

Application Number 07/2018/0334/OUT

Address Land South Of 89 Langdale Road
Langdale Road
Leyland
Lancashire

Applicant The Trustees of the Worden Estate

Agent Mr Richard Percy
Broadsword House, 2 Stonecrop
North Quarry Business Park
Appley Bridge
Wigan
WN6 9DL

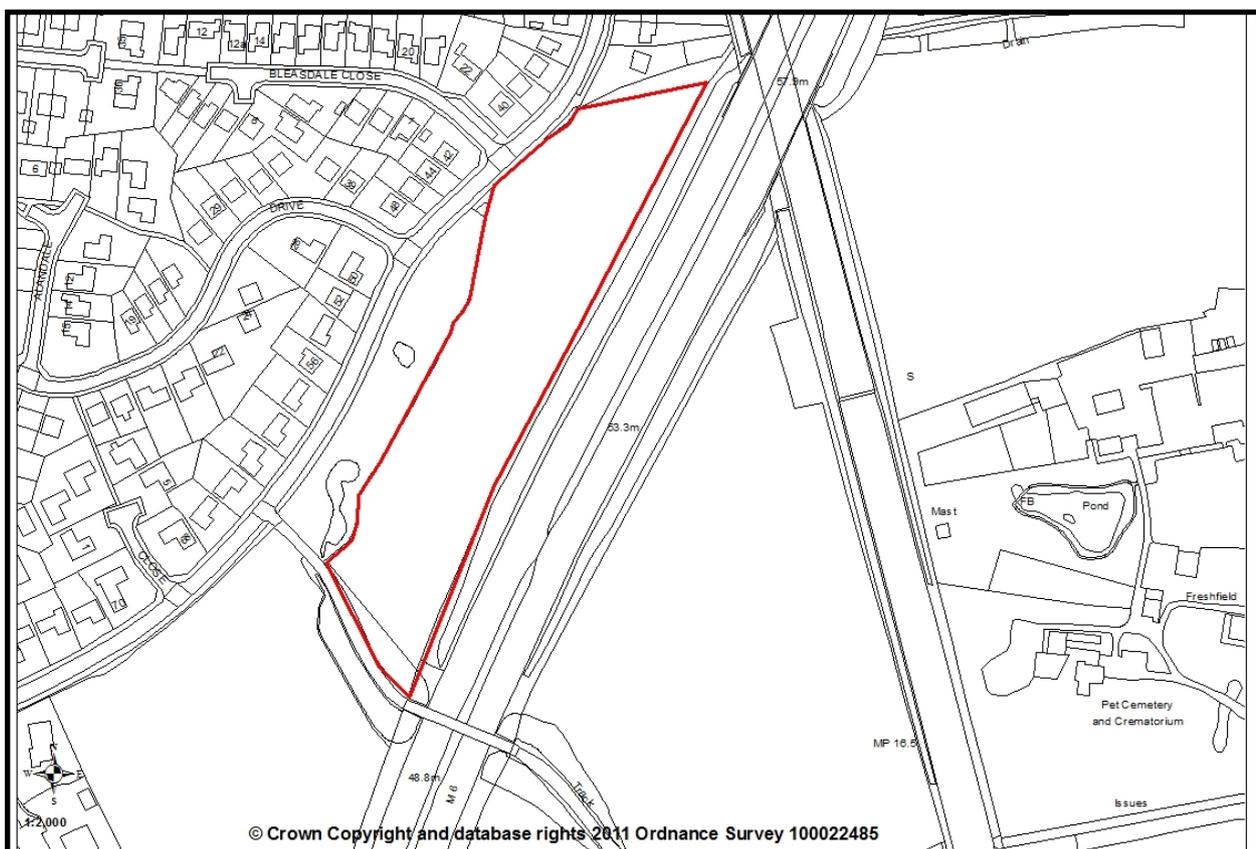
Development Outline application for a residential development (14 dwellings) with associated access road, earth bund and the erection of 2.5m high boundary fence to the eastern side of the site

Officer Recommendation That members be minded to approve the application with the decision being delegated to the Director of Planning and Property in consultation with the Chair and Vice-Chair of Planning Committee upon the successful completion of a Section 106 Agreement to secure commuted sums for affordable housing, off-site public open space and for the management and maintenance of on-site public open space and the adjacent woodland.

Officer Name Mrs Janice Crook

Date application valid 16.01.2018
Target Determination 17.04.2018
Date
Extension of Time 15.06.2018

Location Plan



Addendum

Members will recall this application came before planning committee on 25 April 2018 with Members deferring the decision in order for the applicant to provide more information on the internal noise levels of the proposed dwellings and for an air quality assessment to be carried out, with the details summarised below:

Noise

Noise is reported at section 9.12 to 9.12.8 in the committee report. The additional information required by Members was for the internal noise levels of the dwellings to be provided. These were already included in the submitted noise report at Section 8.4 Predicted Internal Noise Levels Assessed to BS 8233 Criteria which included Table 6, below.

Table 6: Predicted internal noise levels

Description	External Noise Levels		Predicted Internal Noise Levels		BS 8233 Criteria		Exceedance of Criteria		Proposed Glazing and Ventilation
	dB $L_{Aeq,T}$	dB L_{AFmax}	dB $L_{Aeq,T}$	dB L_{AFmax}	dB $L_{Aeq,T}$	dB L_{AFmax}	dB $L_{Aeq,T}$	dB L_{AFmax}	
East facing elevation – ground floor daytime	60	N/A	34	N/A	35	N/A	- 1	N/A	Option 1
East facing elevation 1 st floor night-time	60	70	30	44	30	45	0	- 1	Option 2
West facing elevation – ground floor daytime	50	N/A	26	N/A	35	N/A	- 9	N/A	Option 3
West facing elevation 1 st floor night-time	49	58	27	39	30	45	- 3	- 6	Option 3

- **Option 1** - Glazing with minimum weighted sound reduction index of 33 dB $R_W + C_{tr}$ (e.g. 10/12/6); ventilators with a minimum element normalised sound level difference of 33 dB $D_{ne,W}$.
- **Option 2** - Glazing with minimum weighted sound reduction index of 35 dB $R_W + C_{tr}$ (e.g. 10/12/6.4); ventilators with a minimum element normalised sound level difference of 36 dB $D_{ne,W}$.
- **Option 3** – Standard thermal glazing and ventilation

The report indicates that noise from the development is controlled to 30 dB L_{Aeq} in bedrooms at night and 35 dB L_{Aeq} in habitable rooms during the day. This is in line with the recommended levels advised in BS 8233 for both daytime and night-time noise and the recommended night-time noise level within bedrooms suggested by the World Health Organisation (WHO). It is also proposed that noise from individual events such as vehicles passing by does not regularly exceed an indoor level of 45 dB L_{AFmax} .

