



Planning Committee Agenda

Wyre Borough Council
Date of Publication: 24.11.2020
Please ask for : Emma Keany
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Planning Committee meeting on Wednesday, 2 December 2020 at 2.00 pm in the Council Chamber - Civic Centre and via WebEx.

Members of the public will be able to view the meeting via the Council's YouTube page (<https://www.youtube.com/WyreCouncil>).

1. Apologies for absence

2. Declarations of interest

Members will disclose any pecuniary and any other significant interests they may have in relation to the matters under consideration.

3. Confirmation of minutes

To confirm as a correct record the minutes of the Planning Committee meeting held on 04 November 2020 (already circulated by email).

4. Appeals

(Pages 3 - 4)

The Schedule of Appeals lodged and decided between 14 October 2020 – 14 November 2020, is attached.

5. Planning applications

Background Papers:

In preparing the reports on this agenda the following documents have been used:

1. The Wyre Borough Local Plan (2011-2031)
2. Draft Revised Joint Lancashire Minerals and Waste Local Plan
3. Joint Lancashire Minerals and Waste Local Plan
4. Statements of Government Policy/guidance (NPPF, NPPG, Ministerial Statements etc.)
5. Supplementary Planning Guidance and evidence base documents specifically referred to in the reports
6. The application file (as per the number at the head of each report)

7. The forms, plans, committee reports and decisions as appropriate for the historic applications specifically referred to in the reports
8. Any additional information specifically referred to in each report.

These background documents are available on line, or for inspection by a written request to Planning Services, Civic Centre, Breck Road, Poulton-le-Fylde, FY6 7PU.

Reports of the Head of Planning Services on planning applications to be determined at this meeting:

- | | | |
|-----|--|-----------------|
| (a) | Application A- Land South Of Blackpool Road, Poulton-Le-Fylde (19/00615/OULMAJ)
Outline application for the erection of up to 330 dwellings and associated infrastructure (all matters reserved). | (Pages 5 - 38) |
| (b) | Application B- Land Off Holts Lane, Poulton-Le-Fylde, Lancashire (20/00332/REMMAJ)
Reserved matters application relating to outline permission 18/00680/OULMAJ for the erection of 102 dwellings, applying for layout, landscaping, scale and appearance. | (Pages 39 - 56) |
| (c) | Application C- Land South Of B5269 Preston Road And East Of St Peter's Church Of England School, Inskip (20/00383/REMMAJ)
Reserved matters application for access off Preston Road together with matters of appearance, scale, layout and landscaping for the erection of 30 dwellings following outline approval 19/00348/OUTMAJ. | (Pages 57 - 78) |
| (d) | Application D- Land South Of B5269 Preston Road, Inskip (20/00381/FUL)
Creation of an area of open space with associated operational development including pond and boundary fencing, in lieu of on-site provision in association with development approved by outline permission 19/00348/OUTMAJ for up to 30 dwellings. | (Pages 79 - 90) |

APPEALS LODGED AND DECIDED

Appeals Lodged between – 14th October – 14th November 2020

Application Number	Location	Proposal	Com/Del decision	Appeal Type	Date Lodged
19/00969/FUL	12 Brocklewood Avenue Poulton-Le-Fylde Lancashire FY6 8BZ	Erection of two dwellings	Delegated	Written Representations	19 th October 2020
19/00211/ENF	Lower Wild Boar Cottage Rawcliffe Road St. Michaels-on-Wyre Lancashire PR3 0UH	Appeal against enforcement notice PLG/6/116 for the erection of a building and use of the building as a dwelling, construction of access and driveway, erection of wooden store, wall and gateposts	Enforcement	To be confirmed	4 th November 2020

Appeals Decided between – 14th October – 14th November 2020

Application Number	Location	Proposal	Com/Del decision	Decision	Date Decided
<u>No appeal decisions</u>					

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Committee Report

Date: 02.12.2020

Item Number 01

Application Number 19/00615/OULMAJ

Proposal Outline application for the erection of up to 330 dwellings and associated infrastructure (all matters reserved)

Location Land South Of Blackpool Road Poulton-Le-Fylde

Applicant Blackpool Council

Correspondence Address c/o De Pol Associates Ltd
Farington House Stanifield Business Park Stanifield Lane Leyland
Preston PR25 4UA

Recommendation Permit

REPORT OF THE HEAD OF PLANNING SERVICES

CASE OFFICER - Mr Karl Glover

1.0 INTRODUCTION

1.1 The application is before Members of the Planning Committee at the request of Councillors Michael Vincent and McKay, and because the application proposes a significant housing development on land not allocated for such development in the recently adopted Local Plan. A site visit is recommended to enable Members to understand the proposal beyond the plans submitted and the photos taken by the Case Officer.

2.0 SITE DESCRIPTION AND LOCATION

2.1 The site comprises of 12.2 Hectares (30.14 Acres) of agricultural pasture land located on the southern side of Blackpool Road (B5268) opposite the junction with Tudor Close in Carleton. Geographically the site lies approximately 0.9 miles to the north west of Poulton town centre and 600 metres west of Carleton village centre. The surrounding area is mixed in character with residential properties of varying scale and design located to the north and further west, and to the east and south is an expanse of Grade 3 (good to moderate quality) agricultural land which is defined by intercepting boundary hedgerows and rolling landscape. Immediately to the west is an agricultural enterprise known as Woodhouse Farm which comprises of the farmhouse and several large agricultural buildings and structures. A Public Right of Way (PROW FP13) runs through Woodhouse Farm from Blackpool Road, crossing the application site west to east and linking up to Poulton Road and Tithebarn Street through the adjacent allocated site SA1/6.

2.2 The site is irregular in shape and comprises a number of agricultural fields of various sizes separated by hedgerows. There are three existing ponds within the site and a further two ponds immediately adjacent to the southern boundary. The majority

of trees are located on the site boundaries or grouped around/within existing internal hedgerows. In terms of topography the site is relatively flat and has a level range of 10.93m to 12m Above Ordnance Datum (AOD) with various areas of depression where grass land is notably wetter in particular towards the north western section of the site. The site is located within Flood Zone 1 and adjacent to the southern boundary is the Woodhouse Farm Biological Heritage Site (BHS). The application site is unallocated land within the settlement boundary of Poulton-le-Fylde and is not affected by any other designations or allocations. Land to the east forms a residential housing allocation (SA1/6) in the Wyre Local Plan, which expands to 19.54 hectares and has a capacity of 300 dwellings.

3.0 THE PROPOSAL

3.1 The application seeks outline planning permission for the erection of up to 330 dwellings with all matters reserved. The application has been accompanied by a block parameters plan to demonstrate how the site could accommodate the proposed development including the associated green infrastructure, sustainable drainage features, general locations of internal spine roads, existing ponds, trees, public rights of way (PROW) and vehicular access points.

3.2 Although access is not a detailed matter applied for at this stage, access locations must be shown, and the parameters plan indicates that there could be a primary and secondary vehicular access, both taken from Blackpool Road. The primary access is shown to be located at the western extent of the site frontage opposite 161 Blackpool Road and the secondary access is shown to be located to the eastern extent of the site frontage opposite 105 Blackpool Road approximately 20m east of the junction with Tudor Close. The application also proposes land to be reserved to the south of the site as a biological enhancement area and an extension to the existing Biological Heritage Site (BHS).

