

**Application Number** 07/2017/2900/FUL

**Address** Land Off  
Brindle Road  
Bamber Bridge  
Lancashire

**Applicant** Bellway Homes Limited (Manchester Division)

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

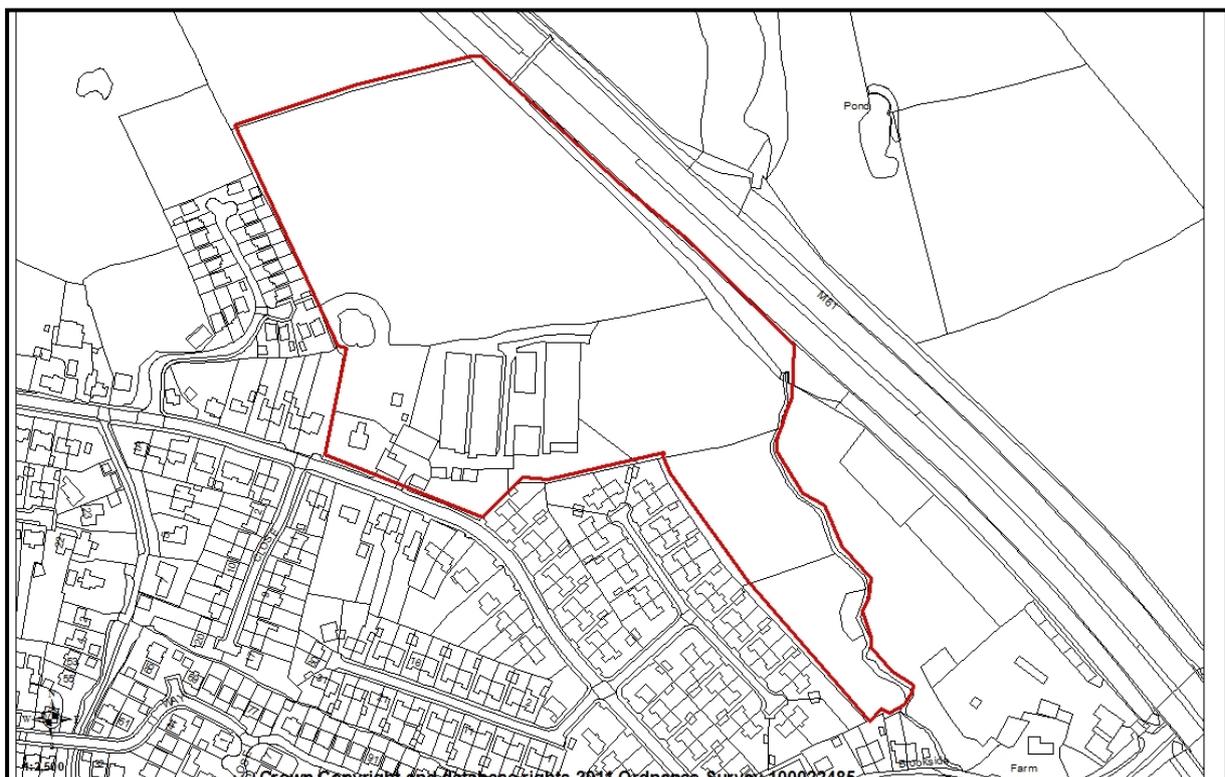
**Development** Erection of 193 dwellings with associated parking, landscaping and public open space with access off Brindle Road following demolition of Grey Gables Farm and associated buildings (Amended Plans)

**Officer Recommendation** That the Members be minded to approve the application and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of the Section 106 Agreement to secure the provision of on-site affordable housing, and commuted sums for off-site highway improvements, bus service and public open space.

**Officer Name** Mrs Janice Crook

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

**Location Plan**



## **1.0 Report Summary**

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

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

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

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

1.5 The application site would also provide a significant number of residential dwellings, including 13 bungalows, which in turn will help South Ribble deliver part of its requirement towards the City Deal housing target. It is therefore considered that this site would provide much needed new homes and strongly support the commitment of South Ribble to the delivery of the City Deal.

1.6 It is acknowledged that there is a large amount of objection to this application from neighbouring residents in terms of the impact on the local highway network, particularly due to the railway crossing at the junction of Brindle Road and Bank Head Lane. However, Lancashire County Council Highways have no objection in principle to the application, providing a number of measures are secured to promote the site's sustainability. Further, the test within the National Planning Policy Framework is that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. This is not the case as the impact on the highway network is not considered as severe in this instance.

