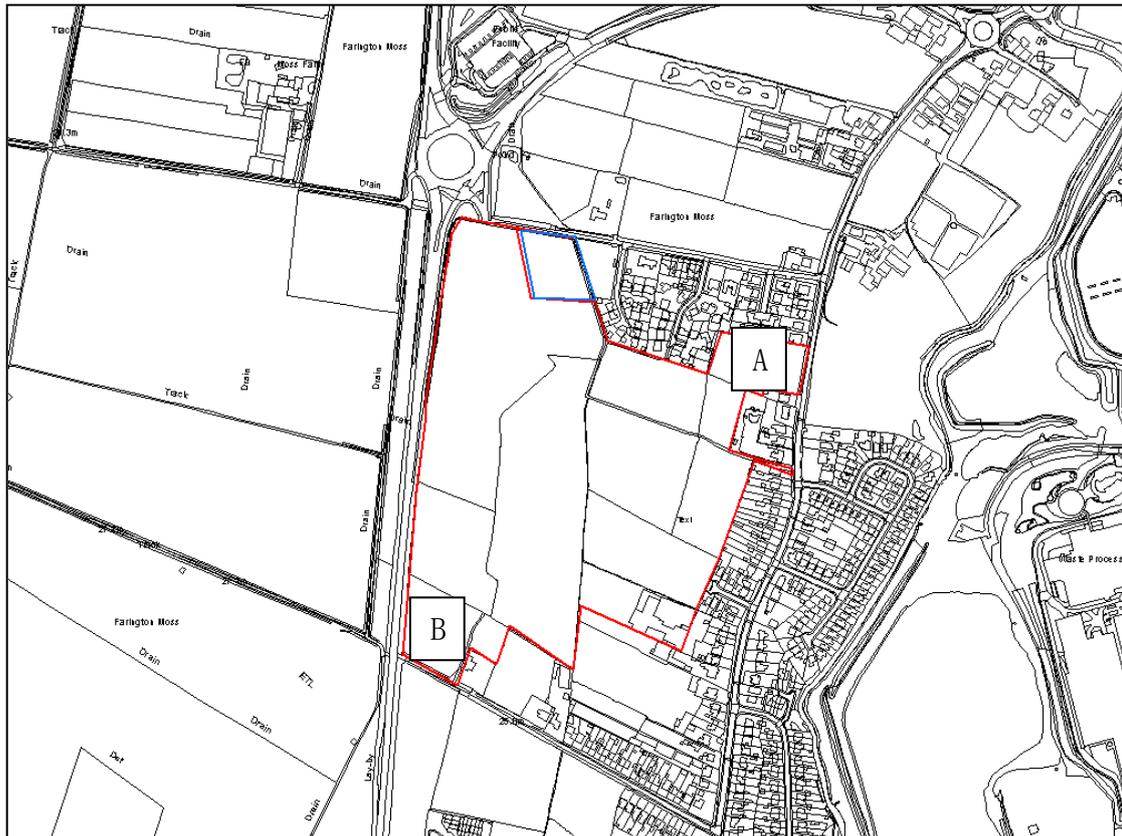


<b>Application Number</b>	07/2020/00544/REM & 07/2020/00552/FUL
<b>Address</b>	Land Off Croston Road, Moss Lane & Flensburg Way, Farington Moss
<b>Applicant</b>	The Homes and Communities Agency (trading as Homes England)
<b>Agent</b>	Mrs Anna Relph Turley 10th Floor, 1 New York Street Manchester, M1 4HD
<b>Development</b>	Application for approval of reserved matters (appearance, landscaping, layout and scale) for the erection of 399 residential dwellings, internal access roads, garages, public open space and associated infrastructure
<b>Officer Recommendation</b>	That Members are minded to approve the application, and that the decision is delegated to the Planning Manager in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of a legal agreement to secure public open space and affordable housing
Date application valid	6 <sup>th</sup> July 2020
Target Determination Date	5 <sup>th</sup> October 2020
Extension of Time	20 <sup>th</sup> October 2020



## 1. Report Summary

1.1. In 2013 the Council endorsed and adopted separate Masterplans and a Design Code to cover northern and southern parts of the site between Heatherleigh and Moss Lane, This 18.8-hectare, northern tract of agricultural land comprises three separate land masses which in combination seek permission for residential development; the southern end being under construction. The three land masses are:

1.2. *Main Site* - which runs north to south and is bound to the west by Flensburg Way. To the north are the 'tank' roundabout and dwellings off Moss Lane, Murray and Marks Avenues and Willowbank Close. A small development is also under construction on the former Alben Depot site which skirts the northern boundary. Along the eastern side are the rear gardens of Croston Road properties - mixed age and style, established residential whose transition runs from dense but smaller development in the south to larger, more separate units in the north, and to the south are the back gardens to dwellings on the northern side of Bannister Lane, beyond which are the Miller and Kier Homes developments (southern Site 'W'). As required by the extant outline planning permission granted for 400 dwellings on this section, a new spur off the Flensburg Way/tank roundabout has been provided by LCC.

1.3. *Parcel A* – located between 310 and 326 Croston Road, this section is bound in the north by Marks Avenue and southernmost properties on Murray Avenue, and faces Croston Road. The western boundary connects with the main site. A large tree is present on the eastern boundary and others screen Murray Avenue dwellings on the western side

1.4. *Parcel B* – located at the eastern junction of Bannister Lane and Flensburg Way. It is screened on the Flensburg Way side by mature hedgerow with lesser hedges delineating the southern boundary. 'Acreville' (bungalow) abuts the eastern boundary but is screened by close boarded fences. Bannister Lane is typical of many reduced capacity, agricultural lanes in the area. Permission was granted for residential development of this parcel but has expired.

1.5. The development area slopes slightly from east to west, and north to south but is essentially a flat, open site with a network of wet and dry ditches dissecting. It is bound on all sides by areas of sparse and mature shrubbery and has easy access to the M6, M65 and local, community services. There are 3 no: agricultural buildings in the south-east corner which would be demolished to make way for development, and a number of agricultural access points.

1.6. There are no Tree Preservation Orders, public rights of way or public footpaths on or through the site. The area also lies within Flood Zone 1 (least likely to flood) but as the site exceeds 1ha in size a Flood Risk Assessment has been supplied

1.7. The site is within an area of land designated as 'Site W' by Policy C3 (Major Site for Development) of the South Ribble Local Plan 2012-2026. Policy C3 promotes the site for residential development subject to a number of principles for development which are detailed in full below

1.8. The majority of this site benefits from outline permission for 400 dwellings. As such permission for proposed development is sought in two parts; reserved matters to complete the extant permission and a full application for parcels A and B. In line with pre-application advice it is considered that if the three sites are constructed in isolation there would be disruption of Site W's overall comprehensive development. As such a blended approach to delivery of all three parcels together is felt to be the most appropriate solution

1.9. There are no Tree Preservation Orders on or around the site, and although a number of trees and shrubs are to be removed, mitigatory compensation more than covers the ecological loss. The Councils Arborist and Ecologist concur with this stance. The area lies within Flood Zone 1 (least likely to flood) but as the site exceeds 1ha in size a Flood Risk Assessment has been supplied.

1.10. The 2016 outline permission (07/2014/0184/ORM) required a 30% affordable housing provision on the larger site, of which 15% was on site and 15% given as off-site financial contribution; this contribution has already been paid. The two smaller parcels which are presented for full permission (application 07/2020/00552/FUL) are not included in the S106 and as such are subject to 30% provision in their own right. The applicant proposes that 96 dwellings across the 3 parcels of land would be affordable properties. 15% (59 dwellings) would reflect the policy requirement for the larger site, whilst 30% (37 dwellings) are offered in line with that required for the smaller parcels of land – a total of 18% overall. Affordable housing is detailed in full below at Para 7.16 but Officers are confident that the 18% offer, in addition to the 15% financial contribution already paid constitutes a higher level of affordable housing than that required by Core Strategy Policy 7 and is therefore considered compliant. A public open space contribution in addition to POS on site, and Community Infrastructure Levy towards local infrastructure are also payable

1.11. LCC Education have commented and on this site an education contribution is not required

1.12. In design terms the proposed scheme relates well to its surrounding, 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. It therefore appears to be policy compliant

1.13. 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 trees is inevitable to allow for the new access and pedestrian walkway, mitigation in the form of supplementary tree planting, well designed, effective landscaping and ecological compensation ensures protection of site biodiversity as a whole. In addition public open space in the form of intense tree planting accords to Policy G13 (Trees, Woodlands and Development) of the South Ribble Local Plan .

1.14. 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

1.15. At the time of writing this report, and following full consultation, 11 letters of representation have been made. Late comments will be reported verbally at committee. Statutory consultee comments have been addressed either by amendments to the proposal, or by condition.

1.16. The application complies 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 the successful completion of a Section 106 Agreement.

## **2. Application Site and Surrounding Area**

2.1. In 2013 the Council endorsed and adopted a Masterplan to cover the northern part of the site between Bannister Lane and Moss Lane, separate Masterplan for the southern section and Design Code which spans both areas. This 18.8-hectare, northern tract of agricultural land comprises three separate areas of land which in combination seek permission for residential development; the southern end having planning permission and being currently under construction. The three land masses are referred to as

The 'main' site which runs north to south and is bound to the west by Flensburg Way. To the north are the 'tank' roundabout and dwellings of differing ages on Moss Lane, Murray and Marks Avenues and the recently constructed Willowbank Close. A small development of 8 dwellings is also under construction on the former Alben Depot site which skirts the northern boundary. Along the eastern side are the rear gardens of properties addressed onto Croston Road - mixed age and style, established residential whose transition runs from dense but smaller residential development in the south to larger, more separate units in the north, and to the south are the back gardens to dwellings on the northern side of Bannister Lane, beyond which and under construction are the Miller Homes and Kier Homes developments on the southern part of Site 'W'. As required by the extant outline planning permission granted for 400 dwellings on this section, a new spur off the Flensburg Way/tank roundabout has been provided by LCC.

Parcel A – located between 310 (bungalow -north) and 326 (two storey - south) Croston Road, this section is bound in the north by Marks Avenue and southernmost properties on Murray Avenue, and faces Croston Road. The western boundary connects with the main site. A large tree is present on the eastern boundary and others screen Murray Avenue dwellings on the western Planning permission has not been granted on this site

Parcel B – located at the eastern junction of Bannister Lane and Flensburg Way. It is screened on the Flensburg Way side by mature hedgerow with lesser hedges delineating the southern boundary. 'Acreville' - dormer bungalow with side facing windows – abuts the eastern boundary but is screened by close boarded fences. Bannister Lane is typical of many reduced capacity, agricultural lanes in the area. Permission was granted for residential development of this site but has expired.

The development area slopes slightly from east to west, and north to south but is essentially a flat, open site with a network of wet and dry ditches dissecting. It is bound on all sides by areas of sparse and mature shrubbery and has easy access to the M6, M65 and local, community services. There are 3 no: agricultural buildings in the south-east corner which would be demolished to make way for development, and a number of agricultural access points.