3.3 The application has been submitted with the following supporting documents:

- Habitat Survey and Ecological Impact Assessment (including Update)
- Tree Survey and Arboricultural Assessment
- Flood Risk assessment and Drainage Strategy
- Noise Impact Assessment
- Planning Statement
- Transport Assessment (Revised)
- Interim Travel Plan
- Air Quality Assessment
- Design and Access Statement
- Climate Change Statement

4.0 RELEVANT PLANNING HISTORY

4.1 Planning records show that there is no planning history associated with the subject site.

4.2 In the immediate vicinity of the site within site allocation SA1/6 the following planning history is of relevance:

4.3 19/00551/FULMAJ - Hybrid planning application seeking detailed planning permission for the development of 197 dwellings including associated access,

highway works, open space provision and landscaping and outline planning permission for the development of a two form entry primary school (all matters reserved) - Pending Consideration

4.4 19/00809/FULMAJ - The erection of 42 bungalows for people aged 55 and over (Use Class C3) with associated car parking, public open space and vehicular access from Blackpool Road - Pending Consideration

4.5 17/00632/OUTMAJ - Outline planning application for the erection of up to 48 dwellings (with access applied for) and construction of a Town Centre car park for up to 200 vehicles with access from Tithebarn Street (all other matters reserved) - Pending Consideration

5.0 PLANNING POLICY

5.1 WYRE BOROUGH LOCAL PLAN 2011-2031

5.1.1 The Wyre Local Plan 2011-2031 (WLP31) was adopted on 28 February 2019 and forms the development plan for Wyre alongside the Joint Lancashire Minerals and Waste Local Plan. To the extent that development plan policies are material to the application, and in accordance with the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

5.1.2 The following policies contained within the WLP 2031 are of most relevance to this Section 73 application:

- SP1 - Development Strategy
- SP2 - Sustainable Development
- SP7 - Infrastructure Provision and Developer Contributions
- SP8 - Health and Well-Being
- CDMP1 - Environmental Protection
- CDMP2 - Flood Risk and Surface Water Management
- CDMP3 - Design
- CDMP4 - Environmental Assets
- CDMP5 - Heritage Assets
- CDMP6 - Accessibility and Transport
- HP1 - Housing Land Supply
- HP2 - Housing Mix
- HP3 - Affordable Housing
- HP9 - Green Infrastructure in New Residential Developments
- LPR1 - Local Plan Review

5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

5.2.1 The revised National Planning Policy Framework (NPPF) was published on the 19th February 2019. It sets out the planning policies for England and how these should be applied in the determination of planning applications and the preparation of development plans. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The policies in the 2019 NPPF are material considerations which should also be taken into account for the purposes of decision taking.

5.2.2 The following sections / policies set out within the NPPF are of most relevance:

- Section 2- Achieving sustainable development
- Section 3- Plan Making
- Section 4- Decision-making
- Section 5- Delivering a sufficient supply of homes
- Section 6- Building a strong, competitive economy
- Section 8- Promoting healthy and safe communities
- Section 9- Promoting sustainable transport
- Section 11- Making effective use of land
- Section 12- Achieving well-designed places
- Section 14- Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment

5.2.3 National planning policy allows local authorities to confirm their annual five year housing land supply through the publication of an Annual Position Statement (APS). In line with the process established by National Planning Practice Guidance, the Council published the APS to the Planning Inspectorate on 31 July 2019. The Planning Inspectorate has now considered the evidence and representations submitted. The Planning Inspectors report confirms that Wyre has a 5 year housing supply of deliverable housing sites for one year, i.e. until 31 October 2020. The APS forms the most up to date position on the five year housing land supply. The Council has submitted its latest APS to the Planning Inspectorate for consideration and anticipates that it will be able to demonstrate a deliverable five year housing land supply until 31st October 2021.

OTHER MATERIAL CONSIDERATIONS

5.3 WYRE SUPPLEMENTARY PLANNING GUIDANCE

5.3.1 The following Supplementary Planning Guidance is considered to be of relevance to the determination of this application:

- Supplementary Planning Guidance 2 - Development and Trees
- Supplementary Planning Guidance 4 - Spacing Guidelines for New Housing Layouts
- Guidance for Applicants - Green Infrastructure in New Residential Developments (Policy HP9)

5.4 FURTHER RELEVANT PLANNING POLICIES/LEGISLATION/GUIDANCE

5.5 National Planning Practice Guidance (2019)

5.6 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

5.7 The Conservation of Habitats and Species Regulations 2017 (as amended)

5.8 The Wildlife and Countryside Act 1981 (as amended)

6.0 CONSULTATION RESPONSES

6.1 LANCASHIRE COUNTY COUNCIL (HIGHWAYS)

6.1.1 No objections subject to conditions and financial contributions - A full detailed highway assessment is set out in paragraphs 9.22- 9.31 of this report. Listed below is a summary of the comments received.

6.1.2 First Response - Objected on the grounds that the development would have an unacceptable impact on the local highway network. The initial Transport Assessment (TA) was not entirely accurate and required the developer to provide an updated technical note. The highway issue identified related to the Blackpool Road / Blackpool Old Road junction. The operation of this junction is affected by the proximity of the railway level crossing on Blackpool Road. Approximately 635 vehicles cross the level crossing in the AM peak hour and 823 in the PM peak. This development would add an additional 96 vehicles to the AM peak and 109 to the PM peak. When the level crossing is closed northbound traffic quickly reaches the point where it queues through the Blackpool Road / Blackpool Old Road junction. The analysis shows that around 37 vehicles would regularly queue during the peak hours. Whilst queuing traffic clears relatively quickly once the level crossing is opened, there is an accident issue at this location, which LCC Highways consider will be exacerbated. There is a heavy left turn movement from Blackpool Old Road into Blackpool Road, which leads to the significant queue on the eastbound approach (westerly arm) and as the road is reasonably wide here there is a tendency for some straight on traffic to overtake the queuing traffic. As queue lengths increase, the risk of collisions will increase. Longer queues mean that pedestrians will also have to wait longer, which can lead to pedestrians crossing between queuing vehicles. With the exit lanes of the junction on Blackpool Old Road being clear when the level crossing is closed and no vehicles emerging from Blackpool Road straight on traffic may risk driving outside the marked lanes (making inappropriate and hazardous manoeuvres) to avoid delays. Various options of junction control have been considered here by LCC, none of which have identified a suitable solution. The developer has not offered any solutions. As no safe and suitable solution to mitigate the impact of traffic on the safe operation of this junction under the varying road conditions has been identified it remains a reason for an objection to the development.

6.1.3 Second Response - A plan has been provided showing improvements at the Blackpool Road / Blackpool Old Road junction. In summary LCC are satisfied that with suitable mitigation measures the development will not have a severe impact on highway capacity or adverse impact on road safety and as such conforms to the NPPF and no highway objections are raised.

LCC's objection was focussed on highway safety at the Blackpool Road / Blackpool Old Road junction. When the level crossing on Blackpool Road is closed traffic queues backs through the Blackpool Road / Blackpool Old Road junction and whilst this queuing quickly disappears after the level crossing is opened some traffic travelling towards Poulton overtakes the stationary traffic. This manoeuvre should not be condoned as it poses dangers for other road users. To dissuade this movement the developer proposes to introduce central hatching along Blackpool Old Road, a pedestrian crossing close to the junction and a right turn facility for traffic from Poulton to turn into Blackpool Road. The scheme provides a number of benefits including;

- Safe pedestrian crossing point close to the junction.
- Physical deterrent to overtaking vehicles

- Safer right turn facility
- A reduction in traffic speed when traffic is free flowing.

The scheme proposed by the developer is considered to be sufficient to address the safety concerns of LCC Highways.

A number of highway improvements and financial contributions are considered necessary, as detailed in paragraph 9.25 of this report. These should be secured by conditions or a Section 106 legal agreement.