1.7 Taking all issues into consideration, the points raised by residents and the comments made by statutory consultees, it is considered that the proposed scheme is acceptable on balance and the application is recommended for approval subject to the imposition of a number of planning conditions and subject to the successful completion of a Section 106

Agreement.

## **2.0 Site and Surrounding Area**

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

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

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

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

## **3.0 Planning History**

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

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

3.3 07/2014/0204/FUL for the erection of 283 dwellings including 30% affordable homes, associated road infrastructure, landscaping and open space following demolition of 215 Brindle Road – refused 11/12/2014

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

## **4.0 Proposal**

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

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

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

### **Market Dwellings**

13 Conrad, 2-bed, single storey attached

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

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

### **Affordable dwellings**

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

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

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

4.6 The amendments can be summarised as follows:

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

## **5.0 Supporting Documents**

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

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

## **6.0 Summary of Publicity**

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

### Land Allocation

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

### Design, Appearance, Residential Amenity

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

- Density of 52 dwelling/ha is unacceptable

#### Highway Impacts

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

#### Environmental Impacts

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

#### Other Issues

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

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

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

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

## **7.0 Summary of Consultations**

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

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

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

7.4 LCC Highways acknowledged that the developer would be expected to support a level of wider strategic infrastructure in South Ribble via CIL contributions. Notwithstanding CIL, as originally submitted LCC could support the application. The Transport Assessment failed to demonstrate the site can provide pedestrian connectivity to integrate with the existing built and proposed environments, nor provide access to and encourage sustainable public transport; hence the development was not in line with a number of key paragraphs of the NPPF including provision of safe and suitable access for all people and to support sustainable development. LCC Highways therefore required a number of amendments to the site layout in respect of pedestrian/cycle connectivity to the adjacent site and to bus stops on Brindle Road; the provision of crossing facilities on Brindle Road; the installation of mobile Speed Indicator Devices (SPiDS); enhanced weight limit signs along Brindle Road and Bank Head Lane; the provision of an additional local bus service; the upgrading to 2 bus stops closest to the site and funding for secure cycle lock parking at Bamber Bridge Station. These requirements can be provided through either commuted sums through a Section 106 Agreement or through a S278 agreement with LCC Highways.

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

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

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

7.7 **Highways England** comment that, given that the site lies adjacent to both the M61 motorway, they recommend that conditions are imposed should permission be granted, in the interests of preserving the safety and integrity of the Strategic Road Network. However, in considering the requirements of the requested conditions, it is considered these should be included as informative notes rather than conditions as they would not meet the tests for imposing conditions as they relate to land outside of the application site boundary.

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

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

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

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

7.12 **Local Lead Flood Authority** initially commented that, in the absence of adequate information to assess the principle of surface water drainage associated with the proposed development, they would object and recommend refusal of planning permission until further information had been submitted. The LLFA then go on to outline how the developer could overcome the objection by submitting information which demonstrates how surface water will be managed on site.

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

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

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

7.16 United Utilities also comment that, in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

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

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

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

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

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

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

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

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

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

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

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

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

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

7.28 **Ramblers** have not responded.

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

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

## **8.0 Policy Considerations**

8.1 **National Planning Policy Framework** - At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. When determining planning applications, this means *"approving development proposals that accord with the development plan without delay"*.

8.2 **Chapter 4** at paragraph 32 requires that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

8.3 **Chapter 6** of the NPPF aims to ensure the delivery of a wide choice of high quality homes and therefore requires the LPA to consider applications for residential development in the context of the presumption in favour of sustainable development.

8.4 **Chapter 7** requires good design for new development and paragraph 56 states, *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*

8.5 Paragraph 66 requires that applicants work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.

8.6 **Chapter 10** deals with the challenge of climate change, flooding and coastal change and requires new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

8.7 **Chapter 11** aims to conserve and enhance the natural environment through a number of criteria. It requires that development should avoid significant harm to the natural environment or, if unavoidable, be adequately mitigated, or, as a last resort, compensated for. Any opportunities to incorporate biodiversity in and around developments should be encouraged;

8.8 This chapter, at paragraph 123, also requires development to *avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development*.

## 9.0 **Central Lancashire Core Strategy**

9.1 **Policy 2: Infrastructure** required developers to work with infrastructure providers to establish works and/or service requirements that will arise from or be made worse by development proposals and determine what could be met through developer contributions, having taken account of other likely funding sources.

9.2 **Policy 3: Travel** aims to reducing the need to travel; improving pedestrian facilities; improving opportunities for cycling; improving public transport; encouraging car sharing; and improving the road network.

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

9.4 **Policy 5: Housing Density** seeks to ensure that densities of new development are in keeping with local areas and will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area, consideration will also be given to making efficient use of land.