The generally accepted rule is that a window left open for ventilation provides 10 - 15 dB attenuation from external noise sources with the WHO Guidelines for Community Noise suggesting 15 dB. The DEFRA report NANR116: Open/Closed Window Research suggests the figure to be between 12 and 18 dB for road and rail traffic. Where external noise levels are more than around 15 dB higher than the internal noise targets, openable windows should not be relied upon as the sole means of ventilation and some form of acoustically attenuated ventilation may be required. This equates to an external noise level of 45 dB L_{Aeq} / 60 dB L_{Amax} during the night or 50 dB L_{Aeq} during the day.

In order to assess the potential glazing and ventilation requirements for dwellings, noise ingress calculations were undertaken based on the methodology in BS EN 12354-310. The following assumptions were made regarding the internal rooms:

- Assessed within ground floor living rooms with an internal volume of 30 m³ – daytime-time
- Assessed within first floor bedrooms with an internal volume of 30 m³ – night-time
- 'Normal' internal surface finishes e.g. carpeted with curtains etc.
- Glazed area of 1.5 m² per room.

The areas of the proposed site where internal noise may exceed the standards are bedrooms on elevations closest to, and facing the M6. Day-time and night-time periods have been assessed.

It can be seen from Table 6 that rooms on the noisiest elevations are predicted to satisfy the internal noise level requirements with glazing with a sound reduction index of 33 dB *R_w + C_{tr}* for the ground floor and 35 dB *R_w + C_{tr}* for the first floor. Background ventilation must be provided by trickle ventilation with a minimum combined element normalised sound level difference of at least 33 dB *D_{ne,w} + C_{tr}* for ground floor and 36 dB *D_{ne,w} + C_{tr}* for 1st floor. For dwellings with habitable rooms facing away from the M6 motorway or where shielding from other buildings is provided, a lower specification of glazing or ventilation may be feasible.

This information was considered by Environmental Health in their original response when they considered the development to be acceptable providing conditions were imposed to ensure the mitigations recommendations detailed in the noise report were implemented. Conditions 6 and 7 are therefore included in line with Environmental Health's comments.

Air Quality

An Air Quality Assessment was undertaken which considered the suitability of the site for residential receptors. A road traffic emissions assessment was also undertaken to consider the impact of the M6 motorway on the development. The M6 is adjacent to the development site and due to the high levels of traffic on the motorway the impact of the M6 has been assessed using Design Manual for Roads and Bridges (DMRB). Traffic data for input into DMRB was obtained from the Department for Transport's (DfT) traffic count website. There is a traffic count for 2016 on the M6 which is approximately 2.4 km north of the development site.

Predicted annual mean NO₂ and PM₁₀ concentrations for a future year across the site are also considered. The results of the assessment indicate that the predicted annual average NO₂ and PM₁₀ concentrations are well below health-based air quality objectives of 40 µg/m³ for both pollutants.

However, the report indicates that these results should be treated with caution as the assessment was a conservative one. Baseline background concentrations were used as future year background concentrations. However, it is expected that in the future, background concentrations will actually reduce. Therefore, it is expected that onsite concentrations will actually be lower than those modelled.

The draft layout plan shows that the closest proposed onsite receptor will be located approximately 30 m from the motorway which will minimise the proposed receptors traffic exposure. In addition, a combination of the earth bund and noise barrier will create a form of mitigation from the vehicle emissions associated with the motorway and reducing pollutant concentrations experienced on site

In conclusion, the AQA found that the traffic associated with this development is not expected to have a significant impact on air quality itself, in accordance with IAQM Guidance 1. Additionally, the development itself is likely to only have an **insignificant impact on local air quality** experienced by neighbouring residential locations, including the Leyland AQMA. There is, therefore, no reason for this development to be refused on the grounds of air quality.

It must be noted that Environmental Health did not consider air quality to be an issue on this site and did not require an air quality assessment to be undertaken. However, once submitted, the document was considered by Environmental Health who again confirm they have no issues with air quality.

1.0 Report Summary

1.1 This application is in outline and seeks the principle of development of the site for 14 dwellings with the means of access being applied for together with the provision of an earth bund with 2.5m high acoustic fence above. This is due to the site's location adjacent the M6 motorway.

1.2 Due to an error at the time of the final printing of the Local Plan, the site was incorrectly shown as allocated under Policy G7: Green Infrastructure on the Local Plan policies map, when in fact part should have been shown as B1: Existing Built Up Area and this is explained in the 'Background Information' section of this report. Given that the site is within the existing built up area and is located in a predominantly residential area, the principle of residential development on this site is considered acceptable.

1.3 The application, due to the site's location adjacent the motorway, is supported by a noise assessment report which includes a number of noise mitigation measures which are considered acceptable. There are no objections to the application from statutory consultees and the scheme is considered appropriate for this site with the inclusion of conditions requiring the submission of details at Reserved Matters stage or prior to commencement of the development.

1.4 A Section 106 Agreement will be entered into to secure commuted sums for off-site public open space and to ensure the on-site POS and adjacent woodland is maintained and managed. The Section 106 agreement will also include the off-site affordable housing contribution.

1.5 The application is recommended for approval subject to the imposition of conditions and subject to the successful completion of the Section 106 Agreement.

2.0 Site and Surrounding Area

2.1 The application site is 1.67ha in size and located on the eastern side of Langdale Road in Leyland. To the east is the M6 motorway and to the west and north are residential properties. To the south of the site are the playing fields and grounds of Runshaw College.

2.2 The site itself was formerly part of a larger agricultural estate which was affected by the building of what is now the M6 motorway in the late 1950's. Since its separation from the rest of the estate, the site has been mainly used as pasture land. A bridge connects the site to land on the west side of the rail line.

2.3 The site is relatively flat, with a slight fall from north to south. The embankment to the M6 rises from 0.5m above the site at the south east corner, up to 4m above at the north east corner. A number of trees are located within the fenced embankment area.

2.4 Immediately to the west of the application site is a small wooded area which is within the ownership of the applicant but which does not form part of the application site. There is presently no lawful public access to the wooded area. However, it is proposed that public access will be made available as a consequence of the submitted proposals. All existing trees will be retained.

3.0 Planning History

3.1 There is no planning history associated with the site. However, by way of background, during the course of pre-application discussions, it became apparent that a drafting error had been made in terms of the identification of the application site on the Local Plan Policies Map. The site was shown as being allocated under Policy G7: Green Infrastructure whereas it should have been shown being allocated under Policy B1: Existing Built Up Areas. The woodland area between the site and Langdale Road was correctly shown as being subject to Policy G7.