6.2 LANCASHIRE COUNTY COUNCIL (EDUCATION)

6.2.1 Initial assessment (04/10/2019) confirms LCC will be seeking a contribution towards 125 primary school places in line with their methodology, with the precise amount / number of school places to be confirmed at reserved matters stage once housing mix is known. LCC are not seeking any contributions towards secondary education. At the time of compiling this report an updated assessment from LCC has been requested.

6.3 LANCASHIRE COUNTY COUNCIL (LEAD LOCAL FLOOD AUTHORITY)

6.3.1 No objection subject to conditions requiring a detailed drainage scheme and management plan to be agreed.

6.4 LANCASHIRE COUNTY COUNCIL (PUBLIC RIGHTS OF WAY OFFICER)

6.4.1 No observations received at the time of compiling this report

6.5 LANCASHIRE COUNTY COUNCIL (ARCHAEOLOGY)

6.5.1 No objection subject to a condition requiring the implementation of a programme of archaeological work in accordance with a scheme of written investigation. This is requested given the recent heritage assets located in the locality and the probability of potential buried remains within the site.

6.6 GREATER MANCHESTER ECOLOGY UNIT (GMEU)

6.6.1 Initial response - the submitted ecological information provided by the applicant was not sufficient. This included lack of information and details in relation to Great Crested Newts, insufficient hedgerow assessment and breeding and wintering bird survey and lack of assessment in relation to statutory designated sites i.e. Morecambe Bay & Duddon Estuary SPA, or the Natural England SSSI Impact Risk Zones (IRZ) for the Wyre Estuary SSSI. Further clarification and information in relation to the sites drainage was also required. A Habitats Regulations Assessment will be required to be undertaken.

6.6.2 Additional response - following the submission of revised information and the undertaking of the Habitats Regulations Assessment (HRA) GMEU have advised on a number of conditions and obligations as well as detail that should be secured and submitted at Reserved Matters stage. Further detail is set out within paragraphs 9.35 - 9.41 of this report.

6.7 UNITED UTILITIES

6.7.1 Requested a number of conditions including the development drainage to be carried out in accordance with the submitted Flood Risk Assessment and details of management and maintenance of SuDS to be provided.

6.8 HIGHWAYS ENGLAND (HE)

6.8.1 Initial response requested a revised Transport Assessment to reconsider committed developments including sites allocated in the Local Plan and cumulative impacts on the Norcross junction/roundabout and Little Singleton junction. Additional response following the revised TA advised that whilst there are still some deficiencies in the traffic modelling of the Norcross junction, the number of trips the development would itself generate would equate to an additional vehicle approximately every two minutes using the junction. In isolation the traffic impact of the proposed development would not be severe as such overall Highways England offer no objection.

6.9 NATURAL ENGLAND (NE)

6.9.1 Initial response advised that HRA Screening was required. Additional response advised that NE concur with the HRA assessment conclusions subject to all mitigation measures being secured in relation to provision of open space, links to PROW, home owners pack, agreement of construction environmental management plan and surface water attenuation.

6.10 NHS FYLDE AND WYRE CLINICAL COMMISSIONING GROUP (CCG)

6.10.1 To mitigate against the development an appropriate financial contribution towards the refurbishment and/or reconfiguration of Queensway medical centre is necessary, which is estimated at £90,953. However the precise amount would be calculated at reserved matters stage.

6.11 POULTON HISTORICAL & CIVIC SOCIETY

6.11.1 Objects on the following grounds:

- Land is not allocated in the Local Plan and as such should remain in agriculture. It was formerly Green Belt and there was no consultation through the Local Plan on the possibility of releasing it for development. There is already substantial provision in the Local Plan made for residential development in Poulton.
- Highway impacts - Blackpool Road cannot cope with the existing traffic resulting in congestion at Carleton Crossing, the proposal in conjunction with 300 dwellings on SA1/6 will exacerbate this problem leading to congestion, traffic jams and air pollution. The Poulton Mitigation Strategy does not make provision for this site
- Development will destroy one of the few remaining areas of green open space and its loss will have a significant ecological impact. The Biological Heritage Site will become isolated by surrounding development
- No need for this development, which would also increase pressure on local infrastructure and services.

6.12 LANCASHIRE FIRE AND RESCUE SERVICE

6.12.1 Recommendations made in respect of satisfying Building Regulations.

6.13 BLACKPOOL BOROUGH COUCNIL (PLANNING)

6.13.1 No objections

6.14 THE RAMBLERS ASSOCIATION

6.14.1 No observations received at the time of compiling this report

6.15 CADENT GAS

6.15.1 No observations received at the time of compiling this report

6.16 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE)

6.16.1 No objections in principle - Applicant should provide results from percolation tests to establish if part or all of the site can discharge surface water into the ground in line with SuDS hierarchy and surface water discharge rate should be restricted to Qbar (69 L/s)

6.17 WBC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (ENVIRONMENTAL PROTECTION - LAND CONTAMINATION)

6.17.1 No objections subject to conditions relating to Contaminated Land Desk Study and Gas protection measures.

6.18 WBC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (ENVIRONMENTAL PROTECTION - AMENITY CONSIDERATIONS)

6.18.1 Advised that the Acoustic Noise Assessment highlights that noise from Blackpool Road may affect outside amenity of the dwellings built alongside the boundary of the site. Further clarification is requested in relation to design criteria for the dwellings to achieve the 55db standard for outside amenity areas. A Construction Environmental Management Plan (CEMP) should be conditioned.

6.19 WYRE BC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (AIR QUALITY)

6.19.1 To mitigate against the impacts associated with the development a number of conditions have been requested.

6.20 WYRE BC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (TREE AND WOODLAND OFFICER)

6.20.1 Concerns about potential loss of hedgerow at the primary and secondary access points from Blackpool Road. Hedgerow losses must be kept to an absolute minimal and any losses suitably mitigated for within any landscape scheme that comes forward.

6.21 WYRE BC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (PARKS DEVELOPMENT TEAM)

6.21.1 The proposals for the layout for the above application in relation to the GI provision is considered to be acceptable.

7.0 REPRESENTATIONS

7.1 At the time of compiling this report there have been 39 letters of objection received. The primary planning reasons for objection are summarised below:

Principle of development

- Site is not allocated in the local plan
- Loss of agricultural land and green environment
- Site has never been consulted on for development
- Lack of infrastructure including existing schools and NHS
- Loss of Green Belt
- Impacts upon local resident's quality of life
- Already meeting housing numbers, no need for new housing
- Cumulative impacts of development
- Development will mean that Carleton and Poulton will merge - the feel of Carleton will be totally lost
- No economic benefits, lack of jobs on offer
- No masterplan - Piecemeal development
- Lack of proper planning
- Development too large

Visual Harm and Environmental Impacts

- Out of keeping with the area
- Air pollution
- Loss of semi-rural character
- No indication of scale of dwellings
- Impacts upon air quality
- Loss of visual amenity
- Development on this scale will dominate existing settlement
- Detrimental to climate change policy

Highways Matters

- Increase in traffic (500-600 cars) especially at peak times
- Impacts upon public safety (children and pedestrians)
- Impacts on queuing at Carleton Crossing where many incidents already occur
- Poulton Mitigation Strategy does not include this site
- New access close to junctions with poor visibility
- Neighbouring dwellings have restricted driveways
- Road is too narrow and Blackpool road is only a Classified B Road
- Roads are already congested
- Lack of speed limit signs along Blackpool Road
- Construction traffic will leave mud on the roads
- Traffic survey undertaken when main route in to Carleton was closed
- Consideration should be given to a new through road to reduce congestion
- 4 new access points will be created onto Blackpool Road
- Impacts on emergency vehicles

Ecological Impacts

- Loss of trees and hedgerows
- Impacts upon Great Crested Newts
- Loss of habitats
- Impacts upon migrating Geese
- Impacts upon Bats, foxes, birds, toad's insects, Flora and fauna, owls and hawks
- Impacts upon deer (Photographic images and movie provided)

Drainage Impacts

- Existing drainage is at capacity
- This site is extremely wet
- Surrounded by flood zone areas
- Existing drains struggle to deal with waste water
- Blackpool Road heavily floods (Photographic evidence provided)
- Already significant localised flooding in the area
- Water table is high in this area and as such development will increase risk of flooding elsewhere in the locality
- Drainage pipes are too narrow in this area as confirmed by United Utilities

8.0 CONTACTS WITH APPLICANT/AGENT

8.1 During the course of the application there has been various contact with the agent acting for the applicant. A revised Transport Statement and additional plans were provided as well as additional information relating to drainage and ecology. There has been discussions relating to the required planning obligations. An extension of time has been agreed to the 3 December 2020 along with the pre commencement conditions.

