

## Planning Committee Update Sheet 15<sup>th</sup> November 2017

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

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

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

**Condition 3** – amend the wording to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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