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

9.6 **Policy 17: Design of New Buildings** requires the design of new buildings to take account of the character and appearance of the local area; be sympathetic to surrounding land uses and occupiers; ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa; must link in with surrounding movement patterns and not prejudicing the development of neighbouring land; must minimise opportunity for crime; protect existing landscape features and provide open space; must make provision for the needs of special groups; must promote designs that will be adaptable to climate change; and ensure that contaminated land and land stability are considered.

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

9.8 **Policy 23: Health** aims to reduce health inequalities by seeking contributions towards new or enhanced facilities from developers where new housing results in a shortfall or worsening of provision.

9.9 **Policy 25: Community Facilities** seeks to ensure that local communities have sufficient community facilities provision by assessing all development proposals for new housing in terms of their contribution to providing access to a range of core services including education and basic health and care facilities.

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

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

9.12 **Policy 29: Water Management** aims to improve water quality, water management and reduce the risk of flooding and encourages the adoption of Sustainable Drainage Systems in new development.

## 10.0 Central Lancashire Supplementary Planning Documents

10.1 The **Affordable Housing SPD** provides further advice on how the Council's affordable housing policy is to be implemented and sets out guidance on the range of approaches, standards and mechanisms required to deliver a range of affordable housing to meet local needs.

10.1 The purpose of the **Design Guide SPD** is to ensure that new development is designed to a high standard and schemes should be developed in line with the principles set out in the SPD.

10.2 The **Open Space and Playing Pitch** provides advice on the open space and playing pitch policies set out in the Partial Version Site Allocations Development Plan Document and includes guidance of how the provision standards will be applied.

## 11.0 South Ribble Local Plan

11.1 **Policy A1: Developer Contributions** expects new development to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community. This will be security through the Community Infrastructure Levy.

11.2 **Policy D1: Allocation of Housing Land** allocates land for housing development to meet the 5 year supply of housing land. The application site forms part of Site S: Land off Brindle Road, Bamber Bridge and Policy D1 describes the site and indicates at paragraph 7.52:” *The site could accommodate in the region of 250 dwellings. However, due to the site’s location adjacent to both the M61 and M6 motorways, extensive buffering would be required to mitigate against noise and pollution. The extent of this buffering will be discussed and agreed with the Council.*”

11.3 **Policy F1: Parking Standards** requires all development proposals to provide car parking and servicing space in accordance with the adopted parking standards. These are set out in Appendix 4 of the SADPD.

11.4 **Policy G8: Green Infrastructure and Networks** requires all new development to provide appropriate landscape enhancements; conservation of environmental assets, natural resources, biodiversity and geodiversity; make provision for the long-term use and management of these areas; and provide access to well-designed cycleways, bridleways and footways to help link local services and facilities.

11.5 **Policy G10: Green Infrastructure Provision in Residential Developments** requires all new residential development resulting in a net gain of five dwellings or more to provide sufficient Green Infrastructure to meet the recreational needs of the development. The Open Space and Playing Pitch SPD offers further guidance.

11.6 **Policy G11: Playing Pitch Provision** requires all new residential development resulting in a net gain of five dwellings or more to provide playing pitches in South Ribble.

11.7 **Policy G13: Trees, Woodlands and Development** has a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on sites. Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost.

11.8 **Policy G16: Biodiversity and Nature Conservation** seeks to protect, conserve and enhance the borough’s Biodiversity and Ecological Network resources. The level of protection will be commensurate with the site’s status and development proposals will be assessed having regard to the site’s importance and the contribution it makes to wider ecological networks.

11.9 **Policy G17: Design Criteria for New Development Planning** permits new development provided that the proposal does not have a detrimental impact on neighbouring buildings or on the street scene; that the layout, design and landscaping of the proposal, including internal roads, car parking, footpaths and open spaces, are of a high quality and provide an interesting visual environment which respects the character of the site and local area; that new roads and/or pavements be to an adoptable standard; not prejudice highway safety, pedestrian safety, the free flow of traffic; provide on-site parking spaces to the adopted standards stated in Policy F1; not impact on the significance, appearance, character and setting of a heritage asset; and not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses..

11.10 **Policy H1: Protection of Health, Education and Other Community Services and Facilities** requires that development of major sites for housing should ensure appropriate

health, cultural, recreational, sport and education facilities are provided either on site or in the surrounding area through CIL and/or developer contributions.