9.0 ISSUES

9.1 The main issues to be considered in the determination of this application are:

- Principle of Development
- Housing Mix and Affordable Housing
- Green Infrastructure
- Landscape Character and Visual impacts
- Highway Matters
- Impacts upon Residential Amenity
- Flood Risk and Drainage
- Trees and Ecological Matters

Principle of Development

9.2 Planning law (Section 38(6) of the Planning and Compulsory Purchase Act 2004) requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Policy SP1 of the Local Plan (WLP31) outlines the development strategy for Wyre. It establishes a settlement hierarchy and directs the majority of growth and development to within settlement boundaries. The application site is undesignated

land which lies within the settlement boundary of Poulton-le-Fylde. Poulton is identified as an 'urban town' at the top of the settlement hierarchy, where 48.6% of housing growth is expected during the plan period.

9.3 Whilst the site was previously designated as Green Belt in the (now superseded) 1999 Wyre Local Plan, it is no longer Green Belt in the 2019 WLP31. Through the WLP31 a number of sites were released from the Green Belt, with the WLP31 Inspector concluding that its release would ensure the permanence of the Green Belt in the long term, providing further opportunities for sustainable patterns of development beyond the Plan period. The site carries no special policy status in the WLP31 and it is not safeguarded land that is protected from development for the current Plan period. Policy SP1 (criterion 4) states 'development within settlement boundaries will be granted planning permission where it complies with the other policies of this Local Plan'. This denotes an acceptance in principle of residential development in settlement boundaries, and as previously set out, Poulton is one of the principle settlements in the Borough to which a large proportion of the Plan period development is directed. Therefore the proposal cannot be said to be in conflict with the development plan policy in principle. Although the Council considers it is able to demonstrate a five-year housing supply until October 2021, the existence of a deliverable supply of housing is not a reason to refuse planning permission. Indeed the policy imperative is to meet and exceed housing requirements. This point is particularly strong when there is no conflict with development plan policy. Furthermore the Inspector accepted the Local Plan even though the council at the time was unable to allocate sufficient land to meet its Objectively Assessed Need (OAN), which ultimately has required the council to undertake a partial review. The development of this site would contribute towards meeting the shortfall in the councils OAN identified at that time. No planning harm is identified in terms of strategic planning if this site is released for housing during the current Plan period alongside the adjacent housing allocation (SA1/6). Whilst the policy requirement is for the adjacent allocation to be brought forward in accordance with an approved masterplan there is no requirement for a masterplan to be produced for this site, nor for the adjacent masterplan to include this site.

9.4 Policy SP2 of the WLP31 sets out that new development should contribute to the continuation or creation of sustainable communities in terms of location and accessibility along with the requirement to respond to the challenge of climate change through appropriate design. Sustainability is also a material consideration requirement of the NPPF. In this turn the application site is geographically located approximately 0.9 mile south west of Poulton town centre and 600m west of the main hub of Carleton. Blackpool Road (that borders the full frontage of the site) forms a key public transport corridor and provides good access to regular bus services as well as the existing pedestrian/cycle network. The site is also situated within close proximity to local shops and services making it a sustainable location in principle for residential development. Opportunities to enhance sustainable travel will be identified further in this report.

9.5 Policy SP2 (Criterion 6) requires development proposals to demonstrate how it would respond to the challenge of climate change through appropriate design and by making best use of resources and assets, including the incorporation of water and energy efficiency measures through construction phases and the reuse and recycling in construction both in the selection of materials and management of residual waste. Whilst this application is in outline form, the applicant has provided a supporting statement outlining how the proposal would satisfy this policy. This includes significant biodiversity and green infrastructure enhancement including retention of existing trees and hedgerows, use of sustainable drainage solutions and

at reserved matters stage full details of how energy efficiency measure through construction and re use of materials will be provided.

9.6 To ensure compliance with Policy SP1 new development must comply with other relevant policies of the WLP31, this includes securing 30% on site affordable housing, providing a widened choice of housing types and mix, and providing a sufficient amount and type of Green Infrastructure (GI). Other considerations include impacts upon the landscape and visual amenity of the area, impacts upon the highway network, ecological impacts and matters relating to flood risk and drainage. These are discussed in turn below. The site falls within Agricultural Land Classification Grade 3 (Good to moderate quality land) it is not considered to be the best and most versatile agricultural land in accordance with the grading set out by Natural England (Grade 1 being excellent agricultural land) as such the development of this site would not be detrimental to the boroughs supply of quality agricultural land.

Housing Mix and Affordable Housing

9.7 Policy HP2 of WLP31 requires new housing developments to widen the choice of housing available in Wyre by providing a mix of house types and sizes in line with the latest evidence of need as set out in the Strategic Housing Market Assessment (SHMA), which in this case is the May 2018 Addendum 3 Supplementary Note. Also Policy HP2 sets out that to help meet the needs of an ageing population and people with restricted mobility, at least 20% of dwellings should be of a design suitable or adaptable for older people and people with restricted mobility. As this application is in outline form the housing mix is unknown at this stage and will be assessed at reserved matters stage. To ensure any reserved matters application comes forward in line with these policy requirements conditions should be imposed on the outline permission.

9.8 In terms of affordable housing, Policy HP3 of WLP31 requires new residential development of 10 dwellings or more on greenfield sites in Poulton to provide 30% affordable housing on site. Assuming a reserved matters application came forward for all 330 dwellings, 30% would equate to 99 affordable units on site. Affordable housing would be secured in a Section 106 agreement.

Green Infrastructure (GI)

9.9 Policy HP9 of WLP31 requires development resulting in a net gain of 11 units or more to make appropriate provision of GI on site. Based on the proposed upper limit of 330 dwellings this development should provide circa 2.9ha of GI within the site. The submitted Illustrative parameters plan demonstrates that the development would deliver this 2.9ha on-site, with the GI comprising of amenity and natural/semi natural greenspace which includes the retention of existing trees, hedgerows ponds and other ecological features; and a wildlife corridor along the eastern, southern and south-western boundaries together with the hedgerow running east to west through the site alongside the PROW. A development of this scale is required to provide a locally equipped area of play (LEAP). Whilst this is not shown on the submitted parameters plan it can be secured in a Section 106 agreement. Subject to the inclusion of a LEAP, the types of GI is considered to be acceptable and has been agreed by the Council's Parks Development Officer.

Landscape Character and Visual impacts

9.10 The application site is not protected by any statutory or local landscape designation, and the site is no longer designated Green Belt, contrary to some of the neighbour representation responses.

