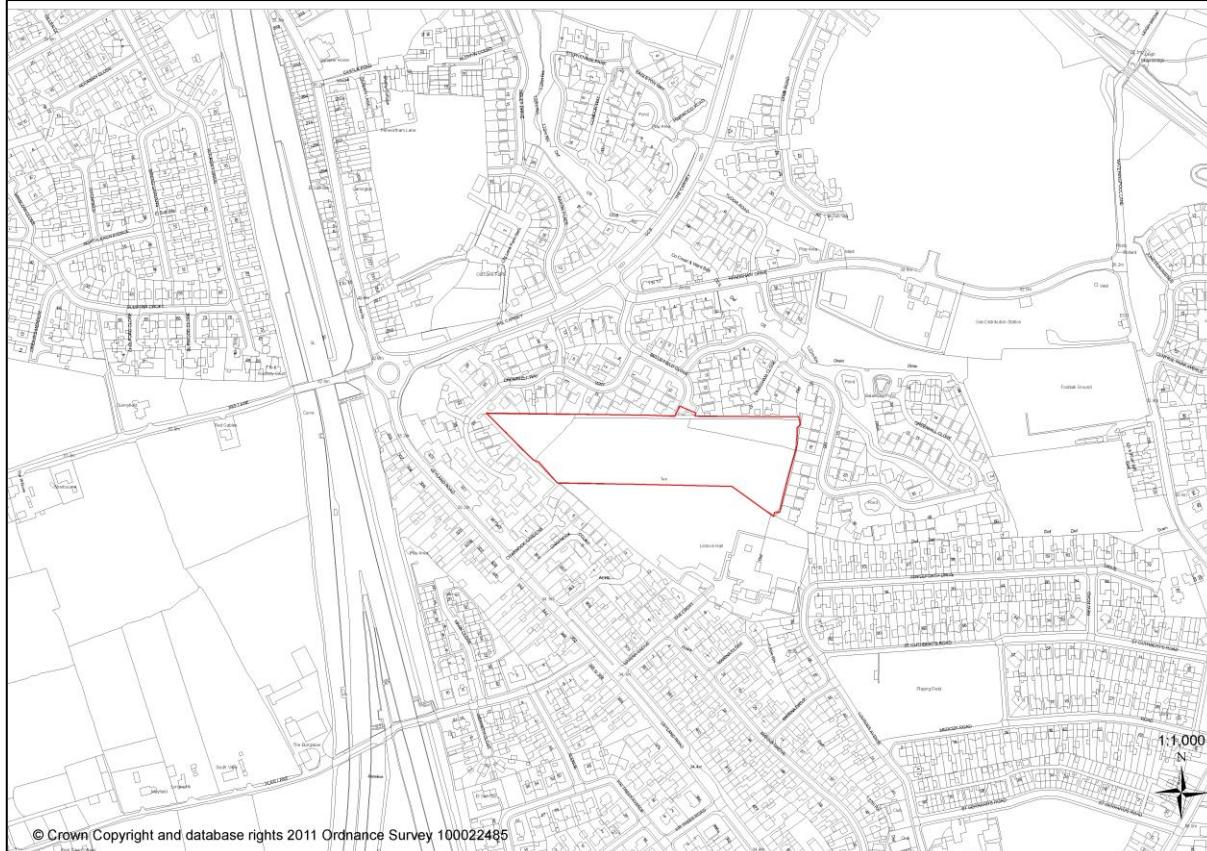


Application Number	07/2021/00665/FUL
Address	Land off Belle Field Close, Penwortham
Applicant	Seddon Homes
Agent	Mike O Brien Pinnacle Planning 500 Styal Road Manchester M22 5HQ
Development	Residential development for the erection of 63 dwellings with associated works and infrastructure
Officer Recommendation	That Members are minded to approve the application, and that the decision is delegated to the Director of Planning and Housing in consultation with Chair and Vice-Chair of the Planning Committee upon successful completion of a legal agreement to secure a financial contribution towards public open space and on-site affordable housing.

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



1. Report Summary

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

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

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

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

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

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

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

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

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

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

2. Application Site and Surrounding Area

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

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

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

3. Site Context / Planning History

- ② 07/1999/0761 - Land Off Leyland Road Lostock Hall - 150 dwellings (access only) with associated roads, landscaping and open space – Granted May 2000
- ② 07/2003/0095 - Reserved matters for 145 dwellings and associated landscaping and access roads. (Revised application) - Granted April 2003
- ② 07/2016/0512/FUL - Land at Claytongate Drive Penwortham - Erection of 28 dwellings with associated infrastructure – Granted March 2017