4.0 Proposal

4.1 The application is in outline for a residential development of 14 dwellings with access road, earth bund and a 2.5m fence to the eastern boundary. An indicative plan has been provided to demonstrate how the 14 dwellings can be accommodated on the site. Access is off Langdale Road opposite the junction of Langdale Road and Bleasdale Close.

5.0 Summary of Supporting Documents

Design and Access Statement dated January 2018
Ecological Survey and Assessment dated November 2017 by ERAP Consultant Ecologists Ref 2017-336
Arboricultural Constraints Appraisal dated September 2017 by Bowland Tree Consultancy
Statement of Community Involvement by Steven Abbott Associates LLP
Planning Statement dated January 2018 by Steven Abbott Associates LLP
Financial Viability Appraisal by Lambert Smith Hampton Ref PDC
FRA and Drainage Strategy dated 16th January 2018 by PSA Design Ref D2094-FRA-01
Phase 1 Land Quality Assessment by dated 16th January 2018 by PSA Design Ltd Ref D2094-GR-01
Appendix C Groundsure Report- Geo Insight dated 3 January 2018 Ref: HMD-336-4624034
Noise Assessment dated 17th October 2017 by Miller Goodall Ref 101347
Draft Planning Obligation Section 106 Agreement
Draft Site Masterplan

6.0 Summary of Publicity

6.1 Forty-three neighbouring properties were notified and a site notice posted in the vicinity of the site. Seven letters of representation were received, objecting to the proposal on the following grounds:

- An area under TPO 2005 No 7 is shown as being included in the development site
- Why does this development need a footpath cutting across the protected wood?
- Path will affect drainage of existing ponds
- Ecology report recommended provision of bat boxes who will maintain these?
- Ecology report asks for a detail arboricultural report will this be available for public viewing
- At southern end there is a drain that goes into a ditch in Runshaw College's field, who will maintain this
- Pleased to see developers have omitted apartment block
- Traffic congestion already experienced on Langdale Road
- No consideration given to the road layout and management of the additional traffic this will cause
- Highway safety issues
- Amount and speed of traffic using Langdale road and proposal will add to this
- Runshaw College continues to grow and this increases the amount of traffic, both buses and cars
- Continual stream of traffic to the college
- Loss of this green belt site will be detrimental to the wild life in the area
- Will a safety audit be undertaken in respect of the proposed access directly opposite Bleasdale Close
- Will the access road be adopted by the Highway Authority?
- Want to view the final landscaping proposals
- Worried that the land to be Public Open Space will be built on in the future

7.0 Summary of Consultations

7.1 **County Highways** has no objection to this application in principle and is of the opinion that the proposals should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site.

7.2 The site will be accessed via a new access on to Langdale Road. Langdale Road is an unclassified road with a speed limit of 30 mph fronting the site. The available sight lines from the proposed access onto Langdale Road are acceptable based on the recommendations from Manual for Streets and are fully achievable over the existing adopted highway and within the applicant's control. However the operation of the existing bus stop located adjacent to the proposed access has

the potential to have a negative impact on the available sightlines of vehicles exiting the site. LCC Highways therefore requests that it is relocated away from the proposed junction.

7.3 The proposed plan includes a pedestrian link to Footpath 23 on the sites south western boundary. To support sustainable travel LCC Highways request that as part of the s278 works, FP23 is surfaced from Langdale Road to the proposed pedestrian link.

7.4 Finally, LCC Highways request that conditions are imposed in respect of the provision of wheel washing facilities during the construction phase of the development; that a scheme for the construction of the site access and the off-site works of highway improvements be submitted for approval and that no part of the development be occupied until the approved scheme has been constructed and completed.

7.5 **Highways England** recommend that conditions should be attached to any planning permission. However, as the proposed conditions relate to Highways England land, outside of the application site boundary, it is considered more appropriate to include these on the decision notice as Informative notes as they do not meet the tests for imposing conditions.

7.6 **United Utilities** confirm the proposals are acceptable in principle, providing the drainage is carried out in accordance with principles set out in the submitted Flood Risk Assessment (Ref No. D2094-FRA-01, Dated 16th January 2018). This can be secured by a suitably worded condition. UU also require a condition to secure the submission of a sustainable drainage management and maintenance scheme for the lifetime of the development.

7.7 **Lead Local Flood Authority (LLFA)** has no objection to the proposed development subject to the inclusion of conditions to secure the submission of an appropriate surface water drainage scheme; timescales for the implementation of the scheme and the submission of a SUDS management and maintenance scheme for the lifetime of the development.

7.8 **Environmental Health** make comments in respect of noise and consider that, to mitigate the harmful effects from road traffic noise the developer must abide by the recommendations detailed in the submitted noise assessment. Therefore conditions should be imposed in respect of the construction of the bund and fence; that mitigation measures be included within the new dwellings during construction; that details of the type of glazing to be used are provided; and that the deeds to the resultant properties have details of the acoustic measures included.

7.9 In terms of the construction phase of the development, Environmental Health also require conditions in respect of the submission of a dust management plan; that wheel washing facilities are provided; that details of the site compound and storage area are provided; that the hours of construction be restricted. That the times deliveries of construction material be restricted; that details of any piling works be submitted; that a contaminated land desk study be undertaken and, depending on the findings, a site investigation be carried out with a report submitted for approval; that information is submitted to support the suitability of any subsoil and/or topsoil materials to be imported onto site and that electric vehicle recharge points be provided to each property.

7.10 **Arboriculturist** comments that trees to the rear of the development (toward Langdale Road) are subject to a tree preservation order. TPO 2005 No 7. This is a woodland order. As the development boundary runs along the woodland boundary, a detailed arboricultural impact assessment is required which will include a tree survey, tree loss/retention identification, trees to be pruned and a tree protection plan which should be superimposed over the layout. Given the proximity of the development to the woodland an arboricultural method statement should be prepared if any works are to take place within the RPA of any of the protected trees.

7.11 **The Council's Ecological Advisors** have considered the Updated Ecological Survey and Assessment Report (ERAP, Ref: 2017-336, November 2017). This is an update of the surveys which were carried out in February and May 2015. The surveys consider bats, birds, trees, invasive species and biodiversity enhancements and these are reported fully in the 'Biodiversity' section of this report. The Ecological Advisors recommend a number of conditions be imposed in respect of further bat survey works; that no site clearance works be carried out in the birds nesting seasons; the trees be protected for

the duration of the development; that a method statement for the control of invasive species be submitted; and that the development should include:

- Bat bricks and/or tubes within the new development
- Bat boxes
- Bird boxes
- Native tree and shrub planting
- Sensitive lighting

7.12 In conclusion, the Ecological Advisors are satisfied that the application can be forwarded for determination and that any permission if granted is supported by the conditions above.