**12.0 Local Plan Allocation Background**

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

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

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

12.2 It is clearly stated in the Local Plan that the whole site, amounting to 22.7 ha, could accommodate in the region of 250 dwellings. During consideration of Site S, the Inspector reported in paragraphs 40 and 41 of the report: *"In relation to site S in particular, concerns have been expressed about the impact of traffic at the nearby level crossing. The Council, through its discussions with the Highway Authority, is satisfied that none of the allocated sites (both within and outside the urban area) would create insurmountable traffic problems and I have no substantive evidence which would suggest otherwise. Network Rail (NR) was consulted on the allocations in the Plan, but did not raise concerns about the impact of the allocation of site S. .... Whilst it will undoubtedly be the case that additional traffic from site S would lengthen the queues at the level crossing, I have no evidence to suggest that this would cause insurmountable transport problems. There will be an opportunity to address detailed matters relating to the impact on the surrounding transport network at the planning application stage. Policy A1, discussed below, will ensure that contributions towards infrastructure facilities are secured through S106 agreements or CIL funds..... I note concerns expressed by one of the landowners of site S that the land has the potential to accommodate more than the 250 units indicated in Table 1 and policy D1. There appears to be a number of factors, including noise from adjoining motorways and potential impact on the level crossing, which could affect the final housing density on site S. I note the additional information submitted by the landowner in an attempt to demonstrate the feasibility of additional housing on that site. However, a full and open assessment of such matters would be expected at the detailed site planning stage. Together, the wording of policy D1 and the proposed amendments to policy D2 and its introduction make clear that the number of dwellings on each of the allocated sites is an estimate and that regular monitoring of the number of dwellings provided will take place in order to ensure that the Council provides sufficient housing land to meet its needs. **Nothing in the Plan would preclude additional dwellings coming forward over and above the indicative 250 units should the Council be satisfied that this is appropriate following detailed assessment.**"*

12.3 The purpose of the figure of 250 dwellings was to help officers understand how many dwellings could be built on the site. It also enabled officers to understand how many dwellings could be built within the borough over the full plan period. When the indicative figure was included in the Local Plan there was no detail of how the site could be developed

in terms of site layout in order to assess the exact number which could be delivered on site. This is something to be calculated at planning application stage.

12.4 There have been a number of complaints in respect of the recently published Strategic Housing Land Availability Assessment (SHLAA) capacity figure of 360 for Site S. The Housing Land Position Statement and the Strategic Housing Land Availability Assessment have been combined into one document and are for a specific purpose of monitoring housing delivery and establishing that the authority has at least a five year supply of deliverable housing sites. The published documents are monitoring and evidence base for a specific purpose and therefore do not go through approvals with Councillors. They are not making or changing an adopted policy or making a decision. Therefore the figures in the document are a theoretical capacity of the site and should be seen as such. Detailed consideration of the site's density and capacity remains through the planning application process.

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

12.6 Given that the application relates to part of an allocated housing site which has gone through a robust process and consultation prior to adoption, this planning application must be considered in terms of its compliance with the relevant planning policies, listed above, and particularly Policy G17 to determine whether the proposal and particularly its density is acceptable or not. This involves an assessment of criteria such as separation distances between dwellings, the amount of car parking spaces, garden sizes, open space requirements, access points, impacts and distances from existing dwellings adjacent to the site, together with the site's constraints in terms of topography, natural features and also buffers in respect of noise levels in order to understand whether the amount of dwellings proposed is acceptable or not.

### **13.0 Preston, South Ribble and Lancashire City Deal**

13.1 The Preston, South Ribble and Lancashire City Deal was the first of 20 second wave City Deals to be agreed and was signed in September 2013. New investment of £434 million will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,000 new homes over the next ten years.

13.2 Key to the success of City Deal is for development sites to come forward to deliver houses which in turn provides funding towards the costs of the infrastructure. The wider Site S at Brindle Road is one such site. The application site would provide a significant number of residential dwellings, which will help South Ribble deliver part of its requirement towards the City Deal housing target. It is therefore considered that this site would provide much needed new homes and strongly support the commitment of South Ribble to the delivery of the City Deal.

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

### **14.0 Community Infrastructure Levy (CIL)**

14.1 This residential development for 193 dwellings would be expected to support a level of wider strategic infrastructure in South Ribble via CIL contributions. The level of CIL for the market housing element of this development has been calculated at £776,126.36. These monies would be used for projects identified in the CIL 123 list for the area. The Affordable Housing element of the development does not attract a CIL contribution.