9.11 Policy CDMP3 of the Local Plan requires new development to be of a high standard of design. Innovative design appropriate to the local context will be supported where it demonstrates an understanding of the wider context and makes a positive contribution to the local area. Within the policy a number of criteria are set out. Criterion A states that all development must be designed to respect or enhance the character of the area. Criterion B requires development to create a positive contribution to an attractive and coherent townscape both within the development itself and by reference to its integration with the wider built environment having regards to the pattern and design of internal roads and footpaths in respect of permeability and connectivity, car parking, open spaces, landscaping and views into and out of the development. Whilst layout, scale and appearance are not applied for at this stage, the submitted illustrative layout plan sets out areas for where the dwellings, internal access roads and GI are expected to be located. This provides assistance in assessing how the development could relate and integrate with the wider built and natural environment and provides confirmation that up to 330 units could be delivered in accordance with relevant planning policy and spacing guidance which would be applied to a detailed layout at reserved matters stage.

9.12 The site has a number of areas with localised depressions however, the general topography of the site is relatively flat. It has a number of positive landscape features including individual trees and strong hedgerow boundaries to the north and south and a number of trees that form small woodland copses towards the centre of the site. The main views of the site are experienced at a localised level predominantly when travelling along Blackpool Road in both directions, from the dwellings which overlook the site from the north and from the PROW which passes through Woodhouse Farm before following the hedge line east across the centre of the site and progressing into the adjacent field the east.

9.13 The introduction of up to 330 dwellings and associated earthworks and infrastructure on this site would result in an inevitable change to the visual appearance of the local character of the site, however the illustrative layout provides a level of comfort that through sensitive design, density and layout, all of which would be assessed at reserved matters stage, the development would not result in unacceptable visual harm. The illustrative layout demonstrates the retention of the majority of the existing boundary hedgerows (save for the necessary removal to accommodate the visibility splays for the access points) and trees located within the highway verge and provides a set back of the dwellings from Blackpool Road by approximately 20-30m. An area of GI is located to the north eastern corner surrounding the existing pond. This will provide a natural break from development and the trees and vegetation to the south western corner adjacent to Woodhouse Farm are also shown to be retained all of which will assist in the visual transition from the development to undeveloped land beyond. A green buffer either side of the PROW has also been provided to provide ecological benefits but also to provide a green corridor throughout the site.

9.14 The illustrative layout also shows large areas of GI to the eastern boundary and towards the centre of the site. This along with the retention of the sites natural features will allow the development to sensitively integrate with the natural characteristics of the site and the wider built environment. The precise details of the landscaping and the layout of the development are matters for consideration at the reserved matter stage. However, the submitted Parameters Plan marks out these

broad areas of landscaping and open space and can be conditioned to the outline permission in the event the proposal is supported.

9.15 As highlighted above the application site is predominantly flat and ranges from approximately 10.93m to 12m Above Ordnance Datum (AOD) and is generally at the same ground level with Blackpool Road. As the site falls within Flood Zone 1 (lowest risk of flooding) there should be no requirement for any significant changes in levels or excessive finished floor levels (FFL) to accommodate any flood mitigation. There may be some requirements for areas of the site to be filled where there are small depressions however this is not considered to result in any adverse visual harm. If the proposal is supported a condition is recommended to ensure that full details of ground and finished floor levels are provided with the reserved matters submission to enable full assessment.

9.16 Overall, whilst there are inevitable landscape and visual effects from the development, these are largely contained to the site itself. Important landscape features (boundary trees and woodland copse to the centre of the site) shall be retained, bolstered and enhanced through extensive landscape and ecology mitigation together with the provision of open space. The level of visual harm overall is not considered significant and would not result in a breach of Policy CDMP3 of WLP31, and moreover the site lies within the settlement boundary of Poulton and immediately adjacent to an expected development of 300 dwellings within SA1/6.

Highway Matters

9.17 Policy CDMP6 of the WLP31 and the NPPF (Paragraphs 108-111) both strive to ensure that development:

- Is safe and accessible for all users
- Promotes sustainable transport modes
- Makes appropriate provision for off street parking
- Minimises the need to travel by private car by prioritising bus, pedestrian and cycle movements
- Caters for the needs of people with disabilities and older people
- Maintains highway safety and efficiency of the highway network
- Creates safe, accessible and well connected places

9.18 The application has been accompanied by a Transport Assessment (TA) and an interim Travel Plan. Following initial consultation with the Local Highway Authority and Highways England the applicant has undertaken further surveys and assessments including a proposed plan showing junction improvements at Blackpool Road/Blackpool Old Road.

9.19 In terms of traffic generation and highway capacity, Lancashire County Highways having assessed the original TA initially disagreed with the proposed Trip rates used as they were not representative of a development in this location. Highways England also raised an objection as there was some deficiencies in the modelling of the Norcross roundabout/junction and cumulative impacts from committed developments and allocated sites within the WLP31 had not been taken into account. These trip rates have since been revised and are consistent with that used for the pending applications adjacent to the site within SA1/6. The proposal for 330 dwellings would generate approximately 193 vehicular movements in the AM peak and 219 in the PM peak. The revised TA also takes on board other committed developments and the pending applications within SA1/6 including the proposed

school and carpark. The TA takes into account traffic growth to 2026 on a number of localised junctions. This includes the proposed site accesses at Blackpool Road, the junction at Blackpool Road/Poulton Road, Blackpool Road and Blackpool Old Road and Tithebarn Street/Queensway. Initially Lancashire County Highways objected to the impacts on highway safety at Blackpool Road/Blackpool Old Road on the basis that no safe and suitable solution to mitigate the impacts of traffic on the safe operation of the junction under varying road conditions had been identified. In overcoming this objection, the applicant has provided additional information which proposes to introduce central hatching along Blackpool Old Road, a pedestrian crossing close to the junction and a right turn facility for traffic from Poulton to turn into Blackpool Road. This is considered by LCC Highways to be sufficient to address their initial safety concerns. Further mitigation measures at other junctions are also proposed and are listed in turn below as part of the highway improvements.

9.20 Highways England have since revised their comments and no longer object to the proposal. They have advised that whilst there may be some long-term deterioration to the performance of the Norcross roundabout junction in the future due to likely blocking back through the signalised segments of the extended roundabout, overall the proposed development is not considered to result in a severe impact on this junction.

9.21 In terms of road safety, the submitted TA has used local accident data for the five year period from 2013-2017 and identifies 20 injuries, 2 of which were serious between the junctions with Blackpool Road and Poulton Road. The TA concludes that it is not considered that there is existing safety issues that is likely to be exacerbated by the proposed development. Lancashire County Highways have assessed the data they hold between 2014- 2018. LCC Highways have advised that this accident record would likely increase without the traffic calming measures that are proposed. With these measures along Blackpool Road and also Fleetwood Road the impacts of the development would be mitigated and assist in preventing any increased road safety issues.

9.22 In terms of site access, although this is not a matter applied for in detail at this stage, the applicant has provided an illustration of the proposed access arrangements. LCC Highways have advised that a development of this scale would be expected to have two access points. The primary access has been produced with a right turn lane and pedestrian refuge can be achieved and that whilst some minor modifications would be required at detailed design stage together with a Stage 1 Road Safety Audit an acceptable access arrangement can be provided. The secondary access is also considered to be acceptable and this shows a simple priority junction. The proposed access arrangements, although illustrative for the purpose of this application, demonstrate that the scheme would be able to satisfy Policy CDMP3 of the WLP31 which requires new development to provide a safe means of vehicular access.