7.13 **Lancashire County Council Education** have requested a contribution of £42,846.54 to fund 5 primary school places. However, such funding should come from the Community Infrastructure Levy and a separate amount through developer contributions cannot be requested.

7.14 **The Council's Consultants on matters of Viability – Keppie Massie** have reviewed the submitted Viability Assessment Report and comment that the developer's costs are lower than their own independently assessed costs and therefore consider these costs form a fair basis for viability assessment purposes. Keppie Massie concludes that the development is not able to support the full off-site affordable housing commuted sum of £286,581 but could support a payment of £103,750 and remain viable.

8.0 Policy Considerations

8.1 Central Lancashire Core Strategy

- **Policy 1: Locating Growth** concentrates growth and investment in specified areas, including the key service centre of Leyland/Farington.
- **Policy 4: Housing Delivery** will be managed by setting applying minimum annual requirements. The South Ribble minimum requirement is for 417 dwellings per annum.
- **Policy 5: Housing Density** requires that densities are to be in keeping with local areas.
- **Policy 7: Affordable and Special Needs Housing** requires 30% affordable housing be provided on sites of over 15 dwellings or with a site area of over 0.5 hectares.

8.2 Central Lancashire Supplementary Planning Document

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

8.3 South Ribble Local Plan (2012-2026)

- **Policy B1: Existing Built-Up-Areas** permits the re-use of undeveloped and unused land within the defined built-up areas, provided the proposal meets parking and other standards, is in keeping with the character and appearance of the area and will not adversely affect the amenities of nearby residents.
- **Policy G7: Green Infrastructure – Existing Provision** seeks to protect and enhance all areas of Green Infrastructure.
- **Policy G8: Green Infrastructure – Future Provision** requires all new development to provide appropriate landscape enhancements; conserve important environmental assets, natural resources, biodiversity and geodiversity; the long-term use and management of such areas; and access to well-designed cycleways, bridleways and footways to help link local services and facilities
- **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. This should normally be provided on-site. Off-site provision will be at the Council's discretion and delivered by developer contributions.

- **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, at a standard provision of 1.14 ha per 1000 populations. Contributions will also be sought to fund or improve associated facilities (eg changing rooms).
- **Policy G13: Trees, Woodlands and Development** prevents planning permission being permitted where the proposal adversely affects trees, woodlands and hedgerows which are protected by a Tree Preservation Order.
- **Policy G17: Design Criteria for New Development** permits new development, including extensions and free standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in **Policy F1**, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

9.0 Material Considerations

9.1 Background Information

9.1.1 In respect of the site's allocation in the South Ribble Local Plan, early in 2017, the planning department noticed there had been a drafting error in the final version of the map accompanying the Local Plan, relating to the site. This meant that the whole of the site was incorrectly shown as G7: Green Infrastructure, when in fact part should have been shown as B1: Existing Built Up Area, and part as G7: Green Infrastructure. Further investigation revealed that the land was given two designations early (approximately July 2012) in the process of preparing the new Local Plan. This was following an audit that was carried out by consultants, which looked at the quality and the role of all the open space in the borough. The strip of protected woodland across the site frontage is subject to Policy G7: Green Infrastructure, and the remaining open grassed area is subject to Policy B1: Existing Built-up Areas. During the preparation of the Local Plan, the two designations were then subject to public consultation; considered by the Government's Local Plan Examiner and found sound and as a consequence of this subsequently adopted by South Ribble Council. Therefore they are the lawful designations of the land in planning terms. It was only when printing the final map and information was sent to the printers that an error occurred and an old base layer was used which showed an earlier designation when Policy G7 covered the whole site.

9.1.2 The principle of the proposed development is therefore assessed below against the requirements of Policy B1 which requires development in existing built up areas to meet the parking standards, be in keeping with the character and appearance of the area and not adversely affect the amenities of nearby residents.

9.2 Access

9.2.1 The application is in outline with the means of access being applied for. The proposed access is off Langdale Road opposite the junction with Bleasdale Close. Langdale Road is an unclassified road with a speed limit of 30 mph fronting the site.

9.2.2 County Highways comment that the available sight lines from the proposed access onto Langdale Road are acceptable and are fully achievable over the existing adopted highway and within the applicant's control. However the operation of the existing bus stop located adjacent to the proposed access has the potential to have a negative impact on the available sightlines of vehicles exiting the site. County Highways therefore request that the bus stop is relocated away from the proposed junction as part of a Section 278 agreement.

9.2.3 County Highways also comment that the draft site masterplan includes a pedestrian link to the Public Right of Way, Footpath 23, on the site's south-western boundary. In order to support sustainable travel, County Highways request that, as part of the Section 278 works, PROW 23 is surfaced from Langdale Road to the proposed pedestrian link.

9.3 **Parking**

9.3.1 The application is in outline and therefore the detailed design of the site layout and dwellings is not being applied for. County Highways comment that, as part of any Reserved Matters application, the applicant should consider the parking provision for the site. Appendix 4 of the South Ribble Local Plan recommends one parking space for one-bedroom property; two to three bedroom properties to have 2 parking spaces and four to five bedroom properties to have 3 parking spaces. The minimum internal single garage size to be 6m x 3m and the minimum dimension for a parking bay is 2.4m wide by 4.8m long. Where garages are smaller than the recommended minimum internal dimension of 6m x 3m they should not be count as a parking space and the applicant would need to provide an additional parking space for each garage affected, including integral garages.

9.4 **Highway Matters**

9.4.1 Although this application is in outline, County Highways have commented on the internal road layout. Where shared access roads are serving less than 20 properties, the new shared surface carriageway should vary in width between 4.1m and 6m. This is to allow, passing places for larger vehicles such as refuse vehicles, fire appliances, home deliveries etc, and additional occasional on-road visitor parking. The recommended road widths are taken from the Lancashire County Council Residential Road Design Guide. This document together with the Manual for Streets document, places emphasis on highway safety, the future maintenance of the highway and access to statutory undertaker's equipment. The recommended road widths will allow access to the statutory undertakers' equipment while allowing vehicle to pass the maintenance works.