2.2. There are no Tree Preservation Orders, public rights of way or public footpaths on or through the site. The area also lies within Flood Zone 1 (least likely to flood) but as the site exceeds 1ha in size a Flood Risk Assessment has been supplied

2.3. The site is within an area of land designated as 'Site W' by Policy C3 (Major Site for Development) of the South Ribble Local Plan 2012-2026. Policy C3 promotes the site for residential development subject to the following criteria being met:

*"a) an agreed Masterplan for the comprehensive development of the site, to include the provision of residential development with scope for community and leisure facilities if required by the Council within the plan period;*

*b) a phasing and infrastructure delivery schedule; and*

*c) an agreed programme of implementation in accordance with the Masterplan and agreed design code”*

The approved Masterplan for the northern section of ‘Site W’, which the site is within, sets out the following broad principles for development:

- An informal layout
- Pockets of greenspace and retention of existing trees and hedgerows where possible
- Landscape buffering throughout the development
- The inclusion of a north-south spine road with circulatory routes and cul-de-sacs leading from it
- The primary access being from the A582/Penwortham Way roundabout to the north of the site with a secondary access on to Croston Road to the east of the site
- Provision of a ‘green link’ for pedestrians and cycles running the full length (north-south) of the site

2.4. The majority of this site benefits from outline permission for 400 dwellings. As such permission for the proposed development is sought in two parts; reserved matters to complete the extant permission and a full application for parcels A and B. In line with pre-application advice it is considered that if the three sites are constructed in isolation there would be disruption of Site W’s overall comprehensive development. As such a blended approach to delivery of all three parcels together is felt to be the most appropriate approach.

### **3. Site Context / Planning History**

#### Southern Site W

- Masterplan for south side of Site W (Heatherleigh to Bannister Lane) adopted 13<sup>th</sup> March 2013. Design Code adopted
- Outline permission for residential development granted August 2013 (2012/0627/ORM – Miller & Kier developments) This scheme included part of the north-south link road.
- 07/2015-1726/REM (outline 07/2012/0627/ORM)– erection of 175 dwellings to north of Heatherleigh/rear of 2 Leyland Lane). This site is currently under construction and forms Phase 1 of the outline permission. It includes the southern-most section of the spine road which is being built up to the boundary of the site and would dissect the site in two.

#### Northern Site W

- Masterplan for northern section of Site W (Bannister Lane to Moss Lane) adopted October 2013
- 07/2014/0184/ORM – outline permission for up to 400 dwellings with access from Flensburg Way approved March 2016. The site subject to this application accounts for approximately 90% of this permission and includes the primary access point on the A582/Penwortham Way roundabout and the secondary access point on to Croston Road. The Council has taken up an option to acquire the remaining circa 10% of the site in order to provide an area for leisure in the form of woodland planting.
- Non-material amendment (07/2020/00543/NMA) accompanied this application to address minor time limit inconsistencies and non-enforceable sustainability conditions . Approved July 2020

#### Parcel A

- 07/2013/0047/FUL for 29 dwellings was refused on Parcel A because of a) the proposal resulted in piecemeal development of a masterplan site and b) massing, density and

layout would have a detrimental impact on the streetscene and character of the area. Appeal dismissed 2014 (ref F2360/A/13/2204807)

- Environmental Impact Screening adopted Jan 2014 which confirmed that proposed development does not constitute Environmental Impact Assessment development.

#### Parcel B

- Outline permission (access applied) granted in August 2014 (2014/0160/ORM for erection of 125 dwellings and ancillary works on the southern part of the site immediately north of Bannister Lane (Parcel B). Reserved matters permission was subsequently approved for 122 dwellings (07/2014/0675/REM: December 2014). Neither outline nor reserved matters consents were implemented and permissions have now expired.

A number of separate permissions have also been granted for the northern section of Site W, which whilst not part of this proposal are relevant to the context of this application. These for reference are:

- 07/2012/0661/FUL – erection of 14 dwellings and pedestrian link to south of Moss Lane. Approved March 2013
- 07/2013/0434/FUL – erection of 3 dwellings off Murray Avenue. Approved July 2013
- 07/2014/0150/FUL – erection of 12 dwellings to south off Moss Lane/west of Murray Avenue. Approved July 2014
- 07/2019/6240/FUL – erection of 8 dwellings on land off Moss Lane. Approved August 2019

#### 4. **Proposal**

4.1. The application seeks approval of reserved matters (appearance, layout, scale and landscaping) relating to erection of 399 dwellings and with associated infrastructure as per outline approval granted in 2016 for up to 400 homes (07/2014/0184/ORM); this is referred to in the report as the 'main site'. This report is also inextricably linked with, and therefore should be read in conjunction with application 07/2020/00552/FUL which seeks full approval for delivery of 121 properties on two smaller but attached parcels of land identified as 'A' and 'B'.

4.2. The applicant (Homes England) is a body sponsored by the Ministry of Housing, Communities and Local Government who have identified Keepmoat as their preferred delivery partner for this site. Keepmoat is working closely with Homes England to provide housing as part of the Governments ambition to accelerate housing delivery

4.3. Access/Highways – Pre-application discussions took place between the applicant and LCC Highways in December 2019. LCC's requirements for within and without the site have been incorporated into the proposal.

4.4. Access to the site would be primarily from a recently installed 'spur' off the Flensburg Way/Penwortham Way (tank) roundabout in the north as confirmed by the outline permission. A link road running in a north-south direction would run through the main site from the tank roundabout towards the southern site boundary at Bannister Lane. Connection cannot be made between the link road and Bannister Lane as intervening land is in third party ownership. The proposal however delivers the link road to the southern site boundary therefore reserving potential for the link road to extend south beyond Bannister Lane in the future. Secondary access was also a pre-requisite of the outline permission and is proposed between no's 310 and 326 Croston Road. Pedestrian and cycle links would be possible onto Moss Lane, Croston Road and Bannister Lane in line with the Councils aspiration towards sustainable travel modes.

4.5. The link road would be constructed to specifications agreed with LCC Highways. Initially this was to be brought forward by LCC on behalf of Homes England prior to construction of development but Keepmoat and Homes England have agreed to assume responsibility during the earliest phase of development. The road would comprise a 6m highway capable of accommodating buses in the future if required, a 2m wide footway on the western side and a 3m combined foot/cycle path on the eastern side continuing from public open space in the north. A non-material application (07/2020/00543/NMA) accompanied this application to address minor phasing inconsistencies which provides for this change to link road delivery

4.6. The Croston Road secondary access would be a priority controlled 'T' junction with a 5.5m carriageway and 2m footpath on both sides with 6m entry radii. Both main access and Croston Road junction would have 25m visibility splays whilst secondary and tertiary roads reduce to 17m sight lines.

4.7. The proposed street hierarchy sees main streets generally in a north-south direction with secondary streets running east to west. Properties would face traditional, but easy to read street layout which respond well to the extended locale and '*creates traditional urban grain around a formal grid structure*'<sup>1</sup>. The proposed internal layout encourages low traffic speeds for the safe use of pedestrians and cyclists. Paths would be installed along both side of main routes, and shared surface areas provided on the lower hierarchy streets where there is no through traffic.

4.8. Traffic assessment provided consider the impact of proposed properties on Parcels A and B; the main site having been assessed as acceptable at outline permission stage subject to capacity improvements to the tank roundabout which have been delivered. The assessment confirms that the majority of junctions assessed would operate within capacity when considering traffic generated by the proposed development. The assessment considers both new access points. Two junctions would be above capacity (A582 Flensburg Way/Croston Road/Fidler Lane/Croston Road and A582 Croston Road/Farington Road (twin) roundabouts, but as part of City Deal improvements would be made to these junctions to accommodate development traffic from all allocated Local Plan sites in the area including Site 'W'. Following these improvements, no severe impact is expected. There is also no unduly poor safety record on the highway surrounding the development. LCC Highways full assessment can be seen at Para 7

4.9. *Proposed Development* – In total 520 dwellings would be erected should permission be granted; 399 related to the reserved matters application and 121 seeking full permission. Fifteen complementary house types provide for a wide range of housing in a mix of 2, 3 and 4 bed roomed semi-detached and detached bungalow, two and two storeys with roof accommodation units. (80 x 2 bed, 253 x 3 bed and 187 x 4 bed). The material and architectural detailing pallet which has been agreed complements the local vernacular, with different materials used to delineate change throughout the site. Bungalows are present along Croston Road where relevant, and higher units are located towards the sites centre; this provides for privacy to the existing residents and views through the site. Dwellings would benefit from rear and front gardens similar to those of surrounding estates, waste storage to the rear, and off-road parking to adopted standards via integral or detached garaging or within each plot to the side or front of each dwelling. In addition, each property would benefit from an electric vehicle charging point, Density proposed is approximately 28 dwellings per hectare – relatively low but similar to that of adjacent estate developments

4.10. The Design Code makes it clear that it contains principles relating to the wider site layout only but doesn't specify detailed design. The provision of bungalows is welcome, and whilst not currently a policy requirement Design Code does refer to 'blended boundaries' with existing development which includes bungalows. Properties are modern, well designed and would be constructed in quality materials to create a sense of place within the site itself, but

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<sup>1</sup> Planning Statement (Turley)

which respects the wide variety of design seen in the surrounding urban streetscene. Materials suggested are a mix of orange/red coloured brick, with red and grey roof tiles and architectural detailing. Some properties would be half rendered whilst others would have areas of 'tile hanging' to front elevation. A Crime Impact Assessment also notes that the development has been designed to minimise the risk of crime, and made recommendations which appear to have been factored into the final scheme

4.11. Over the three land parcels 18% of dwellings would be affordable housing to be 'front loaded' during the earlier development phases; a full description of the affordable housing offer is below

4.12. Boundary Treatments /Lighting – At the entrance of the site from the Flensburg Way roundabout is proposed a feature entrance wall with piers at between 1.5m and 1.9m high x 2.6m wide showing the site name 'Farington Mews'. In line with the accompanying Noise Impact Assessment 2.5m – 3m acoustic close boarded fencing will also be erected on some plots where noise from Flensburg Way is likely to be higher, with other site boundaries and rear/side gardens to be screened by 1.8m close boarded fencing. 0.5m 'knee rail' fencing would delineate areas of public open and green space and Cheshire railings would secure temporary sales areas. Lighting columns have also been identified along the north-south link road, secondary access and estate roads.

4.13. Construction – Development would take place over an estimated 10 years with 9 years for roads to be completed. Two phases of development in an anti-clockwise direction are proposed – phase 1 to the west of the link road, and phase 2 to the east of the link road. Phase 1 would comprise 4 smaller phases (total 308 units) notwithstanding proposed infrastructure and temporary compound/sales areas. Phase 2 would be the same but delivered in 3 smaller phases of 212 dwellings. The roads would be delivered at the same time as each section but the main accesses from Moss Lane (northern half of link road) and the first stretch of the Croston Road access would be installed in year one. The second length of the link road coming approximately in year 2 as work progresses. Temporary sales areas would be located around plot 360-363 (eastern side), whilst full sales areas would be located at plots 1-4 (adjacent northern access) and plots 310-313 (eastern side). These would utilise dwellings with security infrastructure and signage to be removed once no longer needed.

4.14. Construction traffic would access from the Flensburg Way Roundabout then would follow the build sequence as per agreed phasing. Suitable signage and segregation of construction traffic and pedestrian areas would occur as would that of construction and residential areas later in the process. Secure temporary compounds are proposed for the areas which would become plots 21-25 (west of proposed link road), plots 274-250 (east of plots 274-250) and plots 330-327 (north-west area to east of link road). Compounds would accommodate 2 storey office and welfare cabins, staff parking and lock up areas, and site waste storage. As with sales areas these would be delivered as and when required by that phase. A Construction Management Statement has been supplied and is considered acceptable.

4.15. Landscaping – The proposed scheme has been designed to retain where possible existing landscaping and natural features. Enhancement proposes creation of significant areas of green infrastructure and new tree/hedgerow planting to create a clearly defined street scene with distinct public and private spaces. A large area of grassed, public open space is proposed at the sites northern end, extending through the central park along the north-south link road; this centres around, and incorporates an existing drainage ditch. Around 2.6 hectares of additional informal public open space with wildflower planting is also shown – exceeding the 1.7ha required by conditions imposed on the outline and 0.38ha required for any full permission on parcels A and B. As with the rest of the site a blended approach relating to POS was agreed with officers prior to submission.