9.23 In terms of sustainable transport, the site is within 400m walking distance of the existing bus stops on Blackpool Road, which is considered a reasonable distance. Blackpool Road is served by service 14 and two school services. The number 14 bus from Fleetwood to Blackpool provides services 5 times per hour with a good evening and weekend service, however there is no direct services from the site to Poulton. As such a public transport contribution of £650,000 is required (£130,000 each year for 5 years) to provide a daytime service between the development site and Poulton town centre, which could be secured in the section 106 agreement. Public Right of Way (PROW) Footpath 13 runs across the site from west to east and then connects to fields to the east to Berrys Lane and Tithebarn Street.

Although no consultation response has been received from the LCC PROW Officer, a contribution OF £50,000 towards improving the PROW between Blackpool Road and Tithebarn Street is requested by LCC Highways to encourage pedestrian movement between the site, adjacent development and town centre. This will go towards the improvements of surfacing and upgrades to furniture. There is no requirement for any diversions or stopping up of the PROW as a result of this development.

9.24 To further encourage sustainable travel and mitigate the development on the local highway network, Lancashire County Highways require a financial contribution of £150,000 on top of the off-site highway improvements towards the Poulton Highway Mitigation Strategy (PMS). The PMS is set out at Appendix C to the WLP31 although LCC have recently updated the strategy to include this development. It sets out a sustainable transport strategy to support housing development in the Poulton area of Wyre. The strategy identifies a number of sustainable transport improvements that are considered necessary to support development and ensure a safe and reliable highway network. Measures specific to this development set out in the updated PMS comprise of traffic signal upgrades with MOVA and PUFFIN at the Blackpool Road/Fleetwood Road South (Carleton) junction and traffic signal upgrades and introduction of pedestrian facilities with MOVA and Puffin at Queensway/Tithebarn Street.

9.25 Listed below is the required off site highway works and financial contributions to ensure the development is acceptable in highway terms:

- Site accesses to Blackpool Road. Details to be agreed and delivered through s278 agreement. Works to be complete prior to commencement of development.
- Blackpool Road Traffic Calming scheme. Details to be agreed and delivered through s278 agreement. Works to be completed before first occupation.
- Blackpool Road / Blackpool Old Road. Provision of highway improvement scheme based on drawing 69952-CUR-00-XX-DR-TP-75005-P02. Works to be complete prior to commencement of development.
- Blackpool Road / Poulton Road traffic signal upgrade to MOVA with PUFFIN crossing facilities. Details to be agreed and delivered through s278 agreement. Works to be complete prior to first occupation.
- Fleetwood Road traffic calming scheme contribution of £20,000 with payment prior to occupation of the 50th dwelling.
- Tithebarn Street / Queensway traffic signal upgrade to MOVA with the introduction of new PUFFIN crossing facilities. Details to be agreed and delivered through s278 agreement. Works to be complete prior to first occupation.
- Public Transport contribution of £130,000 per annum for 5 years with the first payment on commencement of development. Provision of daytime service between the development site and Poulton town centre.
- Upgrade of Public Right of Way FP 13 between Blackpool Road and Tithebarn Street. S106 contribution of £50,000. Payment on first occupation.
- Travel Plan contribution of £18,000 for LCC to oversee the progress from Interim Travel Plan to full Travel Plan and monitoring of the Travel Plan for a minimum period of 5 years. Payment of contribution to be prior to commencement of development.
- Poulton Highway Mitigation Strategy contribution of £150,000 with phased payments to be agreed (suggest prior to occupation of the 50th, 100th and 150th dwellings).

Impacts upon Residential Amenity

9.26 Policy CDMP3 of the WLP31 sets out that new development must not have an adverse impact on the amenity of occupants and users of surrounding or nearby properties and must provide a good standard of amenity for the occupants of the development itself. At this outline stage the main issues relate to the effects of noise, air quality and design, these matters are discussed in more detail below.

9.27 In considering the illustrative layout plan there is no reason to believe at this stage that the development would not be able to comply with the interface distances set out in the Council's published 'Spacing Guidance for New Housing Layouts' SPG4 and so impact on residential amenity is not a cause for concern. The relationship between the proposed dwellings along the northern boundary and the existing dwellings on the opposite side of Blackpool Road are shown to have an interface distance of approximately 50-55m which far exceeds the 21m guidance within SPG4. Furthermore the existing hedge lines and trees will provide additional screening so it is not anticipated there would be any loss of privacy or overlooking concerns in relation to the dwellings along Blackpool Road.

9.28 Located immediately adjacent the boundary towards the north eastern corner of the site is an existing residential dwelling (76 Blackpool Road) which is an extended dormer bungalow. It is not considered that this property would be adversely impacted as an area of GI is proposed in this location incorporating the existing pond. Furthermore the dwelling and its curtilage is bound by mature trees and established vegetation which offers high-level screening and privacy protection.

9.29 Located adjacent to the north western boundary is an existing farming enterprise known as Woodhouse Farm which comprises of various agricultural structures and buildings along with the existing farmhouse. At present a number of buildings are used for agricultural purposes which given the close proximity to the application site would have an unacceptable impact on future dwellings in terms of noise and odour. The applicant has agreed to an appropriately worded Grampian condition which requires all of the buildings to be demolished (save for the existing farmhouse) prior to the first occupation of any dwelling on the site. As the applicant/landowner of the application site is also the landowner of Woodhouse Farm then a Grampian condition is considered to be reasonable and necessary in this instance.

9.30 An air quality assessment has been submitted that considers the potential impact of construction activity and additional traffic from future residents on air quality levels in the locality. This is necessary given the scale of development and its proximity to Blackpool Road. The Council's Environmental Health Officer concludes that the assessment methodologies are appropriate and that reasonable assumptions have been made. No objections are raised subject to conditions requiring a construction environmental management plan (CEMP) and electric vehicle charging points (EVCP), both of which are considered reasonable. The provision of EVCP will also ensure compliance with Policy CDMP6 of WLP31. The Environmental Health Officer has also recommended that a condition relating to high performing, energy efficient boilers is attached but as this is a matter controlled by separate legislation (building regulations) this is not necessary or appropriate.

9.31 Paragraph 180 of the NPPF requires planning decisions to aim to avoid noise from giving rise to significant adverse impacts on health and quality of life. Policy CDMP1 of the WLP seeks to ensure existing and proposed residents are not significantly adversely affected by noise pollution as a result of new development. A Noise Assessment has been submitted to assess the impact of noise from Blackpool

Road on the new dwellings. The Council's Environmental Health Officer requires the outside noise levels for these properties to not exceed 55db. This can be secured by an appropriately worded condition. The applicant has advised that the submitted parameters plan shows the dwellings would not have gardens backing onto Blackpool Road and the dwellings would provide an acoustic barrier to rear garden areas, as such these levels could be achieved and the development would not result in unacceptable noise pollution.

Flood Risk and Drainage

9.32 The site is located within Flood Zone 1 which is defined as having a low probability of flooding. A site specific Flood Risk Assessment (FRA) and outline drainage strategy has been submitted which has been assessed by United Utilities, the Council's Drainage Engineer and the Lead Local Flood Authority (LLFA). There is no statutory requirement to consult the Environment Agency on the proposal and there is no requirement for the applicant to satisfy the sequential or exceptions tests. Local concerns relating to surface water flooding in the locality have been raised. This included photographs showing areas along Blackpool Road which have been the subject of flooding in the past.

9.33 The submitted FRA and outline drainage strategy demonstrates how the proposed development would satisfy the SuDS Hierarchy. It recommends that surface water from the development will discharge via onsite attenuation ponds (SuDS Features) into existing watercourses including the existing ditches and then into Horse Bridge Dyke located to the east of the site at a restricted discharge rate. Whilst the Council's Drainage Engineer has raised no objections to the information submitted, it has been stated that sustainable drainage principles of rainwater harvesting and infiltration must be considered before discharging into the existing watercourses in accordance with policy CDMP2 of the WLP31. Full details including results of percolation tests should be submitted for consideration and this can be secured by condition. The development must not connect to the combined sewer system as there is limited capacity. Foul drainage is proposed to be connected to the existing mains combined sewer which is located within Blackpool Road. The LLFA and United Utilities also raise no objections in principle.