9.4.2 County Highways advise that a turning head is required to allow refuse vehicle and emergency vehicles to turn within the site. The turning head should be to either a prescribed "Access Way" turning head from Lancashire County Council Residential Design Guide or the applicant would need to prove the turning head layout by way of a swept path analysis for a twin axel refuse vehicle. As this application is in outline with only the means of access being applied for, it is considered that, as part of the Reserved Matters application, the applicant should provide details of the required turning head to County Highways satisfaction.

9.4.3 A number of objections have been received to the application, raising highway issues. Residents comment on the traffic congestion already experienced on Langdale Road and that the proposed development will add to this situation; that no consideration has been given to the road layout and management of the additional traffic this will cause; and that the nearby Runshaw College continues to grow and this increase the amount of traffic, both buses and cars, resulting in a continual stream of traffic to the college. Residents also question the safety of the proposed access directly opposite Bleasdale Close and whether the access road be adopted by the Highway Authority.

9.4.4 County Highways have no objection to this application in principle and are of the opinion that the proposals should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site. They consider the site access is acceptable and the required sight lines are fully achievable and have provided advice on their requirements to ensure the site access road is adoptable. County Highways require conditions be imposed to ensure that a scheme for the construction of the site access and the off-site works of highway improvements be submitted for approval and that no part of the development be occupied until the approved scheme has been constructed and completed. Additionally, matters of the site layout; required turning head, road layout and parking

provision would need to be included as part of the Reserved Matters application. It is therefore considered that the proposed site access is acceptable and will have no undue impact on the area in terms of highway safety, highway capacity or the free flow of traffic.

9.5 Relationship to Neighbours

9.5.1 The site is located to the west of the M6 motorway with residential properties located on the opposite side of Langdale Road. Due to the existing protected wood, view of the site and resultant dwellings will be obscured to most of the neighbouring properties.

9.5.2 As shown on the indicative site layout plan, Plot 1 of the proposed development will be opposite 42 Langdale Road with a 25m separation distance between the front elevation of 42 and the site boundary. Therefore it is considered that, with careful design of the dwelling to plot 1, and due to the separation distance, no undue impact will occur to the residential amenity of the occupants of 42 Langdale Road in terms of loss of privacy or overlooking.

9.5.3 The site access is proposed opposite to the junction of Langdale Road and Bleasdale Close. To the north of this junction are 48 and 50 Langdale Road. These will be opposite the area of the site where the open space provision is proposed.

9.5.4 Existing residents have raised a number of concerns with the proposal, commenting that the woodland area has a footpath cutting across it, and that the land for public open space will be built on in the future. As this application is in outline with means of access applied for, the subsequent reserved matters application will need to ensure that site layout, design of the dwellings and areas of public open space are acceptable and meet policy requirements and therefore will not result in any undue impact on the existing residents.

9.6 Impact on Character of Area

9.6.1 The area is characterised by 1970's residential dwellings, detached and semi-detached two storey dwelling and bungalows. Opposite the site itself, the dwellings are two storey detached. The area has a spacious feel about it with dwellings set on good sized plots and grass verges between the highway and footpaths. The wooded area fronting Langdale Road is to be retained with the majority of the proposed development hidden by this wood and therefore little of the proposed development will be viewed in the street scene of Langdale Road, although there will be views into the site when travelling along Langdale Road in a southerly direction. This is mainly due to the open area to the northern part of the site being retained as public open space and which will offer some view into the site. It is considered that the proposed scheme will have little impact on the character and appearance of the area due to the retention of the wooded area and the open space area. The application is in outline and as part of the detailed design at Reserved Matters stage, consideration should be given to the style and design of the proposed dwellings to ensure they are in keeping with the existing dwelling in the area. This can be done through a number of measures, the use of materials and use of features common in the area.

9.6.2 Due to the site's location adjacent the M6 motorway, acoustic measures are required to mitigate against traffic noise. The proposal is for a 3m high earth bund with a 2.5m high acoustic fence on top to be located to the eastern boundary. The fence would be in close boarded or overlapped timber panelling. The bund and fencing would be located facing the front elevations of the proposed dwelling which in turn are separated from the Langdale Road street scene by the existing woodland. Therefore the proposed acoustic mitigation measures will not be highly visible and as such will not unduly impact on the character and appearance of the area.

9.7 Affordability

9.7.1 The application proposes 14 dwellings on a site of 1.66ha in size. Local Plan Policy 7 requires 30% affordable housing be provided on sites of over 15 dwellings or with a site area of over 0.5 hectares. Although the proposal is for 14 dwellings, this application is in outline and therefore the site area is taken into account. The Affordable Housing SPD provides advice at paragraph 34. Which states *"the size of development should not be artificially reduced to reduce or eliminate the affordable housing requirements as set out in the Core Strategy for example by sub-dividing sites or reducing the density of all or part of a site."*

9.7.2 It is considered that an affordable housing requirement is relevant to this site as, although this outline application only proposes a development of 14 dwellings, due to the site area, more dwellings could potentially be accommodated.

9.7.3 The SPD provides further advice on the affordable housing requirements and has the presumption that the affordable housing will be provided on-site. In this case, it is considered an off-site contribution would be more appropriate given the location of the site and the limited number of dwellings proposed. Strategic Housing confirm that a financial contribution will enable the delivery of affordable housing in a more sustainable location within the borough.

9.7.4 However, the applicant has submitted a financial viability assessment which concludes that with an off-site affordable housing contribution the scheme would not be viable. The financial viability assessment was considered by the Council's advisors in such matters, Keppie Massie. They have robustly considered the viability assessment and have also undertaken a review of relevant comparable evidence and have prepared their own appraisal of the development. Keppie Massie consider that, overall the assumptions in the viability appraisal are reasonable. They consider that, the developer's costs are lower than their own independently assessed costs, and can therefore recommend that these costs can form a fair basis for viability assessment purposes.

9.7.5 In conclusion, Keppie Massie consider that the development is not able to support the full affordable housing commuted sum of £286,581 but could support a sum of £103,750 and remain viable.

9.7.6 However, they comment that there is one caveat to this, that this is an outline application and the eventual scheme may differ from the mix and dwelling sizes that have been adopted in the viability assessment. The true viability position can only really be confirmed at reserved matters stage once the exact form of the scheme is known. Therefore the wording of the Section 106 agreement will need to reflect this.