The outline permission states that public open space is subject to a management and delivery plan which forms part of the suite of application documents. It provides a detailed schedule of management of landscaping and open space on a 2, 3 to 5 and 5 to 25 year basis

4.16. Whilst the proposals are for development of an undeveloped site, this land is not open space, does not have formal public access and does not otherwise have recreational value. It is recognised however that a site such as this, even when private and not accessible for recreational use, does impact on the character of other nearby open spaces and public routes. In recognition of this, the proposed landscaping and layout have been designed to relate effectively with the wider area whilst retaining the majority of boundary vegetation; in itself a notable feature. Landscaping around and throughout the site are considered acceptable and overall the proposal is considered to comply with both Masterplan and Design Code, and Local Plan Policy C3

## **5. Summary of Supporting Documents**

A comprehensive list of supporting documentation is provided by proposed condition 2 at the end of this report.

## **6. Representations**

### **6.1. Summary of Publicity**

6.1.1. Six site notices and a newspaper advertisement have been posted, and 257 neighbouring properties consulted. Ward Councillors Walton and Thurlbourn have also been notified.

6.1.2. *Statement of Community Involvement (SCI)* - The National Planning Policy Framework (Para 128) states that '*Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot*', and it is acknowledged that as a result of prior community engagement, outcomes for the community are improved and the planning system can function more effectively. In summary, and in line with the Councils Statement of Community Involvement (August 2013) and current legislation the applicant engaged in the following ways:

- 2019 – separate pre application discussions with South Ribble and Lancashire County Highways officers. Comments raised have where appropriate been factored into the final scheme.
- Engagement with residents, ward councillors, South Ribble Borough Council cabinet members and Farington Parish Council. In light of Covid-19 restrictions some stakeholders joined a virtual meeting to discuss the proposal; a site meeting for Ward Councillors will however be arranged at an appropriate time.
- Community newsheet distributed to approximately 400 properties (Feb 2020)
- Dedicated freephone line and freepost feedback cards to enable those without internet access to engage
- Dedicated website and e mail address

Comments were invited and a total of 30 responses received (10 cards, 19 e mails and 1 phone call); 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.

### **6.1.3. Letters of Objection or Support**

11 letters of objection have been received. These are summarised as follows:

## In Objection

### *Residential Amenity*

- Proximity of proposal to existing houses
- Loss of privacy and light
- Fences prevent access to driveway (6 Five Acre)
- Objection to 2.5 storey homes

### *Highways*

- Public transport is already over-subscribed – why is £40k needed for bus stops when there are no buses?
- Unacceptable increase in traffic
- Existing traffic issues on Croston Road – suggestion that Croston Road is closed off altogether as previously agreed
- Croston Road access wasn't on original proposal – *the outline permission provides for this access*

### *Design/Character*

- Questions why 2 storey properties are adjacent to Five Acres, but Croston Road only have to face bungalows – *a number of proposed dwellings adjacent to Five Acres are bungalows but where these are two storey spatial separation and orientation are completely compliant*
- Request to change all Croston Road properties to bungalows
- Too high a density in relation to surrounding area
- Lack of 1 bedroom rent properties
- This site is '*semi or even totally rural development*'

### *Environmental Impact*

- No mention in ecology reports of hedgehogs and request to install 'hedgehog highway' – *hedgehogs are fully assessed in the applicant's ecology statements and by the Councils Ecologist, and relevant conditions suggested for their protection*
- Requests bat and bird box installation – *already identified in the ecology report*
- Negative environmental impact / loss of wildlife
- Requests tree protection
- Lost barn owl roosts
- Difficulties surrounding asbestos barns to be demolished
- A number of cows died in the field recently. Respondent suggests ground contamination mitigation to protect existing residents – *ground investigation has been provided and assessed by Environmental Health*
- Reports of Anthrax in the soil – *see Para 8.8.7 for Officers response to this suggestion*

### *Other*

- Lack of schools, doctors and amenities
- Inadequate leisure centre can't cope with more users
- Insufficient employment
- Difficult to use online system
- Reduce house numbers and provide a pub, restaurant or shops

A number of comments have also been made but as non-material considerations have not been taken into account:

- Respondent questions '*why it is acceptable to sell land for development without explaining to residents*'
- Trucks passing Croston Road are all out of the area so don't benefit the economy – unsubstantiated comment

- *'underhand'* that residents can't object on issues such as house price or moral grounds. Removes freedom of speech
- Schools aren't close enough for the *'lazy drive everywhere generation of today'*
- Keepmoat *'use cheap materials'*

*Officer Comment* – Highways, traffic management and environmental issues have been assessed below by the Councils consultees as the experts in their fields. Ground surveys have been submitted and again assessed by the Councils specialist

## 7. Summary of Responses

7.1. The Councils **Arborist** recommends tree protection measures and that signage to clearly delineate tree protection exclusion zones are erected. Written permission is needed for access into root protection zones and a number of comments re: hand excavation, tree replacement and tool use have been made. These all form conditions should this application be approved. The landscaping plan introduces a welcome variety of tree species to the area and the Arborist has no objection to the proposed planting scheme.

7.2. **Ecology Consultant** comments separately on both schemes but in summary are:

7.2.1. Biodiversity Net Gain / Hedgerows - information submitted includes a Biodiversity Net Gain Report and a copy of the Metric calculations for the two parcels of land. Errors in the calculation have been rectified to the ecologist's satisfaction and subject to a number of conditions, and development in accordance with approved landscaping and other plans, the ecologist considers this proposal acceptable.

7.2.2. Initial comments also noted that it was difficult to verify hedgerow calculations as hedgerows did not appear to have been labelled on the Habitat Creation and Enhancement Plan. Small hedgerows around gardens are not usually considered as compensation for hedges in the countryside as they are generally too short and not continuous to provide the same ecologically functionality as the hedgerow to be lost. This has been rectified and amended plans provided to the satisfaction of the ecology service.

7.2.3. Bats – Surveys find the site to be of low risk to roosting bats. Two trees to be lost are identified as having moderate bat roost potential but neither of these are within the developable areas covered by this application. The ecology report also states that the lighting design for the site is in keeping with the recommendations of the Bat Lighting Guidelines by the Bat Conservation Trust. Consequently, there should be no issues with bats associated with this proposal. It is expected however that the scheme will provide for bat and bird roosting opportunities within the new housing areas, through the provision of bat boxes, bricks or slates; this would be secured by condition. Surveys on the buildings to be demolished found no evidence of roosting bats and given the type of buildings, additional surveys would not be required at this time. However, the ecology report recommends as a precaution that prior to demolition an update nocturnal survey be undertaken. This survey should be included within the Construction Environmental Plan Management Plan for the site

7.2.4. Water Vole - The water vole survey found evidence of this species in the ditches in both parcels of land (ditches 1 and 5); both ditches will be lost as a result of the proposals. The proposed mitigation for this loss is the enhancement of the ditches on the reserved matters application site and measures within the suds scheme, however the ditches proposed for enhancement were not shown on the landscaping plans and the Landscape and Ecology Management Plan does not include any measures to manage the ditches or monitor the water vole population. Following discussion with the applicant and amendments to proposal drawings the ecologist is now satisfied subject to conditions to require habitat creation in line with approved and conditioned documents.

7.2.5. **Trees** – The 2 trees to be lost that have moderate bat roost potential and recommends that a climbing inspection is carried out under the supervision of a licenced bat worker and a minimum of two nocturnal surveys are carried out on the trees proposed for loss”. These trees are T18 and a sycamore within G25.

7.2.6. **Lighting** - The ecology report states that the lighting design for the site is in keeping with the recommendations of the Bat Lighting Guidelines by the Bat Conservation Trust.

Precautionary conditions relating to nesting birds and a pre commencement construction environmental management plan are also felt necessary

7.3. **Economic Development** are satisfied that an Employment Skills Assessment may be provided prior to construction by condition

7.4. **Environment Agency / Local Lead Flood Authority** – The Environment Agency initially had no objection to the proposal for 121 properties (Parcels A & B) subject to the inclusion of a condition to provide a 5m wide buffer zone alongside the watercourses on the site. This comment which does not relate to the main development site was passed to the applicant and following further discussion the EA states that *‘I have just read the applicants comments about the condition we recommended being redundant, as there would be no open watercourses left on the SW parcel. It is a shame that the LLFA have agreed to divert or infill them, however, they are ordinary watercourses and not our (EA) remit and they will have assessed them for biological value, so will have based their decision on that information. With them being ordinary watercourses ... if the condition suggested is relevant for that parcel of land, then that is fine’*

In terms of the main site the EA also have no objection but recommended the inclusion of planning conditions relating to foul and surface water and compliance with the submitted FRA to satisfy surface water management on the development site as part of the outline planning permission. Outline conditions 19 and 20 relating to surface water are no longer the remit of the Environment Agency – LCC as the Lead Local Flood Authority (LLFA), are now the lead statutory consultee for major developments with surface water flooding impacts. Therefore, EA recommended consultation with the LLFA for surface water drainage matters.

7.5. The Lead **Local Flood Authority Position** has no objection to proposed development subject to the inclusion of conditions relating to surface water drainage implementation and management.

7.6. **Environmental Health** request conditions are imposed re construction management, lighting and noise, contaminated land and electric vehicle recharge points. A construction management plan has been provided and would be secured by condition if approved.

7.7. **Health & Safety Executive** confirms that the proposed development site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline; therefore, at present HSE does not need to be consulted on any developments on this site. HSE reserve the right to be consulted should proposals be significantly delayed or altered

7.8. **Highways England** note that outline permission already exists for the main site and as such comment only for the additional parcels of land relating to 121 dwellings. Outline Highways England has no objection as the Highways Act Section 175B is not relevant to this application

7.9. **Lancashire Constabulary** note that the Crime Impact Statement and the applicant’s early intervention into the Secured by Design and crime preventions measures is supported. They also offer further assistance should the developer need assistance and make a number of specific comments many of which have already been incorporated in the scheme, and

some which are outside of the remit of the planning system. These would be added as an informative note should permission be granted.

7.10. **Lancashire County Education** has considered the impacts associated with development and any developer contribution which is directly linked to the development and would be used to provide education places within a reasonable distance of, and for the children expected to live on the development. In the case of this site (combination of 3 parcels) and based on the latest information provided, an education contribution is not required

7.11. **Lancashire Fire & Rescue** offer generic advice which will have been considered by LCC Highways and at construction stage by the Building Regulations Inspector.

7.12. **Lancashire County Council Highways** discussed proposals at length with the applicant in advance of submission, and other than a few minor alterations to the proposed access, sightlines and Transport Assessment LCC confirmed (E Mail 30.9) that '*the layout is now acceptable to LCC Highways*'

7.13. **National Grid** have been consulted and have not commented. This is not unusual however as NG tend only to comment where there are issues which need resolving or they have an interest in the land.

7.14. **Natural England** has no comments to make on this application but refer the applicant to NE and the Forestry Commission standing advice. NE do not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with local policy in consultation with other organisations

7.15. **Network Rail** originally objected due to the sites effect on level crossings. That objection has now been withdrawn.