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

## **15.0 Material Considerations**

### **15.1 Highway Background**

15.2 During consideration of Site S, the Inspector reported in paragraph 40 of her report: *"In relation to site S in particular, concerns have been expressed about the impact of traffic at the nearby level crossing. The Council, through its discussions with the Highway Authority, is satisfied that none of the allocated sites ..... would create insurmountable traffic problems and I have no substantive evidence which would suggest otherwise. Network Rail was consulted on the allocations in the Plan, but did not raise concerns about the impact of the allocation of site S..... Whilst it will undoubtedly be the case that additional traffic from site S would lengthen the queues at the level crossing, I have no evidence to suggest that this would cause insurmountable transport problems. There will be an opportunity to address detailed matters relating to the impact on the surrounding transport network at the planning application stage....."*

### **16.0 Local Highway Authority**

16.1 Lancashire County Council as Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. The County Council is also committed to reducing congestion and delay and improving highway links both locally and strategically. With this in mind the present and proposed traffic networks have been considered which are influenced by this proposal.

16.2 It is clear that this site is just one of a number of potential sites seeking to come forward in this area of South Ribble, all of which, if supported and delivered, will impact on a wider network already experiencing congestion. Therefore, it is critical that the impact of this development does not compromise the existing or future movement needs of people and goods by any mode or the ability to promote and deliver infrastructure to accommodate (or at least maximise) planned growth.

16.3 The additional vehicles generated by this proposed development will result in higher flows on the existing network. It is noted that the location of this site is on the edge of the current built environment and therefore, if supported and delivered, will require a suitable approach to ensure the successful delivery and continued maintenance of infrastructure and other measures to best integrate the site, with its constraints, to the existing community (which is partially rural) and to the wider local and strategic network. If such measures are not supported and delivered then the proposed development will not be sustainable and be car dependant with car usage higher than the surrounding built environment. This will in turn exacerbate existing highway conditions and undermine the principles of the core strategy and the delivery of required infrastructure to accommodate all expected movement needs, by all modes, for planned development, with the principles included in the Central Lancashire Highways and Transport Masterplan.

### **17.0 Highway Impacts**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 18.0 Access

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

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

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

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

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

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

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

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

## **19.0 Parking**

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

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

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

## **20.0 Sustainable Transport**

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

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

20.2 The site is served by one public bus service 113. The service is run by Stagecoach and is hourly starting at approximately 07:04 with the last bus leaving Preston at 18:30, with no evening or Sunday service. The Traffic Assessment and Travel Plan makes reference to two services 113 and 712, it should be noted that the 712 is a service to Runshaw College and only operates during college term time.

20.3 The closest bus stops are within 400m of the centre of the proposed site, but these distances can more than double from the more outlying points of the development and areas that are not directly connected to the access by pedestrian footpaths. The stops consist of just a pole and flag with no shelter. In order to encourage public transport patronage from the proposed development and make facilities more attractive, LCC Highways recommend that the developer provide the following:

- That the 2 bus stops closest to the site (one in each direction) should be upgraded to Quality Bus standard.
- S106 funding to support the daily daytime bus services, restoring a Monday to Saturday half hourly daytime service (currently only an hourly service. This should be proportionate between the two parcels of Site S
- Bamber Bridge Rail Station is approximately 1.6km via PROW footpaths or 1.9km via the public highway. The station is not directly served by bus services from the proposed development. This would limit any benefit that could be gained by the frequent service interval provided by rail services from Bamber Bridge. Therefore LCC Highways request that the developer fund secure cycle locker parking provision at Bamber Bridge Station to encourage the use of the station for commuting/education trips.
- The existing footway on the site frontage narrows to the north of the site and the developer should provide an uncontrolled pedestrian crossing point on Brindle Road. This should be along desire lines between the proposed development entrance and the west/north bound bus stop, and routes to retail, education and employment opportunities in Bamber Bridge.

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

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

## **21.0 Travel Plan**

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

consider the Framework Travel Plan is acceptable at this stage, commenting that for a development of this size, LCC would normally request a contribution of £12,000 to enable Lancashire County Council to monitor and support the development, implementation and review of the Full Travel Plan for a period of up to 5 years. This will include reviewing:

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

21.2 The Full Travel Plan when developed would need to include the following as a minimum:

- Contact details of a named Travel Plan Co-ordinator
- Results from residents travel survey
- Details of cycling, pedestrian and/or public transport links to and through the site
- Details of the provision of cycle parking.
- Objectives
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
- Action plan of measures to be introduced, and appropriate funding
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

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

## **22.0 Public Rights of Way**

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

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

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

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

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

### **23.0 Relationship to Neighbours**

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

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

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

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

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

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

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

#### **24.0 Design, Appearance, Character of the Area**

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

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

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

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

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

#### **25.0 Affordable Housing**

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

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

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

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

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

25.5 Select Move Information. The following information has recently been taken from the councils housing waiting list Select Move. The number of Select Move applicants who have selected Bamber Bridge as their first choice location is 178. This is broken down as 1 Bed – 100; 2 Bed – 49; 3 Bed – 27; 4 Bed – 2.