9.8 Public Open Space

9.8.1 During the course of pre-application discussions with the applicant, it became apparent that a drafting error had been made in terms of the identification of the application site and this is outlined earlier in this report in the 'Background Information' section. The woodland area between the site and Langdale Road, is allocated under Policy G7. This policy seeks to protect and enhance the Borough's existing Green Infrastructure. The woodland area is not included in the site boundary, although is within the same ownership as the application site. The supporting planning statement indicates that the application proposal retains the woodland area which is also subject of TPR 2005 No 7. In terms of enhancement, the woodland area would become a public amenity area as part of the development proposals. The Council's Arboriculturist has no objections to this but comments that a detailed arboricultural impact assessment is required which will include a tree survey, tree loss/retention identification, trees to be pruned and a tree protection plan. Although the woodland area is not part of the application site boundary, conditions can still be included requiring the submission of these at Reserved Matters stage. Additionally, the supporting statement indicates the area will be maintained and managed although no details have been provided on how the woodland will be maintained and managed. These details would need to be included in the section 106 agreement as this is effectively off-site works.

9.8.2 In terms of POS for the application site itself, the Policy G10 requirement for this development of 14 dwellings is 0.044ha of amenity greenspace to be provided on-site; a contribution for off-site equipped play of £1,414; a contribution towards natural/semi-natural open space of £3,332 and a contribution to off-site playing pitch provision of £21,098.

9.8.3 An area of amenity public open space will be located to the northern end of the site amounts to approximately 0.3ha. This is in excess of the policy requirement for amenity POS.

9.8.4 In respect of the provision of equipped play areas, Parks have confirmed the contribution of £1,414 would be allocated to Worden Park to enable the purchase of replacement parts for existing play equipment.

9.8.5 In respect of the natural/semi-natural contribution, the policy requirement for a contribution has been identified which would need to be allocated to a project in the area, with the woodland on Langdale Road being one of the projects identified. However, it is not appropriate to request the amount of £3,332 as enhancements are proposed to the existing woodland which is to be managed and maintained as reported above.

9.8.6 In respect to the playing pitch contribution, there are projects identified in the area and the monies would be allocated to the playing pitches at Worden Park.

9.9 Flood Risk and Drainage

9.9.1 A Flood Risk Assessment and Drainage Strategy was submitted with the application which concluded that a viable sustainable drainage solution is achievable within the constraints of the site. The document was considered by United Utilities who confirm the proposals are acceptable in principle providing the drainage for the development is carried out in accordance with principles set out in the FRA and require a condition be included, should permission be granted, to ensure this.

9.9.2 In respect of the site drainage, UU 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. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. The developer should 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.

9.9.3 The submitted drainage strategy is contained within the FRA at section 7. It highlights that the ground is likely to be unsuitable for infiltration techniques and there are no watercourses within or adjacent to the site. Until a ground investigation is undertaken to formally assess the infiltration potential of the site, it is proposed that surface water from the development is discharged to the public sewer within Bleasdale Close. Clearly this is last resort in terms of surface water drainage, as per the above hierarchy. However, as the scheme is in outline, this is a proposed drainage strategy rather than a final solution.

9.9.4 The Lead Local Flood Authority (LLFA) were also consulted and they have no objection to the proposed development subject to the inclusion of a number of conditions. These include details required to be submitted as part of any reserved matters application. They require that an appropriate surface water drainage scheme to be submitted and include details of what the surface water drainage scheme should include as a minimum.

9.9.5 Additionally, the LLFA require a condition to ensure the sustainable drainage scheme for the site be completed prior to first occupation of any of the dwelling and be managed and maintained thereafter and also they require a Surface Water Lifetime Management and Maintenance Plan for the lifetime of the development be submitted for approval

9.9.6 Finally, the LLFA require an informative note be included on the decision notice, advising that a full ground investigation should be undertaken to fully explore the option of ground infiltration to manage the surface water in preference to discharging to a surface water body, sewer system or other means.

9.10 Biodiversity

9.10.1 An Ecological Survey and Assessment Report dated November 2017 was submitted with the application. This was an update of the surveys which were carried out in February and May 2015. The document was considered by the Council's Ecological Advisors who comment on Great Crested Newts (GCN), Bats, Birds, Trees, Invasive Species and Biodiversity Enhancements.

9.10.2 The Council's Ecological Advisors confirm that a ditch present on site is unsuitable for GCN, no other amphibians were found and no other waterbodies are present within a 500m radius of the site. In

respect of bats, Ecology comment that 12 trees within the woodland adjacent the site have potential bat roosting features. They consider that, if any of these trees are to be affected by the development, including pruning, then further surveys would be required and recommend that a condition to this effect be imposed.

9.10.3 All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). The Council's Ecological Advisors therefore recommend that works to trees and scrub should not be undertaken in the main bird breeding season, unless a competent ecologist has undertaken a detailed check of the trees first and recommend that a condition to this effect be imposed.

9.10.4 The Ecological Survey found the invasive species Himalayan Balsam and Turkey Oak were present on the site. It is an offence under the terms of the Wildlife and Countryside Act to allow these plants to grow in the wild and the Council's Ecological Advisors recommend that a condition be imposed requiring a methodology statement for the control of invasive species be submitted for approval and the agreed detail be implemented in full.

9.10.5 Finally, the Council's Ecological Advisors recommend that opportunities for biodiversity enhancement be incorporated into the new development. These should include:

- Bat bricks and/or tubes within the new development
- Bat boxes
- Bird boxes
- Native tree and shrub planting
- Sensitive lighting"

9.10.6 The Council's Ecological Advisors, in conclusion, confirm they are satisfied that the application can be determined favourably without any undue impact on biodiversity providing that the recommended conditions are imposed.

9.11 **Trees**

9.11.1 Between the application site and Langdale Road is an area of woodland protected under TPO 2005 No 7. An Arboricultural Constraints Appraisal was submitted with the application which includes a tree survey, a tree constraints plans and temporary protective fencing measures. The Council's Arboriculturist has commented that the development boundary runs along the woodland boundary and therefore a detailed arboricultural impact assessment is required which will include a tree survey, tree loss/retention identification, trees to be pruned and a tree protection plan which should be superimposed over the layout. The Arboriculturist also comments that, given the proximity of the development to the woodland, an arboricultural method statement should also be provided if any works are to take place within the root protection area of any of the protected trees. These requirements can be secured by conditions.

9.11.2 The Council's Ecological Advisors also commented in respect of trees and recommend that the trees on the margins of the site be retained where possible. All trees to be retained on the site should be protected from the development to prevent damage to the root system. Protection should follow guidelines presented within BS 5837:2012 – "Trees in relation to design, demolition & construction". Therefore the Council's Ecological Advisors recommend a condition be imposed to ensure this.

9.12 **Noise**

9.12.1 A Noise Assessment report dated 17th October 2017 was submitted in support of the application. The noise assessment was undertaken to predict the impact of existing noise sources on a proposed development. Attended and unattended noise measurements were taken of the existing noise levels impacting upon the site during a typical weekday period. The dominant noise source was road traffic noise from the M6 and noise levels were found to be relatively high on the eastern site boundary.