7.16. **South Ribble Strategic Housing** comments with regard to both applications in combination, confirming that policy requires a target of 30% affordable housing on sites over 15 dwellings and the two applications seek to achieve this. In relation to the reserved matters application, policy compliant affordable housing provision was secured at outline stage to provide 15% on-site and 15% off-site by way of financial contribution. A further 30% on-site affordable housing is proposed through the full application thereby meeting policy requirements. Whilst there are two separate applications, a blended approach is suggested to delivering the on-site affordable housing and Strategic Housing sees no issue in the applicant delivering the homes in this way. A total of 96 homes are to be affordable, all semi-detached with a proposed tenure split of 36% affordable rent and 64% shared ownership as detailed:

7.16.1. The Central Lancashire Affordable Housing SPD provides further guidance around design, pepper-potting and tenure mix recommending a tenure split of 70% social rent/affordable rent and 30% intermediate. Evidence from the SHMA shows that greatest need is for social/affordable rented housing at 88% of the boroughs affordable housing need. Updated evidence from the CLHS also shows that there is a clear and acute need for homes for Social Rent.

7.16.2. *Tenure Mix* - Shared ownership is proposed as the intermediate tenure and this is supported as it offers the most affordable route to home ownership. However, given the above evidence, it is recommended that the rented element is provided as Social Rent. It is also recommended that the tenure split is reviewed to better meet housing need and that a tenure split of at least 70% Social Rent and 30% Shared Ownership is provided on the site.

South Ribble's draft Housing Strategy supports the development of affordable housing and in particular the development of homes for Social Rent.

7.16.3. *Size Mix* The applicant references the Central Lancashire SHMA 2017 in identifying the highest proportion of affordable housing need for 2 and 3 bedroom homes at 42% and 38% respectively. It is important to note that these figures quoted relate specifically to low-cost home ownership tenures such as shared ownership and do not represent the need for social rent and affordable rent housing in South Ribble. Need for rented affordable housing is evidenced in both the SHMA and CLHS with greatest need being for 1-bedroom homes. This is further evidenced by the Council's housing waiting list Select Move with over half of applicants requiring 1-bedroom homes:

It is recommended that the rented housing mix is reconsidered to include for 1 bedroom homes but also to include for a small number of 4 bedroom homes to address the low turnover of this house type.

7.16.4. *Location* - The applications propose four separate clusters of 22, 18, 38 and 18 affordable housing dwellings across the site rather than a pepper-potted approach. On larger housing developments such as this, clustering is appropriate for Registered Provider (RP) housing management purposes, however in accordance with the Affordable Housing SPD this should be small clusters across the site. A tenure blind approach has been taken to the design of the affordable housing and this is supported ensuring integration with the wider development.

The Affordable Housing Scheme confirms that affordable housing will be transferred to a RP. Further information will need to be provided to satisfy point 14.9 of the S106 agreement for the redistribution of surplus sale proceeds where 100% staircasing takes place of a Shared Ownership

7.16.5. Whilst there is disparity between the applicants offer and the recommendations of the Strategic Housing Officer, the fact remains that the applicant is happy to provide the fully compliant 30% affordable housing offer, and both Registered Provider and applicant are legally committed to delivery timescales if approved. Also, to be given considerable weight is the sum of £2,171,400 which has already been paid on the back of the outline permission. The Council has the ability to spend this sum on affordable housing off site (e.g. future Council housing projects), in whatever mix it chooses which effectively raises the balance to a more compliant level.

7.17. **United Utilities** have no objection in principle subject to pre-commencement conditions detailing sustainable drainage systems. The LLFA have assessed the scheme and suggested robust conditions which are included

## **8. Material Considerations**

### **8.1. Site Allocation**

The site is within an area of land designated as 'Site W' by Policy C3 (Major Site for Development) of the South Ribble Local Plan 2012-2026. Policy C3 promotes the site for residential development subject to the following criteria being met:

*"a) an agreed Masterplan for the comprehensive development of the site, to include the provision of residential development with scope for community and leisure facilities if required by the Council within the plan period;*

*b) a phasing and infrastructure delivery schedule; and*

*c) an agreed programme of implementation in accordance with the Masterplan and agreed design code”*

The approved Masterplan (March 2013) for the northern section of Site ‘W’ and Design Code relating to this site set out the following broad principles for development:

- An informal layout
- Pockets of greenspace and retention of existing trees and hedgerows where possible
- Landscape buffering throughout the development
- The inclusion of a north-south spine road with circulatory routes and cul-de-sacs leading from it
- The primary access being from the A582/Penwortham Way roundabout to the north of the site with a secondary access on to Croston Road to the east of the site
- Provision of a ‘green link’ for pedestrians and cycles running the full length (north-south) of the site

8.2. Assessment of the proposal finds that it accords well to the requirements of Policy C3. There are dedicated masterplans for both the northern and southern parts of Site W connected by a central north to south spine road. Permission has been granted for residential development of a similar nature on the southern section and construction by Miller and Kier Homes is underway. Outline permission also remains extant on the northern section (main site) in line with the masterplan, and whilst permission was refused on Parcel A it was to prevent the piecemeal, badly designed development of the site rather than because residential development per-se was unacceptable. Parcel B however was granted permission for 125 dwellings but was allowed to expire by the applicant at the time. Overall, the principle of residential development on Site W has been established, and proposals submitted in compliance with Policy C3.

### 8.3. Policy Background

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

#### 8.3.1. *National Planning Policy Framework*

8.3.1.1. 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 chapters of the NPPF of interest are:

8.3.1.2. 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.

8.3.1.3. 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. Communities should be safe and accessible and enjoy high quality public space.

8.3.1.4. 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

8.3.1.5. 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 reflect that of its surroundings.

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

8.3.1.7. 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.

8.3.1.8. 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

### *8.3.2. Central Lancashire Core Strategy*

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

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

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

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

8.3.2.5. 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

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

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

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

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

### *8.3.3. South Ribble Local Plan*

8.3.3.1. In addition to site allocation policy C3 (above), the following are also pertinent:

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

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

8.3.3.4. 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

8.3.3.5. 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.

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

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

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

8.3.4. *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.

8.3.5. *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

8.3.6. *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 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. In the south are properties whose rear gardens would face the proposed development. Acreville is the closest property with proposed dwellings between 15m and 33m away at appropriate separation. This dwelling also benefits from existing fence screening. Other properties on Bannister Lane would enjoy between 90m and 170m spatial separation

8.4.3. On the eastern side are dwellings on Croston Road and Five Acres. Those between 328 and 408 Croston Road would be between 23m and 128m from the closest property. The side elevation (landing and what appears to be a hall window) and garage of 5 Five Acres (two storey) would face plots 409 & 410 (bungalows) at 15m, whilst the same to 6 Five Acres would be 16m to the rear of plot 405 (bungalow). The window present into no: 6 would look beyond the proposed dwelling. The sides of no's 3 and 4 Five Acres would be 22m from the rear of plots 408 & 409. All properties would also be screened by 1.8m fences and when taking this into account loss of privacy is not anticipated. Blank side elevations of no's 326 Croston Road and Plot 363 would be 5m apart but again with proposed and existing fence screening

8.4.4. Along the northern boundary 310 Croston Road has a lounge windows which would look beyond the rear garden of the adjacent plot; a blank section to the neighbours wall would face the blank side of the same plot. The property to the rear of no: 310 has a secondary lounge window which would face the front garden of plot 345. 7 Marks avenue would be 20m from the rear corner of plot 345 and whilst slightly below the 21m requirement would be angled at such a way that loss of privacy is unlikely; particularly when taking into account screening, and 8 Marks Avenue would have 28m between it and the side of plot 344. Moss Lane properties beyond benefit from 58m – 140m from the closest northern dwelling

8.4.5. Also to the north are recently constructed properties on Willowbank Close and Murray Avenue. 11 Murray Avenue would be 11m from bathroom window to Plot 334 - approved drawings for no: 11 show that windows would also be to en suite and bathrooms. No: 10 Murray would be at least 23m from plots 331 and 332, whilst no: 9 would face the blank elevation of plot 327 at 20m with screening from a large tree (retained). Properties on the former Alben Depot site which are under construction would face proposed public open space

8.4.6. When taking into account existing and proposed boundary treatments, shrubbery and trees 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.

## 8.5. Design, Character & Appearance & Crime

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

8.5.2. In addition to the principles adopted by Members within the accompanying Design Code, consideration of the above, local distinctiveness and character of the area have been assessed. This part of Farington is a mix of modern and traditional properties in a range of size, style and orientation. Croston Road, Bannister and Moss Lanes are linear in nature but more recent development and that beyond the aforementioned are typical estate style, grid configurations. This site presents an obvious extension to the area which has been designed to prevent detriment to existing housing stock. Where necessary single storey units are proposed along Croston Road. Two storey properties with roof accommodation are scattered throughout the site but other than along Flensburg Way tend to be away from site boundaries where existing dwellings are located. The remainder are two storey properties placed in the most appropriate manner. Spatial separation has been assessed and is considered compliant with Council guidance. Existing and suggested screening to the site would ensure that impact by way of visual intrusion to and from the site would be negligible, yet the scheme offers levels of connectivity and permeability into and from the development expected of such a proposal.

8.5.3. 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 acknowledges that the development of sites such as this provides the opportunity to make best use of existing services and utilities.

8.5.4. Whilst in overall terms this proposal is significant, it extends an existing settlement sized area of residential development. Existing infrastructure is present and can be connected to, and there are established community facilities in the area. The principle of development of the main site was established by the outline permission in 2016, and for Parcel B in 2014 although the latter has expired, and other than its historic agricultural use the site was never one suggested for preservation as open space

8.5.5. 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. Open space to the north, along the link road and throughout the site also offer a level of visual amenity for residents.

8.5.6. In terms of the detailed design of the development, Para 122 of the NPPF stresses the importance of the importance of securing well-designed, attractive and healthy places. The proposal has been designed to respect its surroundings but using modern, sustainable materials and construction methods.

8.5.7. *Minimising Crime* – The application is accompanied by Crime Impact Assessment V1: Feb 2020 which considers how the scheme might reduce impact on the existing and proposed areas, and where the proposal might be susceptible to crime and disorder. The statement hopes in its objectives to ‘*allay public fears about development that could be brought about by lack of information*’. The Croston Road area is noted as being a ‘*quiet, safe and non-threatening environment*’. The report which has been assessed by Lancashire Constabulary analyses local data and states that crime in the general area is relatively low, but acknowledges that it is difficult to predict the impact on or from new development. All reasonable efforts to mitigate and discourage crime however have been taken into account in the design, layout and proposed landscaping thus minimising the vulnerability of development to crime and anti-social behaviour. Development is confirmed as being in line with the principles of the NPPF and the Secured by Design document.

8.5.8. *Design for Dementia* - It is vital that people with dementia stay as active as they can - physically, mentally and socially, and the local environment which can be either enabling or disabling is a fundamental factor contributing to the quality of life of those living with this illness The Council is a dementia ‘friend’ and as such careful consideration should be given to the design and location of dementia friendly housing for people of all ages; those currently living with the problem and those who may benefit from remaining independent in their own homes for longer in the future - whether this is mainstream or other forms of housing. Good urban design is essential for improving the ability of people living with dementia to live well. The Royal Town Planning Institute guidance (Jan 2017) suggests that proposal should allow for

- Familiar environments - functions of places and buildings should be obvious
- Environments should be legible with a hierarchy of street types which are short, fairly narrow but with clear decision points and distinctive environments e.g. variety of landmarks, architectural features, styles and materials, trees and street furniture
- Accessible environment – dwellings should be located within close proximity of shops and services, but properties do not necessarily have to be single storey
- Entrances to both places and properties should be obvious and accessible for all, and;
- the whole should be a comfortable environment with defined open space, good lighting and minimal street clutter. Footpaths should be wide and flat and development should be orientated to avoid shadowy areas or bright glare

Having regard to the adopted Design Code, general principles of design for users living with and without dementia and the details provided above, Officers are satisfied that the proposal is policy compliant in design terms

## 8.6. Highways Considerations, Suitability of Access and Parking Arrangements

8.6.1. The application is accompanied by a transport statement which concludes that the proposed 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. There are no severe transport impacts resulting from development, and the site layout encourages low traffic speed.