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

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

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

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

## **26.0 Public Open Space**

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

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

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

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

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

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

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

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

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

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

## 27.0 Noise

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

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

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

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

*However, it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited'*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **28.0 Air Quality**

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

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

## **29.0 Crime and Disorder**

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

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

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

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

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

### 30.0 **Flood Risk and Drainage**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **31.0 Biodiversity**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **32.0 Tree Issues**

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

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

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

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

## **33.0 Archaeology**

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

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

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

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

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

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

#### **34.0 Education**

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

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

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

### **35.0 CONCLUSION**

35.1 The application has been duly considered in light of the National Planning Policy Framework, the Central Lancashire Core Strategy and the South Ribble Local Plan and with reference to all the plans and documentation submitted, particularly the technical documentation, which has been considered by the appropriate statutory consultees.

35.2 Whilst it is recognised that there is a great deal of local opposition to the proposed development, there are no issues raised by statutory consultees that have not been remedied by amended plans/updated details or can be secured by the imposition of conditions or included within a Section 278 Agreement or the Section 106 Agreement. In considering the scheme against the relevant planning policies, it is officers' view that the scheme is acceptable and in compliance with those policies.

35.3 It must also be recognised that the application site is an allocated housing site and has been fully examined by the Inspector as part of the Local Plan process. The expectation is that such allocated sites are to be brought forward for development in a timely manner. The application is providing a mix of 193 dwellings, including bungalows, which will assist the LPA in achieving its housing requirement of 417 dwellings per year. It is important to note that housing delivery in South Ribble for 2016/17 resulted in only 189 completions, the lowest since 2012/13. Therefore delivery of the allocated housing sites is an important factor.

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

35.5 In view of the above, the application is recommended for approval subject to the imposition of conditions and subject to the successful completion of a Section 106 Agreement.

### **36.0 RECOMMENDATION:**

36.1 That the Members be minded to approve the application and that the decision be delegated to the Planning Manager in consultation with the Chair and Vice-Chair of the Planning Committee upon the successful completion of the Section 106 Agreement to secure the provision of on-site affordable housing, and commuted sums for off-site highway improvements, bus service and public open space.

### **37.0 CONDITIONS/REASONS**

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

2. Site Location Plan SL01 Rev A; Proposed Site Layout PL01 Rev AF; Housetype plans 2C0075 Conrad; (No Ref) Fairhaven; 40A115 Oakwood; 3WE103 Weston; 3JA098 Japonica; 4AD108 Addingham; 3ST100 Stirling; 3CH080 Cherry; 3CH079 Cherry; 2ST062 Studley; 3CH073 Chatsworth; 3RO011 Rochester; (No Ref) Single Detached Garage; Elevational Treatments ET01 Rev B; Hard Surfacing HS01 Rev A; Boundary Treatments BT01 Rev B; Refuse Plan RP01 Rev A; Streetscenes and Sections SS01 Rev B; 2.5m Closed Boarded Fence (Acoustic) BH/MAN/SD/FD014 Rev C; Landscape Specification LDS421 (E)-LS; Planting Plan 1 of 3 LDS421-01E; Planting Plan 2 of 3 LDS421-02E; Planting Plan 3 of 3 LDS421-03E; Site Access and Emergency Access Visibility Plan Croft Transport Solutions 1401-F01 Rev E  
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. No work shall be commenced until satisfactory details of the colour and texture of the facing and roofing materials to be used have been submitted to and approved by the Local Planning Authority.  
REASON: To ensure the satisfactory detailed appearance of the development in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan 2012-2026
4. No phase of development shall commence unless there has been submitted to and approved in writing by the Local Planning Authority a Construction Environmental Management Plan for that phase which shall specify the provision to be made for the following matters:
  - (a) Overall strategy for managing environmental impact and waste which arise during demolition and construction;
  - (b) Measures to control the emission of dust and dirt during construction;
  - (c) Control of noise emanating from the site during the construction period;
  - (d) Hours of construction work for the development;
  - (e) Designation, layout and design of construction access and egress points;
  - (f) Directional signage (on and off site);
  - (g) Provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials;
  - (h) Provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period;
  - (i) Details of measures to prevent mud and other materials migrating onto the highway from construction vehicles, such as wheel washing facilities;
  - (j) Routing agreement for construction traffic;
  - (k) Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.The construction of the development shall be carried out only in accordance with the approved Construction Environmental Management Plan relevant to that phase.  
REASON: To maintain the operation of local streets and the through routes in the area during construction, particularly during peak periods and in the interests of the amenity of the nearby residents in accordance with Policy 17 in the Central Lancashire Core Strategy.
5. During the site preparation and construction of the development, no machinery, plant or powered tools shall be operated, no process carried out and no deliveries taken at or dispatched from the site outside the following times:  
0800 hrs to 1800 hrs Monday to Friday  
0900 hrs to 1300 hrs Saturday  
No activities shall take place on Sundays, Bank or Public Holidays.  
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan 2012-2026