9.34 Overall, whilst local concerns are acknowledged, based on the comments from the relevant professional consultees, it is not considered that there would be an unacceptable flood risk from the proposal. As such and subject to the recommended conditions, no unacceptable drainage issues are anticipated and the development is considered to satisfy policy CDMP2 of the WLP31.

Trees and Ecological Matters

9.35 The application has been supported by an ecological assessment and additional bird surveys as requested by Greater Manchester Ecological Unit (GMEU) and Natural England. Immediately adjacent to the southern boundary of the site is the Woodhouse Farm Biological Heritage Site (BHS) which extends south to the railway line and comprises of swampy land and a number of ponds/watercourses which support great crested newts and other amphibians. The proposal will not result in any direct land take of the BHS or other designated site(s). However, it may result in indirect impacts as the site is within 2.3km of the Morecambe Bay and Duddon Estuary Special Protection Area (SPA) and 3.2km of Liverpool Bay SPA, Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI) and RAMSAR. As such a screening Habitat Regulations Assessment (HRA) and an Appropriate Assessment was required to be undertaken to assess any impacts. The HRA takes

into consideration pending applications adjacent to the site to the east within SA1/6 in order to assess the cumulative impacts of development. Additional information in relation to the bird survey and matters relating to drainage was provided in order to allow a comprehensive assessment.

9.36 The HRA concludes that the development has the potential to affect the designated sites by reason of recreational disturbance and impacts upon water quality. These impacts have further been assessed via a stage 2 Appropriate Assessment, which concludes that subject to available mitigation measures, no direct or indirect impact will occur. A number of conditions are recommended to secure this mitigation:

- The quantum of GI shown on the submitted parameters plan to be provided as well as the biodiversity BHS Zone
- Directional signage to the PROW
- The provision of homeowners packs to include reasonable behaviour in the vicinity of the housing development on PROW and the coast
- Construction Environmental Management plan to include details of pollution prevention to the watercourses
- Details of surface water attenuation

9.37 In conclusion, the development will have no adverse effects on the integrity of the designated sites, their designated features or their conservation objectives. Natural England concur with the conclusions of the HRA and raise no objections subject to the conditions above.

9.38 Localised ecology impacts have also been assessed by GMEU. This includes the impacts upon protected species and wider biodiversity. Local concerns in relation to impacts on species which may be affected by the development are acknowledged, although the submitted Ecological Report identifies a generally low level of nature conservation interest on the site. However, it does confirm that whilst there is no suitable roosting habitats for bats they do use the central and southern parts of the site for foraging and commuting to a moderate extent. Furthermore there are historic records of great crested newts (GCN) and recent records on adjacent land. One of the adjacent off site ponds is suitable for supporting breeding toads however the presence of a significant population of common toads or other amphibians on site is considered highly unlikely given the lack of suitable habitat, lack of connectivity and overall level of disturbance from current and recent land use.

9.39 To mitigate the potential impacts upon GCN and other amphibians the survey sets out that all on site ponds will be retained and enhanced where possible and be linked to the wider wildlife corridor and prior to commencement of any works on site, all habitats suitable for use by amphibians located within 250m of the ponds shall be enclosed by protective fencing and amphibians shall be trapped/removed from site and relocated to a designated receptor site. To compensate for any loss of habitat and to increase biodiversity of the wider area a significant area of land situated to the south of the site as shown on the illustrative parameters plan adjacent to the BHS, will be set aside and managed for GCN and other important species, ultimately acting as an extension to the existing BHS. GMEU have advised that this is acceptable and should be secured by Section 106 legal agreement. Other conditions requested by GMEU include additional surveys of GCN being undertaken prior to the submission of any Reserved Matters application and biodiversity enhancements and future management of landscaping to be secured.

9.40 In terms of tree and hedgerow retention the application has been accompanied by a tree survey which only identifies two areas along the site boundary where trees are proposed to be removed to accommodate the primary access point and also due to poor health. The majority of trees and hedgerows will be retained in accordance with the submitted parameters plan. The Council's Tree Officer has highlighted the importance of the retention of the majority of hedgerows and trees along Blackpool Road, and where unavoidable, to secure appropriate compensation and mitigation. The applicant has provided a plan indicating the likely amount of hedgerow required to be removed to accommodate the sight lines for the access. It is considered that full details of tree protection and mitigation hedgerow planting should be conditioned at this stage.

9.41 Overall, the proposed development accords with paragraphs 174 - 177 of the NPPF and Policy CDMP4 of the WLP31.

Other Considerations

Contamination

9.42 Matters relating to site contamination have been addressed in the application with the Council's Environmental Health Officer requesting that the standard contaminated land and gas protection measures conditions be attached.

Archaeology/Heritage

9.43 Lancashire County Council Archaeology have advised that the site is located in an area where there has been significant archaeological discoveries in recent years including the find spot of Palaeolithic Poulton Elk and a human skull of the bronze age. Whilst there are no known heritage assets noted on Lancashire Historic Environment records within the site the existence of the heritage assets noted above means there is a possibility that there may be further buried remains within the proposed site. As such a pre commencement condition has been requested requiring the implementation of a programme of archaeological work in accordance with a scheme of investigation.

Education Infrastructure

9.44 To mitigate the impacts of this development on primary school provision, the section 106 agreement will need to secure a financial contribution in line with LCC's methodology to be calculated at reserved matters stage when a detailed scheme can be assessed. In their response LCC were not currently requesting any contributions towards secondary education. LCC will be asked to produce a re-assessment in time for planning committee dealing with their updated position on primary and secondary contributions.

Health provisions

9.45 The Clinical Commissioning Group (CCG) has advised that to mitigate the impacts of this development on local health care facilities, an appropriate financial contribution towards the refurbishment and/or reconfiguration of Queensway medical centre in Poulton is required. Whilst this is estimated at £90,953, the precise amount would be calculated at reserved matters stage. The section 106 agreement will need to secure this contribution in line with the CCG's methodology.

10.0 CONCLUSION

10.1 Although the application site does not form one of the strategic site allocations in the Wyre Local Plan, it is located within the settlement boundary for Poulton and Policy SP1(4) identifies new residential development within settlement boundaries as being acceptable in principle. The site is undesignated, and whilst it was not envisaged to come forward for development during the Plan period, with no specific policy preventing its development and with no strategic planning harm identified from it coming forward, there is no basis for resisting development at this stage from coming forward in principle.

10.2 The site is sustainably located on the edge of the existing urban area of Poulton/Carleton. It is contained by other development to the north and housing allocation to the east (SA1/6) and offers a logical extension to the built environment. There is good access to sustainable travel options with opportunities to further promote travel by bus (new bus route into Poulton town centre), cycling and walking. The applicant has demonstrated that the illustrative access points would be safe for all users. The effects of traffic generated from the development would not result in severe impacts on the safe operation and efficiency of the local or strategic road network subject to mitigation to ease capacity at key junctions. Existing trees and hedges to the site boundaries (save for the location of the accesses) together with the hedgerows and trees within the site would be retained and bolstered as part of the landscape and ecology mitigation proposal. With a comprehensive package of mitigation, the development would not adversely affect the biodiversity value of the site, protected species or the integrity of the nature conservation designations. The application has satisfactorily demonstrated that all technical constraints can be overcome.