8.6.2. The statement notes that the Central Lancashire Highways & Transport Masterplan identifies a number of significant road upgrades within the sites vicinity; two of which are relevant. First is the ongoing work to dual the A582 Penwortham Way. Improvements have already been delivered but result in improved capacity and journey times, prioritise and promote pedestrian and cycle access and reduce congestion on and to roads linking to new housing identified for Pickering's Farm and Croston Road. Secondly the Masterplan sets out priority public transport corridors to main employment and housing sites including a route from Moss Side, Cuerden, Lostock Hall and Penwortham. These are due for delivery by 2026 and offer benefit to residents of the Croston Road area. The development has been assessed from a highways perspective and is considered to comply fully with the aims and aspirations of national and local policy.

8.6.3. In line with Policy F1 (Parking Standards) of the local plan, off road parking should be provided to adopted standards. The proposal is compliant in this regard.

## 8.7. Sustainability

8.7.1. 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:

8.7.2. *Community Facilities* – There are 4 high schools and 9 primary schools within 1.3 miles of the site. 6 GP and 4 dental surgeries sit within a 1.3 mile radius, and local shops are present at Earnshaw Bridge (roughly 1 mile away) and in Leyland town centre (1.3 miles).

8.7.3. *Public Transport/Pedestrian/Cycle Routes* – In order to encourage public transport patronage from the proposed development and make facilities more attractive a contribution of £40k has already been provided towards bus stop upgrades. Bus stops are 400m from the site entrance on Croston Road and there are considerable employment opportunities within walking distance (1 mile); particularly around Golden Hill Lane and Moss Side Employment Area. Pedestrian routes access Moss and Bannister Lanes, and in two locations off Croston Road (north of no: 326 and between no;s 338 and 342. Leyland, Lostock Hall, Bamber Bridge and Euxton railway stations are all within 3 miles (1.2, 1.8, 2.7 and 2.8 miles respectively).

8.7.4. *Public Rights of Way* – There are none within or immediately surrounding the site, but a number are present in the north west and south east leading towards established settlements.

8.7.5. In terms of being sustainable development this proposal is considered to be more than acceptable.

## 8.8. Natural Environment, Ecology and Ground Conditions

8.8.1. The application is accompanied by Ecological Assessment (EA) and Biodiversity Impact Assessments (BIA), Arboricultural Impact Assessment (AIA) and site/planning layouts 4042-KMH-XX-M2-A-1000L and P1276.19.01B

8.8.2. Trees – The AIA notes that there are 27 individual trees, 43 tree groups and 7 hedgerows within or bounding the site. None are covered by Tree Preservation Order. Of the trees surveyed one partial hedgerow, 10 partial tree groups, 5 full tree groups and 5 individual trees would be removed to accommodate development. In addition, development may impact upon 8 retained trees and 5 groups; although the applicants arborist does suggest mitigation in the form of tree protection fencing, arboricultural supervision, cellular temporary reinforcement and careful excavation. As compensation the arborist also references proposed landscaping plans supplied as part of this proposal which would provide for the following

Mitigation Type	Anticipated Coverage	Tree/Shrub No's
Ornamental Planting	2381m <sup>2</sup>	(approx. 2300 trees)
Native tree planting		242 trees
Small tree/large shrub planting		210 trees
Native hedgerow	1085m <sup>2</sup>	5442 whips
Hornbeam hedgerow	3500m <sup>2</sup>	17621 whips
Front garden turf	10840m <sup>2</sup>	
Native tree/shrub planting to provide for additional wildlife habitat	4567m <sup>2</sup>	

8.8.3. Having regard to both the Ecologist and Council Arborists comments it is considered that despite loss of established trees and hedgerow, proposed new planting as tabled above more than compensates for, and supplements any ecological biodiversity on site. Conditions to protect trees in line with the above study are recommended

8.8.4. Ecology – The site has been assessed as low value for badgers with little likelihood of badger presence, but of moderate ecological value for bats which may roost in trees and the agricultural buildings to be removed. There are also bird nesting opportunities and water vole habitat with evidence of water vole activity. Opportunities for Great Crested Newts and other amphibians or reptiles are limited. There will undoubtedly be lost habitat but the report does suggest that with biodiversity enhancement, mitigation and reasonable avoidance measures species on site could be protected and provided for. Bird and bat bricks have been shown on proposal drawings throughout the site.

8.8.5. The Croston Road site is not considered to be a sensitive area in ecological terms, and is below the threshold for Environmental Impact Assessment.

8.8.6. Land contamination – The accompanying site investigation and remediation strategy (Coppers: 7286 SSI-RS-E) states that the majority of the site is topsoil with overlying clay; the only variations associated with human activity and reworking of soil. Two small areas show contamination (primarily asbestos) – in the south-west where there were former buildings and under existing buildings to be demolished in the south-east. Gas mitigation on this site is not required but contamination remediation has been proposed to ensure the safety of existing and future residents, and Environmental health are satisfied with the approach.

8.8.7. Anthrax – a number of Members have received an e mail regarding the presence of Anthrax on the site and its effect on the previous dairy herd. Environmental Health have factored this into their assessment, and as an additional precaution contacted Public Health England who confirm that '*we have not had any reports of human anthrax cases or queries about anthrax in your area*'. Whilst this resident's concern appears to be based wholly upon anecdotal evidence the applicants ground assessor/contamination specialist also provides a briefing note specifically with regards to Anthrax. In summary it finds that:

- There are no historic cases of human anthrax infection from exposure via the soil, or development of agricultural land in the UK
- There are only 2 reported cases of anthrax between 1997 and 2014 (none between 1981 and 2009) from soil contamination or development of land used by livestock
- This proposal raises no significant risk to human health
- That during site clearance, if animal carcasses are found they will be removed safely to mitigate against human exposure. A full and lengthy risk assessment and measures for safe removal are provided in the briefing note which would be included as an approved document should permission be granted.

8.8.8. Air Quality – The applicants Air Quality Assessment (AQA - 3310R3: 13.5.20) notes that the proposal has the potential to cause air quality impacts from *'fugitive dust emissions during construction'* and road traffic emissions to and from the site. On that basis the AQA determines a baseline for conditions, to consider site suitability and assess potential impact. Monitoring and a modelling exercise have been undertaken to demonstrate that air quality complies with relevant standards across and around the site. The report concludes that during construction *'the use of good practice measures would provide suitable mitigation for a development of this size and nature, and would reduce potential impact to an acceptable level.'*

8.8.9. In terms of general traffic, modelling verified by local data indicates that predicted air quality impacts from traffic generated by development would not be significant at any sensitive location in the vicinity of the site. Also, predicted pollution is below relevant air quality standards in all locations across the development, and as such the site is suitable for the proposed use from an air quality perspective subject to relevant mitigation. This is appropriate for a scheme of this size and nature. The report states that *'air quality is not a constraint to development'*

#### 8.9. Construction Standards, Water Management and Noise

8.9.1. *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 appropriate construction standards are considered appropriate.

8.9.2. *Water Management/Utilities* - In addition Core Strategy Policy 29(e) (Water Management) seeks to improve water quality and flood management in areas such as Penwortham. The proposal site sits within Flood Zone 1 and developable areas of the site are at low risk of flooding. Proposed development is not considered to increase flooding elsewhere and the accompanying flood risk assessment justifies proposals to remove or divert ditches which don't have a positive influence on site or wider water network.

8.9.3. *Drainage* - Other than field drains and a series of wet and dry ditches which criss-cross the site there is no formal drainage. Sustainable drainage which would help control surface water flows proposes a split-catchment approach with attenuation features in each catchment. Surface water would be diverted in a sustainable way into a wetland area before being taken into the watercourse along the north-south link road. Discharge rates would not exceed greenfield rate and measures would store sufficient water for a 1 in 100 year rainfall plus increased capacity to the betterment of the site. Foul drainage would be discharged to proposed sewers which bisect the site

8.9.4. *Noise* - The accompanying noise assessment (Agility Acoustics) states that the main source of noise would be from road traffic on Flensburg Way and Croston Road. As such mitigation to some dwellings would be necessary. This takes the form of

- 2.5-3m acoustic fence to outer boundaries of gardens closest to Flensburg Way
- 2.5 fence to outer boundaries closest to Flensburg Way roundabout

- 1.8M close boarded fences closest to north-south link road
- Enhanced glazing and ventilation for dwellings on western side adjacent Flensburg Way

Subject to noise mitigation measures as mentioned noise is not expected to exceed the significantly observed adverse effect level.

#### 8.10. Developer Contributions

8.10.1. 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. The NPPF however (Para 34) states that any such contributions should not undermine the deliverability of the plan.

8.10.2. *Community Infrastructure Levy - CIL* is payable on most parts of this proposed development. The larger part of the site which benefits from outline approval (March 2016) would attract a CIL payment on all dwellings other than affordable units at the 2016 rate of £65 x 1.146 per square metre of floor space (not footprint). In this case following demolition of 3 no: agricultural units (5073.44m<sup>2</sup>) the calculable floor area would be 35041.73m<sup>2</sup> (excluding 5073.44m<sup>2</sup> of affordable housing) - £2,610.258.47.

8.10.3. The smaller parcels as new permissions would be subject to CIL at the current rate of £65 x 1.427 which equates to 7223.13m<sup>2</sup> (9954.38m<sup>2</sup> less 2731.26m<sup>2</sup> affordable units) - £ 669, 980.50; the sum total on both parts being £3,280,238.97 to be used towards infrastructure in the local area. The Councils CIL Officer is liaising with the applicant with regards to instalment and phasing payment plans.

8.10.4. Affordable housing and any floor space in existing lawful use is exempt from the charges associated with CIL, and as such 96 properties overall (59 application - 07/2020/00544/REM / 37 application 07/2020/00552/FUL) would not be liable for the payment.

8.10.5. *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.

8.10.6. Outline permission granted in 2016 (07/2014/0184/ORM) was subject to S106 legal agreement which required a 30% affordable housing provision on the larger site, of which 15% was on site and subject to phasing and tenure arrangements, and 15% given as off-site financial contribution. The 15% off site contribution of £2,171,400 has already been paid by Homes England and having regard to the terms of the agreement there is no restriction in percentage of market dwellings to be provided.

8.10.7. The two smaller parcels which are presented for full permission (application 07/2020/00552/FUL) are not included in the S106 and as such are subject to 30% provision in their own right. The Councils Strategic Housing Officers comments are detailed in full at Para 7.16. Properties would be managed by a registered provider and subject to 'Select Move' policies operated by Central Lancashire authorities; a choice based allocation scheme which is not subject to local eligibility criteria.

Cluster	Dwellings	Location	Phase	Timing
A	22	North-west: west of north to south link road	1	All affordable housing provided in first 5 years of six-year phase

B	18	Central: west of north to south link road	1	“ “ “
C	38	South-west: west of north to south link road	1	“ “ “
D	18	South -east: east of north-south link road	2	Affordable provision in first year of Phase 2

8.10.8. *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.