6. Prior to the commencement of development, a Remediation Strategy for the site shall be submitted to and approved in writing by the Local Planning Authority. The remediation works shall be in accordance with the submitted Site Investigation Report (Ref. 6482si, Dated 4 April 2017) prepared by Coopers. On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the Local Planning Authority to confirm that all works have been completed in accordance with the approved details. All remedial works shall be implemented by the developer prior to occupation of the development hereby approved.

If, during the course of development, any contamination is found which has not been previously identified, work shall be suspended and additional measures for its remediation shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved additional measures and a verification report for all the remediation works shall be submitted to the Local Planning Authority within 28 days of the report being completed and approved in writing by the Local Planning Authority.

REASON: To ensure that the remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026.
7. Prior to the first occupation of the development hereby approved, the mitigation measures identified in the Environmental Noise Study (Ref. R1336-REP01-PB Revision E, Dated 7 February 2018) prepared by Red Acoustics shall be installed within the development and maintained at all times. The mitigation measures identified for each unit will be erected prior to occupation of that unit.

REASON: In the interests of the amenity of the future residents of the development and to be in accordance with Policy 17 of the Central Lancashire Core Strategy.
8. Prior to the commencement of works a maintenance plan shall be submitted to the local planning authority detailing how acoustic mitigation measures not linked to individual plots will be maintained for the duration of the development.

REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and NPPF.
9. Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of invasive plants, as identified under the Wildlife and Countryside Act 1981 shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of invasive plants during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

REASON: To prevent the spread of invasive species through development works in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 of the South Ribble Local Plan 2012-2026.
10. The developer will carry out 1 year of air quality monitoring following 80% occupancy of the development. The location and timing of the monitoring shall be agreed with the local planning authority and the results made available to them.

REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.
11. Prior to first occupation of the development hereby approved, an Electric Vehicle Recharge point shall be provided to each dwelling. This shall consist of as a minimum a 13 amp electrical socket located externally or in the garage, in such a position that

a 3 metre cable will reach the designated car parking space(s). A switch shall be provided internally to allow the power to be turned off by the resident(s) which if located externally shall be fitted with a weatherproof cover. The EVR shall be maintained and retained at all times thereafter for its intended use.

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

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

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

13. No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include, as a minimum:
- a) Information about the lifetime of the development, design storm period and intensity (1 in 1, 1 in 2, 1 in 30 & 1 in 100 year + allowance for climate change see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;
  - b) The Avie Consulting Ltd Brindle Road, Bamber Bridge Flood Risk Assessment and Drainage Strategy Statement no.P2427 revision 03 dated September 2017 shall be implemented with a variable discharge rate between 36.7 l/s and 54.7 l/s achieved by the use of a single vortex flow control outfall.
  - c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
  - d) Flood water exceedance routes, both on and off site;
  - e) A timetable for implementation, including phasing as applicable;
  - f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
  - g) Details of water quality controls, where applicable.

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

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

14. No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:
- a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
  - b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
    - i. on-going inspections relating to performance and asset condition assessments

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

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

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

15. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.  
REASONS: To ensure that the drainage for the proposed development can be adequately maintained and to ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system, in accordance with Policy 29 in the Central Lancashire Core Strategy
16. The temporary sales area, access and parking arrangements hereby permitted and shown on Drawing No. 15-081 SA01 Rev E shall be removed from the site within 5 years of the date of the show house first being brought into use, and the land forming the temporary access completed as shown on drawing ref. 15-081 PL01 Rev AF within 3 months of its removal.  
REASON: For the avoidance of doubt.
17. Prior to the commencement of any works on site, details of all piling activities, including mitigation measures to be taken, shall be submitted to and approved in writing by the Local Planning Authority. Piling activities shall be limited to between the hours of 08:00am and 18:00pm Monday to Friday and 08:00am to 13:00pm on Saturdays, with no activities permitted on Sundays and Bank Holidays.  
REASON: In the interests of the amenity of nearby residents and to be in accordance with Policy 17 in the Central Lancashire Core Strategy.
18. Prior to the first occupation of the development hereby approved, a scheme detailing the treatment of the existing Public Right of Way through the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the proposed surfacing materials, boundary treatments and lighting, as necessary. The scheme shall be implemented in accordance with the approved details and retained at all times thereafter..  
REASON: In the interests of reducing the potential for crime and protecting residential amenity in accordance with Policy 26 in the Central Lancashire Core Strategy
19. Prior to commencement of the development hereby approved, a Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the management regime for the woodland and wildflower grassland and commit to a minimum implementation covering a 5 year establishment period. This should include:
- o A management regime for the wildflower seeded areas
  - o A schedule for management of the on-site pond
  - o The installation of 10 bat roosting features on buildings / retained trees