9.12.2 Based on the measured noise levels, the day and night time internal noise levels were calculated within a dwelling located along the most noise-exposed boundary of site. It was shown that internal noise levels can be made to achieve recognised acoustic guidelines for dwellings, provided that acoustic rated glazing and acoustic rated trickle ventilators are utilised in the most noise-exposed

elevations of the new dwellings, together with uprated ceilings to top floors in order to help reduce noise ingress through the roof.

9.12.3 The Noise Assessment Report goes on to outline that external noise levels across the site are currently relatively high and exceed the WHO guidelines for noise in external areas. However, the introduction of an acoustic bund and noise barrier onto the eastern elevation of the site would result in significant reductions in external noise levels in some areas of the site. The design of the site would be to provide gardens to the rear of the development which can achieve the external WHO guideline values.

9.12.4 The Noise Assessment Report concludes that a suitable and commensurate level of protection against noise can be provided to new dwellings, provided that the acoustic specification of building elements is properly undertaken and strategies are implemented to reduce the noise levels in external areas.

9.12.5 Environmental Health have considered the Noise Assessment Report and comment that, in order to mitigate the harmful effects from road traffic noise the proposed application must abide by the recommendations detailed in the submitted noise assessment. Therefore they recommend conditions be imposed to ensure this. The conditions are quite specific and set out the sound reduction requirement.

9.12.6 EH also require that a maintenance and management plan be submitted which details the measures to ensure the acoustic barrier is maintained throughout the life of the development.

9.12.7 In respect of the dwellings themselves, Environmental Health have proposed conditions which specify the construction of the ceilings to the top floor of all properties, the type of glazing to be used and that the deeds to the properties included details of the acoustic measures installed at the property. However, these conditions require measures which would be covered under Building Control legislation and therefore do not meet the tests for imposing planning conditions. It is considered however appropriate to impose a single condition requiring the development be carried out in accordance with the mitigation measures included in the Noise Assessment Report at section 9.

9.12.8 In terms of the noise from the construction phase of the development, Environmental Health also require conditions in respect of the submission of a dust management plan; that wheel washing facilities are provided; that details of the site compound and storage area are provided; that the hours of construction be restricted. That the times deliveries of construction material be restricted; that details of any piling works be submitted; that a contaminated land desk study be undertaken and, depending on the findings, a site investigation be carried out with a report submitted for approval; and that information is submitted to support the suitability of any subsoil and/or topsoil materials to be imported onto site.

9.13 Community Infrastructure Levy

9.13.1 This application is in outline and, although it seeks the principle of a development of 14 dwellings which would attract a CIL payment of £144,067.69 based on the total internal floorspace provided by the applicant, the actual CIL requirement can only be accurately calculated at Reserved Matters stage when the detailed design of each dwelling is submitted.

10.0 Conclusion

10.1 The application has been duly considered with reference to all relevant planning policies in the Central Lancashire Core Strategy and the South Ribble Local Plan and is considered to be policy compliant. There are no objections from statutory consultees and with the imposition of a number of conditions requiring details to be submitted at reserved matters stage or prior to commencement of the development, the application is considered acceptable and is recommended for approval subject to the successful completion of a section 106 agreement.

11.0 Recommendation

11.1 That members be minded to approve the application with the decision being delegated to the Director of Planning and Property in consultation with the Chair and Vice-Chair of Planning Committee upon the successful completion of a Section 106 Agreement to secure commuted sums for affordable

housing, off-site public open space and for the management and maintenance of on-site public open space and the adjacent woodland.

12.0 **Recommended Conditions**

1. No development shall commence until approval of the details of the Appearance, Landscaping, Layout and Scale hereinafter called "the reserved matters", has been obtained from the Local Planning Authority in writing. An application for approval of reserved matters must be made no longer than the expiration of three years beginning with the date of this permission and the development must be commenced not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
REASON: Required to be pursuant to section 92 of the Town and Country Planning Act 1990
2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwg 100_36_SMP001D REV B 'Draft Site Masterplan'
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. As part of any reserved matters application and prior to the commencement of any development the following details shall be submitted to, and approved in writing by, the local planning authority, in consultation with the Lead Local Flood Authority.
 1. Surface water drainage scheme which as a minimum shall include:
 - 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, means of access for maintenance and easements where applicable, 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 drainage scheme should demonstrate that the surface water run-off must not exceed the existing greenfield rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed;
 - 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 where applicable;
 - f) Site investigation and test results to confirm infiltrations rates;
 - g) Details of water quality controls, where applicable.The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development, elsewhere and to future users, and to be in accordance with Policy 29 in the Central Lancashire Core Strategy
4. 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.
REASON; To ensure that the drainage for the proposed development can be adequately maintained and to ensure that there is no flood risk on-site or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system and to be in accordance with Policy 29 in the Central Lancashire Core Strategy
5. 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.

REASONS: 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; to identify the responsible organisation/body/company/undertaker for the sustainable drainage system and to be in accordance with Policy 29 in the Central Lancashire Core Strategy

6. The overall noise screening shall have a 3m high bund with a 2.5m high acoustic barrier on top, to be constructed from continuous, imperforate material with a minimum mass of 12 kg/m². Close boarded or overlapped timber panelling would be suitable in this regard; hit-and-miss fencing would not. Alternatively, a proprietary acoustic fence with a minimum weighted sound reduction index of 25 dB Rw would be appropriate.

Prior to the first occupation of the property a maintenance management plan shall be submitted to the local authority detailing the measures to ensure the acoustic barrier is maintained throughout the life 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 the NPPF

7. The development hereby approved shall be carried out full in accordance with the mitigation measures outlined in Section 9 of the Noise Assessment Report by Miller Goodall dated 17th October 2017 Ref 101347.

REASON: In the interests of the amenity of the future occupants of the development in accordance with Policy 17 of the Central Lancashire Core Strategy.

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

REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy.

9. Prior to commencement of any works on site the location of the site compound and storage yard shall be agreed in writing with the local planning authority.

REASON: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy.

10. During the site preparation and construction of the development no machinery, plant or powered tools shall be operated outside the hours of 08:00 to 18:00 Monday to Friday 09:00 - 13:00 on Saturdays. No construction shall take place at anytime on Sundays or nationally recognised Bank Holidays.

REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy.