4. Proposal

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

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

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

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

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

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

5. Summary of Supporting Documents

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

6. Representations

6.1. Summary of Publicity

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

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

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

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

Penwortham Town Council – have not responded

Letters of Objection or Support

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

In Objection

Highways

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

Design/Character /Residential Amenity

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

Environmental Impact

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

Local Infrastructure

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

Other

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

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

7. Summary of Consultee Responses

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. Material Considerations

9.1. Site Allocation

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

9.2. Policy Background

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

9.2.1. *National Planning Policy Framework*

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

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

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

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

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

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

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

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

9.2.2. Central Lancashire Core Strategy

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

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

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

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

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

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

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

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

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

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

9.2.3. South Ribble Local Plan

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

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

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

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

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

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

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

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

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

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

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

9.3. Impact of Development on Neighbouring Properties

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

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

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

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

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

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

9.5. Design, Character & Appearance

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

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

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

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

9.5.5. The proposed layout plan demonstrates similar levels of garden space to surrounding residential properties, and that a development of this size can be accommodated on this site without resulting in a detrimental impact on the character and appearance of the area through overdevelopment and intensification of the urban fabric. The proposal has been designed to respect its surroundings, and is considered policy compliant in design terms

9.6. Sustainability

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

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

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

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

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

9.7. Construction Standards, Water Management and Noise

9.7.1. *Construction Standards*- One of the objectives of modern construction is to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources whilst improving the quality of housing by facilitating higher standards of construction. Conditions to ensure construction standards are considered appropriate. An Energy Statement supports the confirming that the development will adopt an energy efficient approach.

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

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

9.8. Developer Contributions

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

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

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

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

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

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

10. Conclusion

10.1. Planning Balance

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

10.3. Material Considerations In Favour of Development Include:

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

10.4. Material Considerations Against Development include:

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

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

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

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

10.8. The proposed development is deemed to be in accordance with relevant policies of the National Planning Policy Framework, Central Lancashire Core Strategy, South Ribble Local Plan 2012, South Ribble Residential Design SPD and Central Lancashire Affordable Housing, Open Space and Playing Pitch SPD's. It is therefore recommended that Members be minded to approve the application and that the decision be delegated to the Director of Planning and Housing in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of a Section 106 Agreement to secure a financial contribution towards off site public open space and details of on-site affordable housing and open space.

RECOMMENDATION:

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

RECOMMENDED CONDITIONS:

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

2. The development hereby permitted shall be carried out with reference to the following approved plans and suite of documents:

Woodland Design (Prefix 19-57-)

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

House Type Plans (Seddon Homes)

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

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

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

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

3. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy 29 in the Central Lancashire Core Strategy

4. No development shall commence in any phase until a detailed, final surface water sustainable drainage scheme for the site has been submitted to, and approved in writing by, the local planning authority. The detailed sustainable drainage scheme shall be based upon the site-specific flood risk assessment and indicative sustainable drainage strategy submitted and sustainable drainage principles set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

Those details shall include, as a minimum:

- a) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawings of flow control manhole, attenuation tank and permeable paving if specified.
- b) Proposed gradients in rear gardens of plot nos.3-24, 48-60 and 63 with boundary levels. Any proposed increases in boundary levels must be clearly shown on the layout plan.
- c) The drainage scheme should be in accordance with the principles of the RSK Belle Field Close, Penwortham Flood Risk Assessment & Outline Surface Water Drainage Strategy ref.680098-R1 revision 01 dated 27th May 2021 and demonstrate that the surface water run-off and volume shall not exceed the greenfield runoff rate. The

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

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

e) Plan identifying areas contributing to the drainage network

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

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

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

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

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

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

5. No development shall commence until details of how surface water and pollution prevention will be managed during each construction phase have been submitted to and approved in writing by the local planning authority. Those details shall include for each phase, as a minimum:
 - a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.
 - b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

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

Reasons:

1. To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere;
2. To ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

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

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

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

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

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

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

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

8. Prior to the importation of any subsoil and/or topsoil material into the proposed development site, a Desk Study shall be undertaken to assess the suitability of the proposed material to ensure it shall not pose a risk to human health as defined under Part IIA of the Environmental Protection Act 1990. The soil material shall be sampled and analysed by a Competent Person. The details of the sampling regime and analysis shall be submitted to and agreed in writing by the Local Planning Authority prior to the work taking place.

A Verification Report which contains details of sampling methodologies and analysis results and which demonstrates the material does not pose a risk to human health shall be submitted to the Local Planning Authority for approval in writing.