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

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

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

21. The development hereby approved shall ensure that all trees are planted in accordance with BS 8545 2014 and protective fencing identified within the development (Drawing No. P.828.17.03 Rev A) should be erected in accordance with BS5837 2012 prior to development commencement and remain in-situ throughout the development. An inspection programme of the protective fencing should be established and recorded by the arboricultural consultant as part of their overall site monitoring. Permission for access into the RPA should be agreed in writing with the local authority prior to entry. No machinery, tools and equipment should be stored within the RPA of any trees on site.

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

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

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

23. No tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall take place during the nesting season, normally between March and August, unless the absence of nesting birds has been confirmed by further surveys or inspections and written approval has been given from the Local Planning Authority.

REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026.

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

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

25. The approved landscaping scheme (Drawing No. LDS421-01E, LDS421-02E, LDS421-03E and Landscape Specification LDS421(E)-LS) shall be implemented in the first planting season following completion of the development and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

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

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

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

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

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

28. Prior to the commencement of development (excluding site preparation works) details of the internal road layout of the development to provide an unfettered vehicle and pedestrian access to the remainder of Site S in the South Ribble Local Plan lying to the west of the development hereby approved shall be submitted to the Local Planning Authority for approval in writing in consultation with the Highways Authority. The agreed details shall then be fully implemented within six months of the granting of planning permission (including the matter of access) on the section of Site S immediately to the north of the site.

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

## **RELEVANT POLICY**

### **National Planning Policy Framework**

#### **Central Lancashire Core Strategy**

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

#### **Supplementary Planning Documents**

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

#### **South Ribble Local Plan**

- A1 Developer Contributions
- D1 Allocations of housing land
- F1 Car Parking

G8	Green Infrastructure and Networks Future Provision
G10	Green Infrastructure Provision in Residential Developments
G11	Playing Pitch Provision
G13	Trees, Woodlands and Development
G16	Biodiversity and Nature Conservation
G17	Design Criteria for New Development
H1	Protection of Health, Education and Other Community Services and Facilities

## **Informative Notes**

### **1. Archaeology**

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

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

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

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

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

### **2. Highways England**

- There shall be no development on or adjacent to the M6 motorway or M61 motorway embankment that shall put any embankment or earthworks at risk.
- No drainage from the proposed development shall connect into the motorway drainage system, nor shall any drainage from the site run-off onto the M61 motorway.
- There shall be no direct vehicular or pedestrian access of any kind between the site and the M61 motorway. To this end, a close-boarded fence or barrier not less than two metres high shall be erected along the boundary of the site with the M61 motorway to the satisfaction of the Planning Authority and shall be erected a minimum of one metre behind the existing motorway boundary fence and hedge on the developer's land, be independent of the existing motorway fence, and shall be designed and erected in accordance with the technical approval requirements of the Design Manual for Roads and Bridges (DMRB)
- Standard 02/2012 (Technical Approval of Highways Structures) if any part of that structure is more than 2.4 metres in height.
- No acoustic bund or barrier shall be constructed between the eastern boundary of the site and the boundary with the M6 motorway unless evidence has been provided to Highways England that the design has been carried out in accordance with the Design Manual for Roads and Bridges (DMRB) Standard 02/2012 (Technical Approval of Highways Structures) and that design approved in principle by Highways England.
- No works associated with this consent shall take place on any land registered within the ownership of the Highways England Company Limited forming the verge of the M61 motorway.
- There shall be no planting, obstruction or regrading of the surface of the site within one metre of the motorway boundary fence so as to establish a buffer zone for maintenance. Access to the site for the purposes of maintaining the motorway boundary fence, embankment and motorway boundary landscape planting shall not be withheld to Highways England and its representatives.
- There shall be no planting of species that, when mature, shall be of a height that should they fall down, would fall onto any part of the motorway.

### 3. Land Drainage Consent

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

As a minimum, the applicant will be expected to:

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

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

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

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

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