8.10.9. Pre-application discussions requested natural, informal amenity space rather than formal areas of play, and on that basis the Councils Arborist confirms that ‘whip’ tree / amenity planting of POS would be appropriate; in line with the Councils aspirations for tree planting and retention in the Borough. As with the spread of affordable housing, in principle Officers are comfortable taking a holistic approach when considering the location of public open space within the site (i.e. each of the two parcels would not need to provide policy compliant levels of POS within their defined areas if the required POS contribution is to be provided in the section of the site which benefits from outline planning consent). A public open space contribution towards playing pitches of £1507 per dwelling on the full application (121 dwellings - £182,347) is also required – POS on the main site has already been established

#### 8.11. Impact upon Heritage Assets

8.11.1. A Historic Environment Desk Based Assessment was provided at outline and for Parcels A and B. There are no designated or non-designated heritage assets in any of the land areas and whilst there is some archaeological potential 1km from the site there are limited remains in the sites themselves. There is one Grade II listed building but this again is 1km from the site (Armetridings, 507 Croston Road) and sits behind newer properties across Croston Road. Hedgerows aren’t part of a pre-enclosure field system, manorial or parish boundary and as such are not classed as ‘important’ in term so the hedgerow Regulations 1997. Impact on heritage assets is therefore considered negligible.

#### 8.12. Planning Balance

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

#### Material Considerations In Favour of Development Include:

- Delivery of a policy compliant, sustainable development of 520 dwellings relevant to the area and in line with evidenced requirements
- Design in accordance with the adopted masterplan and Design Code
- Policy compliant public open space contribution in excess of policy requirement
- Policy compliant affordable housing provision of 96 properties including bungalows
- CIL contribution of over £3 million pounds
- Contribution towards 5 year housing land supply
- Average density of approximately 28 dwellings per hectare with appropriate spatial separation and access
- 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

## **9. Conclusion**

9.1 Members are asked to consider the proposals in combination which seek permission to develop the site for residential purposes.

9.2 The site is visually open and was last in agricultural use but It is Officer's view that it 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 retention and enhancement of wildlife habitats on the site the proposal suggests a scheme which would not detrimentally affect the nature or conservation value of the site.

9.3 The site is allocated for housing development and in the main has, or remains subject to planning permission; albeit for the principle rather than the finer detail. What is evident is that the proposal presents a well-designed, spatially acceptable development which would respect the character and appearance of the area and offers no less visual amenity than the existing site. Affordable housing provision exceeds that required by policy, public open space on and off site is considered acceptable and CIL monies towards local infrastructure will support local services considerably. Overall, the social benefit seen from this site is felt to be acceptable. Other issues have been appraised as detailed above by the Councils statutory consultees. Subject to a series of relevant and precautionary condition the proposal is considered acceptable

9.4 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. The scheme submitted for determination is likely to impact visually, but existing and proposed landscaping should prevent any excessive loss of visual or residential amenity. On balance therefore the proposed application for residential development of 520 dwellings and associated infrastructure is considered compliant with the National Planning Policy Framework and local development plan.

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 the successful completion of a Section 106 Agreement

### **RECOMMENDATION:**

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

A number of conditions for the reserved matters duplicate those on the outline. As such, whilst most conditions are the same for both applications there are slight differences as some on the reserved matters would not be imposed

Conditions therefore are:

### **Recommended Conditions for application 07/2020/00552/FUL (2 small parcels)**

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:

### Drawings

- Location Plan Keepmoat (4042-LP-1000)
- Existing Site Plan Keepmoat (4042-ESP-1000 Rev A)
- Topographical Survey, Survey Operations (ref. 19K086)
- Proposed Site Access Plan, Croft (2882-F01)
- Keepmoat drawings:
  - Planning Layout: Phase 1 Sheet 1/2 ( 01.01 Rev P)
  - Planning Layout: Phase 1 Sheet 2/2 (01.02 Rev P)
  - Planning Layout: Phase 2 (02 Rev P)
  - Planning Layout: Sheet 3 (03 Rev P)
  - Materials & Boundaries Layout (Phase 1) (01 Rev H)
  - Materials & Boundaries Layout (Phase 2) (02 Rev H)
  - RP Tenure Layout (Phase 1) (01-RP Rev B)
  - RP Tenure Layout (Phase 2) (02-RP Rev B)
  - Waste Management Plan: Phase 1 (Sheet 1 of 2) (4042-WMP-1001 Rev A)
  - Waste Management Plan: Phase 1 (Sheet 2 of 2) (4042-WMP-1002 Rev A)
  - Waste Management Plan: Phase 1 (444\_WMP\_1003 Rev A)
  - Waste Management Plan: Phase 1 & 2 (444\_WMP\_1004 Rev A)
  - Sales Area Layout: Phase 1 (4042-SL-PH1)
  - Sales Area Layout: Phase 2 (4042-SL-PH2)
  - Sales Area Layout: Temp (4042-SL-TEMP)
  - Street Scenes (4042-SS-1000)
- Proposed House type Drawings
  - Halstead (S1,S2,S3), Elton (S3), Danbury (S1,S2,S3), Knightsbridge (S1,S2,S3), Bamburgh (S1,S2,S3), Stratton (S1,S2,S3), Rothway (S1,S2,S3) Foxhill (S2,S3), Hadley (S1,S2,S3), Neston (S1,S2,S3), Milford (S1,S2,S3), Newton (S1,S2,S3, Floor plan FP), Newton (Plots 374 & 375 only – S3A and FPA), Hampton (S1,S2,S3) SK09S1, S2,S3), SK22 (S1,S2,S3), Garages (SG & DRG)
- Landscape Masterplan, Ascerta (P.1276.19.05 Rev B)
- Landscape Planting Plans, Ascerta comprising landscape Proposal Sheets 1 thru 10 (drawing no. P.1276.19.03 Rev B)
- Site Sections,RSK (4042-RSK-DR-027-SITESECTIONS-REVP5)
- Existing and Proposed Levels, RSK comprising:
  - Existing vs Proposed Sheet 1 of 5 (4042-RSK-DR-026-EXVSPROP1-REVP3)
  - Existing vs Proposed Sheet 2 of 5 (4042-RSK-DR-026-EXVSPROP2-REVP3)
  - Existing vs Proposed Sheet 3 of 5 (4042-RSK-DR-026-EXVSPROP3-REVP3)
  - Existing vs Proposed Sheet 4 of 5 (4042-RSK-DR-026-EXVSPROP4-REVP3)
  - Existing vs Proposed Sheet 5 of 5 (4042-RSK-DR-026-EXVSPROP5-REVP3)
- Boundary treatment details, Keepmoat comprising:
  - Boundary Treatment Details (4042-BTD)
  - 3m Acoustic Fence – Standard Boundary Detail (Sheet 7 of 10) 2008/SD/112)
  - Entrance Feature Brick Wall With Piers (Keepmoat 4042-KHNW-FW Rev B)
- Construction Details for Standard G.R.P. Unit Substation with Schneider RN2 SW/GR, Electricity North West (ES352-A2-016/02J)
- Infrastructure & Residential Phasing Plan, Keepmoat (4042-PP-1000 Rev B)
- Progress Phasing Plans: 2020-2031 Year Programme, Keepmoat 4042-1000-PROGRESSDRAWINGS Rev B)
- Construction Management Details (Keepmoat), comprising:

- Construction Method Statement,(4042/CEMP, Rev A)
- Construction Management Plan – Phase 1 (4042-CMP-1001 Rev G)
- Construction Management Plan – Phase 1 (4042-CMP-1002 Rev G)
- Construction Management Plan – Phase 2 (4042-CMP-1003 Rev G)
- Construction Management Plan (4042-CMP-1004 Rev G)
- Construction Management Plan – Compound Phase 1 (A1 Detailed Layout)
- Construction Management Plan – Compound Phase 2 (A1 Detailed Layout)
- Drainage details (RSK)
  - Adoptable Drainage Layout (1 of 2) (4042-RSK-DR-001-DRAINAGE1-REVP11)
  - Adoptable Drainage Layout (2 of 2) (4042-RSK-DR-001-DRAINAGE2-REVP12)
  - PDS Manhole Schedule Sheet 1 of 3 (4042-RSK-DR-003-SWPDSMANHOLE1-REVP4)
  - PDS Manhole Schedule Sheet 2 of 3 (4042-RSK-DR-003-SWPDSMANHOLE2-REVP3)
  - PDS Manhole Schedule Sheet 3 of 3 (4042-RSK-DR-003-FWPDSMANHOLE-REVP3)
  - Impermeable Areas Sheet 1 of 2 (4042-RSK-DR-004-IMPAREAS1-REVP8)
  - Impermeable Areas Sheet 2 of 2 (4042-RSK-DR-001-IMPAREAS2-REVP7)
  - Flow Control Chamber S161 (4042-RSK-DR-005-HBRAKENW1-REVP1)
  - Flow Control Chamber S314 (4042-RSK-DR-005-HBRAKENW3-REVP1)
  - Flow Control Chamber S411 (4042-RSK-DR-005-HBRAKENW4-REVP1)
  - Flow Control Chamber S504 (4042-RSK-DR-005-HBRAKENW5-REVP1)
  - Overland Flood Route Sheet 1 of 2 (4042-RSK-DR-006-OVERLAND1-REVP3)
  - Overland Flood Route Sheet 2 of 2 (4042-RSK-DR-006-OVERLAND2-REVP2)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails1-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails2-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails3-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails4-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails5-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails6-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails7-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails8-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails9-REVP1)
  - Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails10-REVP1)
  - SW Pumping Station Details (4042-RSK-DR-011-SWPUMP-REVP2)
  - Section Through Attenuation (4042-RSK-DR-013-ATTENUATION-REVP2)
  - External Works Sheet 1 of 5 (4042-RSK-DR-015-EXTERNALS1-REVP12)
  - External Works Sheet 2 of 5 (4042-RSK-DR-015-EXTERNALS2-REVP12)
  - External Works Sheet 3 of 5 (4042-RSK-DR-015-EXTERNALS3-REVP12)
  - External Works Sheet 4 of 5 (4042-RSK-DR-015-EXTERNALS4-REVP11)
  - External Works Sheet 5 of 5 (4042-RSK-DR-015-EXTERNALS5-REVP11)
  - S104 Agreement Plan (1 of 2)(4042-RSK-DR-019-S104PLAN1-REVP6)
  - S104 Agreement Plan (2 of 2) (4042-RSK-DR-001-S104PLAN2-REVP6)
  - Watercourses General Arrangement (4042-RSK-DR-021-WATERCOURSES1-REVP2)
  - Watercourses Longitudinal Sections (4042-RSK-DR-021-WATERCOURSES2-REVP2)
  - Watercourses MH Schedule and Details (4042-RSK-DR-021-WATERCOURSES3-REVP2)
  - Watercourses Cross Sections (4042-RSK-DR-021-WATERCOURSES4-REVP1)
  - Watercourses Cross Sections (4042-RSK-DR-021-WATERCOURSES5-REVP1)
  - Watercourses Cross Sections (4042-RSK-DR-021-WATERCOURSES6-REVP1)
  - Watercourses Cross Sections (4042-RSK-DR-021-WATERCOURSES7-REVP1)
- Highways details (RSK)
  - Longsections Sheet 1 of 13 (4042-RSK-DR-002-LONGSECTION1-REVP2)
  - Longsections Sheet 2 of 13 (4042-RSK-DR-002-LONGSECTION2-REVP3)
  - Longsections Sheet 4 of 13 (4042-RSK-DR-002-LONGSECTION4-REVP2)
  - Longsections Sheet 5 of 13 (4042-RSK-DR-002-LONGSECTION5-REVP2)
  - Longsections Sheet 7 of 13 (4042-RSK-DR-002-LONGSECTION7-REVP3)
  - Longsections Sheet 8 of 13 (4042-RSK-DR-002-LONGSECTION8-REVP2)
  - Longsections Sheet 12 of 13 (4042-RSK-DR-002-LONGSECTION12-REVP2)
  - Longsections Sheet 13 of 13 (4042-RSK-DR-002-LONGSECTION13-REVP2)
  - Road Construction Details (Adoptable) (4042-RSK-DR-007-RCDETAILS-REVP1)