REASON: To confirm before work commences on site that imported sub and/or topsoil will be protective of human health and the environment, and in the interests of residential amenity in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

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

Existing ground levels should be retained within the RPA and excavated by hand. Any exposed roots should be immediately wrapped to prevent desiccation. Wrapping should be removed prior to backfilling. Prior to backfilling roots should be surrounded with topsoil or sharp-sand or inert granular fill before the soil is replaced. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the local planning authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

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

10. During construction and site clearance, no machinery shall be operated, no processes carried out or deliveries taken at or dispatched from the site outside the following times:

0800 hrs to 1800 hrs Monday to Friday

0800 hrs to 1300 hrs Saturday

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

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

11. There shall be no burning of waste material or vegetation on site.

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

12. Prior to the commencement of any works on site a Dust Management Plan shall be submitted, for written approval, to the local planning authority. The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control measures to ensure dust and soil does not travel beyond the site boundary. Once agreed the identified control measures shall be implemented and maintained throughout the duration of the site preparation and construction phase of the development.

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

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

13. No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highway Authority prior to the survey being undertaken. The survey must consist of:

a) A plan to a scale of 1:1000 showing the location of all defects identified;

b) A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure before work commences that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer

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

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

15. Prior to the commencement of any works on site, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:
 - (a) Further to the findings of the Phase I geo-environmental site assessment (Ref: 14-747-R1-1 Date 22nd February 2021) a detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and/or ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part 2A, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied buildings, on services and landscaping schemes, and on wider environmental receptors including ecological systems and property. The sampling and analytical strategy shall be submitted to and be approved in writing by the LPA prior to the start of the site investigation survey.
 - (b) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.
 - (c) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.
- Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings.

Reason: To ensure that:

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

16. The development shall be constructed in adherence with Noise Impact assessment Reference: 50-317-R1-4, Dated: August 2021
Reason: In the interests of the amenity and to safeguard the living conditions of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.
17. Prior to first occupation of the first house, acoustic fencing as detailed in the approved noise impact assessment shall be completed. Once installed it shall be retained and maintained thereafter unless with the written agreement of the local planning authority
Reason: In the interests of the amenity and to safeguard the living conditions of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.
18. No tree felling, clearance works, demolition work or other works that may affect nesting birds shall take place between March and August inclusive, unless the absence of nesting birds has been confirmed by surveys or inspections.
REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy
19. If the presence of bats, barn owls, great crested newts or other protected species is detected or suspected on the development site at any stage before or during development or site preparation, works must not continue until consultation with a

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

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

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

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

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

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

22. Should the development not have commenced within 24 months of the date of this permission, a re-survey be carried out to establish whether bats or other protected species are present at the site shall be undertaken by a suitably qualified person or organisation. In the event of the survey confirming the presence of such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.

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

23. The approved landscaping scheme shall be implemented in the first planting season following completion of the development or first occupation/use and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

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

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

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

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

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

26. Prior to first occupation of each dwelling with one or more off-street parking space/garage space integral to the curtilage of the property, hereby approved, one Electric Vehicle Recharge point shall be provided to that dwelling
REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy
27. Prior to first occupation of each dwelling hereby approved, waste and refuse storage facilities identified on approved plan 19-57-P01 B (Woodcroft) for that dwelling shall be provided.
REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy 27 in the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17
28. Approved boundary treatments around the site edges shall be installed prior to first occupation of the first dwelling hereby approved. Boundary treatments around each plot shall be erected before first occupation of that plot and retained thereafter. Boundary treatments should be raised from ground level by 0.15 to 0.20 metre or suitably sized gaps should be left at strategic points identified by approved plan 19-57-P01 B (Woodcroft)
REASON: In order to retain habitat connectivity for Species of Principal Importance, such as amphibians and hedgehogs in line with Local Plan Policy G16 (Biodiversity and Nature Conservation)
29. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. Prior to the commencement of construction of the first dwelling details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.
REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Ascent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. As Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so is can be assured that the design meets the required dwelling emission rate
30. No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.
REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Ascent 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.

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

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

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

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

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

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

Note: Construction Management Plan.

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

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

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

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

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

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

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

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

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all traffic to enter and leave the premises in a safe manner without causing a hazard to other road users and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026..

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

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

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

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

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

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

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 1 Locating Growth
- 3 Travel
- 4 Housing Delivery
- 5 Housing Density
- 6 Housing Quality
- 7 Affordable and Special Needs Housing
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 26 Crime and Community Safety

- 27 Sustainable Resources and New Developments
29 Water Management

South Ribble Local Plan

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

Residential Extensions Supplementary Planning Document

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

Penwortham Neighbourhood Development Plan

Note:

Other application Informative

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

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

United Utilities Note 2: A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. Please contact UU on 0845 7462200 regarding water mains/public sewers or 0870 7510101 to access a fully supported mapping service.

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

United Utilities Note 3: The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. We would ask the developer to consider the following drainage options in the following order of priority:

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

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

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

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

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

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