11. No deliveries of construction materials or removal of construction waste shall be undertaken outside the hours of 09:00 - 17:00 Monday to Friday. No deliveries or removal of waste shall be carried out at weekends or nationally recognised Bank Holidays.
REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy
12. Prior to the commencement of any works on site, details of all piling activities shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 09:30-17:00.
REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy.
13. Prior to the commencement of any works on site, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:
 - (a) A full desk study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on and off-site contamination and ground gases, in line with BS10175:2011 +A1:2013.
 - (b) If the desk study identifies potential contamination and/or ground gases, a detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and/or ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part 2A, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied buildings, on services and landscaping schemes, and on wider environmental receptors including ecological systems and property.
The sampling and analytical strategy shall be submitted to and be approved in writing by the LPA prior to the start of the site investigation survey.
 - (c) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.
 - (d) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.
Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings.
REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, and the site cannot be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990, in accordance with Policy 17 of the Central Lancashire Development Plan
14. Prior to the importation of any subsoil and/or topsoil material into the proposed development site, information supporting the suitability of the material shall be submitted to the Local Planning Authority for approval in writing.
The information submitted shall include details of the material source, sampling methodologies and analysis results, which demonstrates the material does not pose a risk to human health as defined under Part 2A of the Environmental Protection Act 1990.
REASON: To ensure that the site is suitable for its intended end use and development work will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 of the Central Lancashire Development Plan,
15. Electric vehicle recharge points shall be provided to every property, prior to occupation. This shall consist of as a minimum a 13 amp electrical socket located externally (or in the garage if available) in such a position that a 3 metre cable will reach the designated car parking spaces. A switch shall be provided internally to allow the power to be turned off by the residents.
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.
16. If any of the trees identified on the submitted Arboricultural Constraints Appraisal are to be affected by the works, including pruning, then further surveys for bats will be required prior to any work commencing on site. The surveys would need to be carried out at an appropriate time of year

when bats are active (May-September) and by a suitably qualified bat worker and a survey report submitted to the Local Planning Authority for approval in writing.

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

17. That any tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not 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 of the South Ribble Local Plan 2012-2026
18. 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.
19. As part of the Reserved Matters submission a detailed tree survey of the site and adjoining site, comprising a plan and schedule indicating the precise location, species, spread, height and condition of each tree accurately plotted and showing those trees to be retained and those to be felled with a reason for felling has been submitted to and approved in writing by the Local Planning Authority.
REASON: To provide for the retention and protection of existing trees in the interests of visual amenity and biodiversity and in accordance with Policy G13 of the South Ribble Local Plan
20. Prior to commencement of the development (construction or demolition), a Tree Protection Plan shall be submitted with the application to be approved by the Local Planning Authority. The Tree Protection Plan shall be in accordance with Para 5.5 of BS5837: 2012 ' Trees in Relation to Design, Demolition and Construction - Recommendations'
REASON: To prevent damage to trees during construction works in accordance with Policy G13 of the South Ribble Local Plan 2012-2026
21. 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.
REASON; to prevent stones and mud being carried onto the public highway to the detriment of road safety.
22. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvements (bus stop relocation and surfacing of footpath 23 from Langdale Road to the proposed pedestrian link) has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.
REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.
23. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 22 has been constructed and completed in accordance with the scheme details.
REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

13.0 Relevant Policy

Central Lancashire Core Strategy

- 1 Locating Growth (Core Strategy Policy)
- 4 Housing Delivery
- 5 Housing Density
- 7 Affordable and Special Needs Housing
- 17 Design of New Buildings

South Ribble Local Plan

- B1 Existing Built-Up Areas
- G7 Green Infrastructure Existing Provision
- G17 Design Criteria for New Development
- G8 Green Infrastructure and Networks Future Provision
- G10 Green Infrastructure Provision in Residential Developments
- G11 Playing Pitch Provision
- G13 Trees, Woodlands and Development

Supplementary Planning Documents

- Affordable Housing
- Open Space and Playing pitches

14.0 Informative Notes

LCC Highways

1. The granting 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 Lancashire County Council in the first instance to ascertain the details of such an agreement and the information to be provided.

Highways England

1. There shall be no direct vehicular or pedestrian access of any kind between the site and the M6 motorway. To this end, a close-boarded fence or similar barrier of not less than 2 metres high shall be erected along the boundary of the site and the M6 motorway that has been agreed with and constructed to the satisfaction of Highways England and the Local Planning Authority. Any fence or barrier shall be erected a minimum of one metre behind the existing motorway boundary fences on the developer's land and be independent of the existing motorway fence.
2. There shall be no development on or adjacent to any motorway embankment that shall put any embankment or earthworks at risk.
3. There shall be no earthworks within one metre of the motorway boundary fence.
4. No works pursuant to this application shall begin on site until such time as the design, materials and construction methods to be adopted for the proposed acoustic barrier and earth bund have been subject to the full requirements of the Design Manual for Roads and Bridges standard BD2/12 'Highway Structures: Approval Procedures and General Design Approval Procedures', have been given Technical Approval by a competent and independent Technical Approval Authority appointed by the applicant and that this technical Approval has been agreed in writing with Highways England.
5. No drainage from the proposed development shall run off into the motorway drainage system, nor shall any drainage adversely affect the motorway embankment.
6. No works relating to the construction of the facility shall require any temporary closure to traffic of the M6 motorway.
7. Access to the site for the purposes of maintaining the existing motorway boundary fence, embankment and motorway boundary landscape planting shall not be withheld to Highways England and its representatives.
8. No construction works associated with this planning application shall be carried out on land in the ownership of the Highways England Company Limited under Title LA40987.

LLFA

The Lead Local Flood Authority wishes to highlight that the PSA Design Ltd Consulting Engineers Land off Langdale Road, Leyland FRA & Drainage Strategy ref.D2094-FRA-01 dated 16th January 2018 states no geotechnical survey has been undertaken at this stage. It is therefore unknown whether infiltration techniques will prove feasible.

The applicant is reminded that Paragraph 103 of the NPPF requires priority use to be given to SuDS and in accordance with Paragraph 80, Section 10 of the Planning Practice Guidance the preferred means of surface water drainage for any new development is via infiltration. The applicant must submit evidence as to why each 'level' of this hierarchy cannot be achieved.

Prior to designing site surface water drainage for the site, a full ground investigation should be undertaken to fully explore the option of ground infiltration to manage the surface water in preference to discharging to a surface water body, sewer system or other means. For example, should the applicant intend to use a soakaway, they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365 revised 2016.

The Lead Local Flood Authority also strongly encourages that the developer should take into account designing drainage systems for exceedance working with the natural topography for the site. Should exceedance routes be used, the applicant must provide a site layout plan with these displayed, in line with Standard 9 of DEFRA's Technical Standards for SuDS.