**Additional Planning Committee Update Sheet – 7th March 2018**

**Item 8 - 07/2017/2900/FUL – Land Off Brindle Road, Bamber Bridge**

LCC Highways have confirmed that they have no objections to the proposed development, following the agreement of the applicant to fund Section 106 contributions in respect of Bus Service Funding; Travel Plan Contribution; Speed Indicator device and secure cycle lockers. However, LCC highways have requested a number of conditions be imposed should permission be granted together with informative notes. These are considered to be standard conditions and meet the tests for imposing conditions.

One requested condition for a Travel Plan has already been included at Condition 12 but it is considered the one proposed by LCC Highways is more appropriate and should replace Condition 12

Additionally, some of the measures requested by LCC Highways have already been included in Condition 4 and it is proposed to include a further two points in this condition.

The conditions and informative notes are as follows:

**Conditions:**

**Replacement Condition 12**

No development shall commence until the Framework Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority.  The provisions of the Framework Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.

(a).     The Framework Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe of first occupation, the development being brought into use or other identifiable stage of development.

(b).     Where the Local Planning Authority agrees a timetable for implementation of a Framework or a Full Travel Plan, the elements are to be implemented in accordance with the approved timetable unless otherwise agreed in writing with the Local Planning Authority.  All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years. Reason:  To ensure that the development provides sustainable transport options.

**Amended Condition 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.

**(l) Proposed temporary closing of any roads or streets;**

**(m) No construction traffic or deliveries to enter/exit during the network peaks or to wait on the public highway**

The construction of the development shall be carried out only in accordance with the approved Construction Environmental Management Plan **for the duration of the construction of the development**.

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.

**Additional Conditions:**

28. No part of the development hereby approved shall commence until a scheme for the construction of all site access, emergency access and the off-site works of highway improvement have been submitted to, and approved by the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.

Prior to first occupation of any part of the development hereby approved, the highway works should be constructed in accordance with the details approved.

The required highway improvement works include:

1. New Site Access Brindle Road – Provision of a new residential estate road access junction point from Brindle Road, together with an emergency access point.
2. Bus stop improvements - The existing east and west bound bus stops closest to the site entrance improved to Quality Bus Standard to be EA compliant.
3. Enhanced HGV Weight Restriction – 2 New advanced weight restriction signs should be erected at the junction of Kellet Lane and Tramway Lane to further promote the weight restriction zone along Brindle Road and Bank Head Lane and improve safety for vulnerable road users on these roads.
4. Pedestrian crossings - Provision of an uncontrolled pedestrian crossing on Brindle Road

REASON:  In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

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

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

30. There shall not at any time in connection with the development hereby permitted be planted hedges, trees or shrubs over 1m above the road level within any visibility splay required to maintain safe operation for all users.

REASON:  To ensure adequate visibility splays are maintained at all time.

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

REASON: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

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

REASON: To ensure future management and maintenance of the proposed streets is secured.

**Informative notes**

* 1. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal.  Provision of the highway works includes design, procurement of the work by contract and supervision of the works.  The applicant should be advised to contact the Environment Director at County Hall, Preston PR1 0LD, in the first instance, to ascertain the details of such an agreement and the information to be provided.
	2. The applicant is advised that to discharge condition \***5**\* the Local Planning Authority requires a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980, or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.
	3. The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the expense of the client/developer.
	4. The applicant is advised that adoption of certain new elements within the public highway attract commuted sums to cover the additional maintenance burden of non-standard features. Commuted sum calculations will be based upon the approved engineering designs and form part of the financial element of section 278 and 38 Agreements.
	5. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.