- Road Geometry Plan Sheet 1 of 2 (4042-RSK-DR-009-GEOMETRY1-REVP6)
- Road Geometry Plan Sheet 2 of 2 (4042-RSK-DR-009-GEOMETRY2-REVP5)
- Kerbing and Surfacing Sheet 1 of 2 (4042-RSK-DR-010-KERBINGSURFACING1-REVP6)
- Kerbing and Surfacing Sheet 2 of 2 (4042-RSK-DR-010-KERBINGSURFACING2-REVP5)
- Section 38 Sheet 1 of 2 (4042-RSK-DR-014-SECTION38AGREEMENT1-REVP5)
- Section 38 Sheet 2 of 2 (4042-RSK-DR-014-SECTION38AGREEMENT2-REVP4)
- Proposed Lighting and Installation Design Layout (Hartron 21280-D-01 Rev C)
- Habitat Creation and Enhancement Plan, Ascerta (P.1276.19.06 Rev C)

#### Supporting Documents

- Outdoor Lighting Report, Harttron (ref. 21280, 12/05/2020)
- Design & Access Statement (ref. CRL/DAS-B, May 2020)
- Planning Statement, Turley (ref. KEEM3005, 29/06/2020)
- Statement of Community Engagement, Turley (KEEM3005, June 2020)
- Affordable Housing Scheme, Turley (ref. KEEM3005, 29/06/2020)
- Sustainability Statement, JSP Sustainability (February 2020)
- Transport Assessment, Croft (ref. 2882 Issue 3, 17/04/2020)
- Noise Assessment, Agility Acoustics (ref. AA19-1094-R01v3, May 2020)
- Air Quality Assessment, Redmore Environmental (ref. 3310r3, 13/05/2020)
- Arboricultural Impact Assessment, Ascerta (ref. P.1276.19 Rev E, 15/05/2020) (including Tree Survey and Tree Removal Plan and Arboricultural Method Statement)
- Crime Impact Statement, A. P. Martin (v1.0, February 2020)
- Preliminary Ecological Appraisal, Ascerta (ref. P.1276.19 Rev H, 16/09/2020)
- Report on Water Vole Surveys, Ascerta (ref. P.1276.19 Rev A, 16/09/2020)

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 Croston 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

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

Those details shall include:

- a) Cross section of attenuation tank.
- b) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change) with allowance for urban creep.
- c) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable

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

#### **Reasons**

1. To ensure that final drainage designs are appropriate following detailed design investigation.
2. To ensure that the proposed development can be adequately drained.
3. To ensure that there is no flood risk on or off the site resulting from the proposed development
4. To ensure that water quality is not detrimentally impacted by the development proposal
5. To reduce the flood risk to the development as a result of inadequate maintenance
6. To identify the responsible organisation/body/company/undertaker for the sustainable drainage system  
In accordance with Policy 29 in the Central Lancashire Core Strategy

5. 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

6. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at South Ribble Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A Report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development.

Should no adverse ground conditions be encountered during site works and/or development, a Verification Statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building(s), which confirms that no adverse ground conditions were found.

REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

7. 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 it can be assured that the design meets the required dwelling emission rate

8. 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.

9. 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

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

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

11. Prior to the commencement of each phase of development, the new estate road shall be constructed in accordance with the Lancashire county council specification for construction of estate roads to base course level before any built development takes place within that phase

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative in accordance with Core Strategy Policy 3

12. 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. Metal scaffold framework, protective fencing placed at a maximum interval of 3m in accordance with BS5837-2012 should be erected prior to development commencement and remain in-situ throughout the development. 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 and any damage 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. Clearly legible weatherproof signage, stating "Protected Trees – Exclusion Zone" shall be attached to the fencing 1.5m from the ground, facing out of the Tree Protection Zone located at regular intervals along the fence line.

Permission for access into the RPA should be agreed in writing with the local authority prior to entry. Existing ground levels should be retained within the RPA and excavated by hand and any exposed roots immediately wrapped to prevent desiccation. Roots over 25mm diameter should only be removed following consultation with an arboricultural consultant. Prior to backfilling roots should be surrounded with topsoil or sharp-sand or inert granular fill before the soil is replaced

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

14. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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

15. 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

16. 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

17. Prior to first commencement of each phase, bird and bat roosting opportunities as approved shall be provided, and retained thereafter

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

18. External lighting associated with the development shall be directional and located to avoid excessive light spill and shall not illuminate bat roosting opportunities within and surrounding the site, or trees and hedgerows in the area. The principles of relevant guidance should be followed (e.g. the Bat Conservation Trust and Institution of Lighting Engineers guidance Bats and Lighting in the UK, 2009).

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

19. The approved landscaping scheme shall be implemented in the first planting season following completion of the development or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - *Trees in Relation to Design*,

*Demolition and Construction - Recommendations.* This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

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

20 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 surveys 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

21. Immediately prior to demolition of agricultural buildings a survey by a suitably qualified ecologist shall be undertaken. Also before removal of trees as approved a climbing survey and two nocturnal tree assessments shall be made. In the event of surveys 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

22. Prior to first occupation of each dwelling hereby approved, a storage area for 4 wheeled bins shall be provided to the rear of that property and retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

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

23. Prior to first occupation of each dwelling hereby approved, the associated parking spaces shall be drained and surfaced with a material to be agreed by the Local Planning Authority. This area shall be retained at all times thereafter and shall not be used for any purpose other than the parking of vehicles.

REASON: To ensure the provision and retention of adequate on-site parking in the interests of residential amenity and highway safety as required by Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026

24. Prior to first occupation of each dwellings hereby approved, one Electric Vehicle Recharge point shall be provided to that dwelling. Once installed it shall be maintained and retained thereafter unless with the prior approval of the local planning authority.

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

**Recommended Conditions for application 07/2020/00544/REM (Main site)**

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:
  - Reserved Matters Location Plan, Keepmoat (4042-LP-1100)
  - Existing Site Plan, Keepmoat (4042-ESP-1000 Rev A)
  - Topographical Survey, Survey Operations (ref. 19K086)
  - Detailed architectural drawings, Keepmoat:
    - Planning Layout: Phase 1 Sheet 1/2 (01.01 Rev P)
    - Planning Layout: Phase 1 Sheet 2/2 (01.02 Rev P)
    - Planning Layout: Phase 2 (02 Rev P)
    - Planning Layout: Sheet 3 (03 Rev P)
    - Materials & Boundaries Layout (Phase 1) (01 Rev H)
    - Materials & Boundaries Layout (Phase 2) (02 Rev H)
    - RP Tenure Layout (Phase 1) (01-RP Rev B)
    - RP Tenure Layout (Phase 2) (02-RP Rev B)
    - Waste Management Plan: Phase 1 (Sheet 1 of 2) (4042-WMP-1001 Rev A)
    - Waste Management Plan: Phase 1 (Sheet 2 of 2) (4042-WMP-1002 Rev A)
    - Waste Management Plan: Phase 1 (444\_WMP\_1003 Rev A)
    - Waste Management Plan: Phase 1 & 2 (444\_WMP\_1004 Rev A)
    - Sales Area Layout: Phase 1 (4042-SL-PH1)
    - Sales Area Layout: Phase 2 (4042-SL-PH2)
    - Sales Area Layout: Temp (4042-SL-TEMP)
    - Street Scenes (4042-SS-1000)
  - Proposed House type Drawings
    - Halstead (S1,S2,S3), Elton (S3), Danbury (S1,S2,S3), Knightsbridge (S1,S2,S3), Bamburgh (S1,S2,S3), Stratton (S1,S2,S3), Rothway (S1,S2,S3) Foxhill (S2,S3), Hadley (S1,S2,S3), Neston (S1,S2,S3), Milford (S1,S2,S3), Newton (S1,S2,S3, Floor plan FP), Newton (Plots 374 & 375 only – S3A and FPA), Hampton (S1,S2,S3) SK09S1, S2,S3), SK22 (S1,S2,S3), Garages (SG & DRG)
  - Landscape Masterplan, (P.1276.19.05 Rev B)
  - Landscape Planting Plans, Ascerta comprising Landscape Proposal Sheets 1 thru 10 (P.1276.19.03 Rev B)
  - Site Sections, RSK (4042-RSK-DR-027-SITesections-REVP5)
  - Existing and Proposed Levels, RSK comprising:
    - Existing vs Proposed Sheet 1 of 5 (4042-RSK-DR-026-EXVSPROP1-REVP3)
    - Existing vs Proposed Sheet 2 of 5 (4042-RSK-DR-026-EXVSPROP2-REVP3)
    - Existing vs Proposed Sheet 3 of 5 (4042-RSK-DR-026-EXVSPROP3-REVP3)
    - Existing vs Proposed Sheet 4 of 5 (4042-RSK-DR-026-EXVSPROP4-REVP3)
    - Existing vs Proposed Sheet 5 of 5 (4042-RSK-DR-026-EXVSPROP5-REVP3)
  - Boundary treatment details, Keepmoat comprising:
    - Boundary Treatment Details (4042-BTD)
    - 3m Acoustic Fence – Standard Boundary Detail (Sheet 7 of 10) (2008/SD/112)
    - Entrance Feature Brick Wall With Piers (4042-KHNW-FW Rev B)
  - Construction Details for Standard G.R.P. Unit Substation with Schneider RN2 SW/GR, Electricity North West (ES352-A2-016/02J)
  - Infrastructure & Residential Phasing Plan, Keepmoat (4042-PP-1000 Rev B)
  - Progress Phasing Plans: 2020-2031 Year Programme, Keepmoat (4042-1000-PROGRESSDRAWINGS Rev B)

Construction Management Details, Keepmoat comprising:

- Construction Method Statement, (ref. 4042/CEMP, Rev A)
- Construction Management Plan – Phase 1 (4042-CMP-1001 Rev G)
- Construction Management Plan – Phase 1 (4042-CMP-1002 Rev G)
- Construction Management Plan – Phase 2 (4042-CMP-1003 Rev G)
- Construction Management Plan (4042-CMP-1004 Rev G)
- Construction Management Plan – Compound Phase 1 (A1 Detailed Layout)
- Construction Management Plan – Compound Phase 2 (A1 Detailed Layout)

Drainage details, RSK comprising:

- Adoptable Drainage Layout (1 of 2) (4042-RSK-DR-001-DRAINAGE1-REVP11)
- Adoptable Drainage Layout (2 of 2) (4042-RSK-DR-001-DRAINAGE2-REVP12)
- PDS Manhole Schedule Sheet 1 of 3 4042-RSK-DR-003-SWPDSMANHOLE1-REVP4)
- PDS Manhole Schedule Sheet 2 of 3 (4042-RSK-DR-003-SWPDSMANHOLE2-REVP3)
- PDS Manhole Schedule Sheet 3 of 3 (4042-RSK-DR-003-FWPDSMANHOLE-REVP3)
- Impermeable Areas Sheet 1 of 2 (4042-RSK-DR-004-IMPAREAS1-REVP8)
- Impermeable Areas Sheet 2 of 2 (4042-RSK-DR-001-IMPAREAS2-REVP7)
- Flow Control Chamber S161 (4042-RSK-DR-005-HBRAKENW1-REVP1)
- Flow Control Chamber S314 (4042-RSK-DR-005-HBRAKENW3-REVP1)
- Flow Control Chamber S411 (4042-RSK-DR-005-HBRAKENW4-REVP1)
- Flow Control Chamber S504 (4042-RSK-DR-005-HBRAKENW5-REVP1)
- Overland Flood Route Sheet 1 of 2 (4042-RSK-DR-006-OVERLAND1-REVP3)
- Overland Flood Route Sheet 2 of 2 (4042-RSK-DR-006-OVERLAND2-REVP2)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails1-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails2-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails3-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails4-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails5-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails6-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails7-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails8-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails9-REVP1)
- Drainage Construction Details (4042-RSK-DR-008-DRAINAGEDetails10-REVP1)
- SW Pumping Station Details (4042-RSK-DR-011-SWPUMP-REVP2)
- Section Through Attenuation (4042-RSK-DR-013-ATTENUATION-REVP2)
- External Works Sheet 1 of 5 (4042-RSK-DR-015-EXTERNALS1-REVP12)
- External Works Sheet 2 of 5 (4042-RSK-DR-015-EXTERNALS2-REVP12)
- External Works Sheet 3 of 5 (4042-RSK-DR-015-EXTERNALS3-REVP12)
- External Works Sheet 4 of 5 (4042-RSK-DR-015-EXTERNALS4-REVP11)

- External Works Sheet 5 of 5 (4042-RSK-DR-015-EXTERNALS5-REVP11)
- S104 Agreement Plan (1 of 2)(4042-RSK-DR-019-S104PLAN1-REVP6)
- S104 Agreement Plan (2 of 2) (4042-RSK-DR-001-S104PLAN2-REVP6)
- Watercourses General Arrangement (4042-RSK-DR-021-WATERCOURSES1-REVP2)
- Watercourses Longitudinal Sections (4042-RSK-DR-021-WATERCOURSES2-REVP2)
- Watercourses MH Schedule and Details (4042-RSK-DR-021-WATERCOURSES3-REVP2)
- Watercourses Cross Sections (4042-RSK-DR-021-WATERCOURSES4-REVP1)
- Watercourses Cross Sections (4042-RSK-DR-021-WATERCOURSES5-REVP1)
- Watercourses Cross Sections (4042-RSK-DR-021-WATERCOURSES6-REVP1)
- Watercourses Cross Sections (4042-RSK-DR-021-WATERCOURSES7-REVP1)

Highways details, RSK comprising:

- Longsections Sheet 1 of 13 (4042-RSK-DR-002-LONGSECTION1-REVP2)
- Longsections Sheet 2 of 13 (4042-RSK-DR-002-LONGSECTION2-REVP3)
- Longsections Sheet 4 of 13 (4042-RSK-DR-002-LONGSECTION4-REVP2)
- Longsections Sheet 5 of 13 (4042-RSK-DR-002-LONGSECTION5-REVP2)
- Longsections Sheet 7 of 13 (4042-RSK-DR-002-LONGSECTION7-REVP3)
- Longsections Sheet 8 of 13 (4042-RSK-DR-002-LONGSECTION8-REVP2)
- Longsections Sheet 12 of 13 (4042-RSK-DR-002-LONGSECTION12-REVP2)
- Longsections Sheet 13 of 13 (4042-RSK-DR-002-LONGSECTION13-REVP2)
- Road Construction Details (Adoptable) (4042-RSK-DR-007-RCDETAILS-REVP1)
- Road Geometry Plan Sheet 1 of 2 (4042-RSK-DR-009-GEOMETRY1-REVP6)
- Road Geometry Plan Sheet 2 of 2 (4042-RSK-DR-009-GEOMETRY2-REVP5)
- Kerbing and Surfacing Sheet 1 of 2 (4042-RSK-DR-010-KERBINGSURFACING1-REVP6)
- Kerbing and Surfacing Sheet 2 of 2 (4042-RSK-DR-010-KERBINGSURFACING2-REVP5)
- Section 38 Sheet 1 of 2 (4042-RSK-DR-014-SECTION38AGREEMENT1-REVP5)
- Section 38 Sheet 2 of 2 (4042-RSK-DR-014-SECTION38AGREEMENT2-REVP4)

Proposed Lighting and Installation Design Layout, Harttron (21280-D-01 Rev C)  
Habitat Creation and Enhancement Plan, Ascerta (P.1276.19.06 Rev C)

### **Supporting Documents**

- Outdoor Lighting Report, Harttron (ref. 21280, 12/05/2020)
- Design & Access Statement (ref. CRL/DAS-B, May 2020)
- Planning Statement, Turley (ref. KEEM3005, 29/06/2020)
- Statement of Community Engagement, Turley (KEEM3005, June 2020)
- Affordable Housing Scheme, Turley (ref. KEEM3005, 29/06/2020)
- Sustainability Statement, JSP Sustainability (February 2020)
- Transport Assessment, Croft (ref. 2882 Issue 3, 17/04/2020)
- Noise Assessment, Agility Acoustics (ref. AA19-1094-R01v3, May 2020)
- Air Quality Assessment, Redmore Environmental (ref. 3310r3, 13/05/2020)

- Arboricultural Impact Assessment, Ascerta (ref. P.1276.19 Rev E, 15/05/2020) (including Tree Survey and Tree Removal Plan and Arboricultural Method Statement)
- Crime Impact Statement, A. P. Martin (v1.0, February 2020)
- Preliminary Ecological Appraisal, Ascerta (ref. P.1276.19 Rev H, 16/09/2020)
- Report on Water Vole Surveys, Ascerta (ref. P.1276.19 Rev A, 16/09/2020)
- Bat Activity Surveys and Static Detector Deployment (ref. P.1276.19, 10/09/2020)
- Landscape and Ecology Management Plan, Ascerta (ref. P.1276.19 Rev C, 16/09/2020)
- Flood Risk Assessment and Drainage Strategy, RSK (ref. 4042-RSK-SU-FRA\_Rev1(05), 15/05/2020)
- Supplementary Site Investigation Report and Remediation Strategy, Coopers (ref. 7286ssi-rs-E, 13/05/2020)
- Community Infrastructure Levy (CIL) – Form 1: CIL Additional Information
- Employment & Skills Statement, Keepmoat (ref. July 2020)
- Letter from Coopers re. potential risks associated with anthrax (ref. 7286KMH200929L, 29/09/2020)
- Keepmoat response to Strategic Housing officer comments (16/09/2020)
- Affordable Housing Statement, prepared by Onwards Homes (10/09/2020)

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 Croston 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

4. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at South Ribble Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A Report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development. Should no adverse ground conditions be encountered during site works and/or development, a Verification Statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building(s), which confirms that no adverse ground conditions were found.

REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

5. 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

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

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

7. Prior to the commencement of each phase of development, the new estate road shall be constructed in accordance with the Lancashire county council specification for construction of estate roads to base course level before any built development takes place within that phase

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative in accordance with Core Strategy Policy 3

8. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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

9. 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

10. Prior to first commencement of each phase, bird and bat roosting opportunities as approved shall be provided, and retained thereafter

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

11. External lighting associated with the development shall be directional and located to avoid excessive light spill and shall not illuminate bat roosting opportunities within and surrounding the site, or trees and hedgerows in the area. The principles of relevant guidance should be followed (e.g. the Bat Conservation Trust and Institution of Lighting Engineers guidance Bats and Lighting in the UK, 2009).

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

12. 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 surveys 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

13. Immediately prior to demolition of agricultural buildings a survey by a suitably qualified ecologist shall be undertaken. Also before removal of trees as approved a climbing survey and two nocturnal tree assessments shall be made. In the event of surveys confirming the presence of such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.

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

14. Prior to first occupation of each dwelling hereby approved, a storage area for 4 wheeled bins shall be provided to the rear of that property and retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

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

15. Prior to first occupation of each dwelling hereby approved, the associated parking spaces shall be drained and surfaced with a material to be agreed by the Local Planning Authority. This area shall be retained at all times thereafter and shall not be used for any purpose other than the parking of vehicles.

REASON: To ensure the provision and retention of adequate on-site parking in the interests of residential amenity and highway safety as required by Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026

16. Prior to first occupation of each dwellings hereby approved, one Electric Vehicle Recharge point shall be provided to that dwelling. Once installed it shall be maintained and retained thereafter unless with the prior approval of the local planning authority.

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

## **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
- 27 Sustainable Resources and New Developments
- 29 Water Management

## South Ribble Local Plan

- A1 Developer Contributions
- 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
- SPD Residential Extensions Supplementary Planning Document
- SPD Open Space and Playing pitch
- SPD1 Affordable Housing (Supplementary Planning Documents)

### **Note:**

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

2. Lancashire Constabulary offer the following security advice

Lighting - Lighting is required at all external doorsets; LED 'dusk until dawn fittings' are recommended. The street lighting scheme should be BS 5489:2013 compliant and be designed by a qualified lighting engineer.

Landscaping - Trees and large shrubs should not be allowed to obscure lighting columns or impede natural surveillance as they mature. Ensure that trees cannot be used as a climbing aid to gain access to the rear of dwellings. Planting and shrubbery to the front of houses should be low level e.g. below 1m high.

Fencing - Boundary treatments should be a sufficient height and design to deter intruders. 1.8m high, close-boarded fencing is recommended for the perimeter of rear gardens and dividing fences. Access to the side and rear should be restricted with a 1.8m high lockable gate that allows natural surveillance into the area and is fitted as close to the front building line as possible. The gate should be capable of being locked from both sides and the side access area should be well lit..

Physical Security - doorsets, windows and hardware should comply with Building Regulations 'Approved Document 'Q' 2015' (Security); please note, PAS 24:2012 has been superseded by PAS 24:2016. All ground floor and other accessible windows should be

certified to PAS 24:2016 security standards, as a minimum. Those that abut public areas should also include 'restrictors' to reduce the opportunity of 'sneak-in' type thefts.

□ Glazing in external doors sets, ground floor and other accessible windows, including those installed within 400mm of an adjacent door set and those situated above flat over door canopies, must include one pane of laminated glass that is securely fixed in accordance with the manufacturer's instructions and certified to BS EN 356 2000 rating P1A.

□ By proceeding with the scheme as a Secured by Design Silver development, this will ensure all requirements under Part Q are covered as well as additional security measures for keeping residents safe. To develop a Secured by Design application contact the Lancashire Constabulary Designing Out Crime Officers at [alo@lancashire.pnn.police.uk](mailto:alo@lancashire.pnn.police.uk)

□ Utility Metres - If 'Smart meters' are not utilised in the scheme, external utility meters should be located as close to the front elevation as possible, so that access into secure/private areas is not required to obtain readings.

□ Intruder Attack Alarms – An alarm system should be fitted to each dwelling. Alarms with a mixture of contacts fitted to doors and windows that will activate if forced entry is attempted and PIR motion detectors fitted internally are recommended. The installation company should be a member of the National Security Inspectorate or the Security Systems and Alarms Inspection Board. The system should be maintained on an annual basis.

□ Construction Site Security - The site should be secured throughout the construction phase with adequate security measures to reduce the risk of burglary, theft and criminal damage, including a robust 2.4m high anti-climb weld mesh perimeter fence with matching lockable gates; monitored alarm system (with a response provision) for site cabins where tools, materials and fuel could be stored and monitored HD digital colour CCTV system. Any onsite CCTV recording equipment must be stored securely and located within an alarmed building/cabin.

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

4. 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

5. 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.

6. 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

7. LLFA Note : For the avoidance of doubt, this response does not grant the applicant permission to connect to and divert 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.