11.0 HUMAN RIGHTS ACT IMPLICATIONS

11.1 ARTICLE 8 - Right to respect the private and family life has been considered in coming to this recommendation.

11.2 ARTICLE 1 - of the First Protocol Protection of Property has been considered in coming to this recommendation.

12.0 RECOMMENDATION

12.1 Grant outline planning permission subject to conditions and a S106 legal agreement to secure on-site Affordable Housing and Green Infrastructure provision; financial contributions towards local education, health care, sustainable travel and highway improvements; and to secure the provision and future management of land to the south of the site for ecological enhancement. That the Head of Planning Services be authorised to issue the decision upon the satisfactory completion of the S106 agreement.

Recommendation: Permit

Conditions: -

1. In the case of any reserved matter, namely access, appearance, landscaping, layout and scale of the buildings, application for approval must be made before the expiration of three years beginning with the date of this permission; and that the development hereby permitted shall be begun 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: This condition is required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 23/09/2019 including the following plans/documents:

- Location Plan Drawing Number 18 0744 OP01

The development shall be retained hereafter in accordance with this detail.

Reason: For the avoidance of doubt and so that the Local Planning Authority shall be satisfied as to the details.

3. The total number of residential units to be provided on the site in the general locations shown on the approved Parameters Plan (Drawing Number 180744PR03 Rev C) shall be up to 330, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development delivers appropriate sustainable housing in the right location on the site.

4. No development shall commence until a phasing programme for the whole of the application site to include the approved residential and green infrastructure has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved phasing programme unless an alternative programme has otherwise been submitted to and approved in writing by the Local Planning Authority.

Reason: To define the permission and in the interests of the proper development of the site and to ensure the timely delivery of supporting infrastructure in accordance with policies SP7 and CDMP3 of the Wyre Local Plan (2011-31)

5. Prior to the submission of a reserved matters application relating to layout for each approved development phase, or simultaneously with that first reserved matters application, a drainage scheme for the development phase, which shall detail measures for the attenuation and the disposal of foul and surface waters, together with details of existing and proposed ground and finished floor levels to achieve the drainage scheme and any flood risk mitigation deemed necessary, shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall be in accordance with the hierarchy of drainage options outlined in Policy CDMP2 of the Adopted Local Plan 2011-31 or any equivalent policy in an adopted Local Plan that replicates the existing Local Plan.

The scheme details shall include, as a minimum:

- a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + 40% allowance for climate change as set out within the Environment Agency's advice on Flood risk assessments: climate change

allowances' or any subsequent replacement EA advice note), 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) Demonstration that the surface water run-off would not exceed the pre-development greenfield runoff rate;
- 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.

For the avoidance of doubt, surface water must drain separate from the foul and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

Each reserved matter relating to layout should demonstrate compliance with the agreed drainage scheme for that development phase.

No part of the development in that phase shall be first occupied or brought into first use until the drainage works and levels have been completed in accordance with the approved scheme. Thereafter the agreed scheme shall be retained, managed and maintained in accordance with the approved details.

Reason: To promote sustainable development using appropriate drainage systems, ensure a safe form of development that poses no unacceptable risk of pollution to water resources or human health, to prevent an undue increase in surface water run-off to reduce the risk of flooding and in the interests of visual and residential amenity in accordance with Policies CDMP2 and CDMP3 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework. The condition is required to be approved prior to commencement of development to ensure that full details are provided, that have not been forthcoming with the application, to ensure a suitable form of drainage is provided for each development phase taking into consideration land conditions and proximity to existing services and to ensure that any proposed raising of levels can be assessed and that a coherent approach is taken with regard to the design of drainage and housing layout.

6. Prior to the commencement of development details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority. As a minimum, this shall include:

- a) The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Residents' Management Company
- b) Arrangements concerning appropriate funding mechanisms for the 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 development shall subsequently be completed, maintained and managed in accordance with the approved sustainable drainage management and maintenance plan.

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 CDMP2 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

7. Prior to the submission of a reserved matters application relating to layout for each approved development phase, or simultaneously with that reserved matters application, details of the existing and proposed ground, slab and finished floor levels for that development phase shall be submitted to and approved in writing by the Local Planning Authority.

The ground, slab and finished floor levels shall be constructed and completed in accordance with the approved details.

Reason: The condition is required to be approved prior to commencement of development to ensure that full details are provided, that have not been forthcoming with the application.

8. Prior to commencement of the development, a construction phasing programme that includes delivery and completion of the site accesses and all off-site works of highway improvement to be carried out as part of a section 278 agreement under the Highways Act 1980, shall be submitted to and approved in writing by the Local Planning Authority. The site accesses and off-site highway works shall include:

- Blackpool Road - new priority junctions
- Blackpool Road - traffic calming / road safety scheme
- Blackpool Road / Blackpool Old Road - junction improvement the scope of which is shown on drawing 69952-CUR-00-XX-DR-TP-75005-
- P02

- Blackpool Road / Poulton Road signalised junction upgrade to include MOVA and PUFFIN facilities
- Tithebarn Street / Queensway signalised junction upgrade to include MOVA and PUFFIN facilities

The site accesses and off-site highway works shall be carried out in accordance with the approved phasing programme.

Reason: In order to ensure the timely delivery of the necessary site accesses and off-site highway works in the interests of highway safety and to encourage sustainable travel in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

9. Prior to the commencement of development, including any demolition works, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include and specify the provision to be made for the following:

(a) dust and dirt mitigation measures during the demolition / construction period; complaint management and arrangements for liaison with the Council's Environmental Protection Team

(b) control of noise and vibration emanating from the site during the demolition / construction period; complaint management and arrangements for liaison with the Council's Environmental Protection Team

(c) hours and days of demolition / construction work for the development expected to be 8.00-18.00, Monday to Friday, 08.00-13.00 on Saturday with no working on Sunday and Bank / Public Holidays

(d) contractors' compounds and other storage arrangements

(e) provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the demolition / construction period

(f) arrangements during the demolition / construction period to minimise the deposit of mud and other similar debris on the adjacent highways (e.g. wheel washing facilities)

(g) the routing of construction traffic and measures to ensure that drivers use these routes as far as is practicable

(h) external lighting of the site during the demolition / construction period

(i) erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

(j) recycling / disposing of waste resulting from demolition / construction work

(k) measures to protect watercourses against spillage incidents and pollution

(l) how biodiversity would be protected throughout the construction period

(m) the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify appropriate mitigation measures

necessary to protect and prevent pollution of these waters from sediments entering the river Wyre

The construction of the development including any demolition works shall be carried out in accordance with the approved CEMP.

Reason: In order to safeguard the biodiversity of the site, protect the water environment and public drinking water supplies, and to maintain the operation and safety of the local highway network, during site preparation and construction, in accordance with Policies CDMP1, CDMP4 and CDMP6 of the Wyre Local Plan and the provisions of the NPPF.

10. No development shall commence until a 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. The Framework Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe such as on first occupation or other identifiable stage of development. Where the Local Planning Authority agrees a timetable for implementation of a Framework or 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 promote sustainable development by encouraging sustainable travel modes and reducing dependence on private motor vehicles in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

11. A scheme for the provision of electric vehicle recharging points (EVCP) shall be submitted for all dwellings with parking provision within each approved development phase unless it is demonstrated that such provision of EVCP is not practical in communal parking areas or due to other identified site constraints. No dwelling shall be occupied until the electric vehicle recharging point has been provided for the dwelling to which it relates, and such electric vehicle recharging point shall be maintained and retained for that purpose thereafter.

Reason: To ensure the provision of appropriate on-site mitigation to compensate for the impact on air quality caused by the development in the surrounding area in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

12. Prior to the commencement of development a desk study to investigate and produce an assessment of the risk of the potential for on-site contamination shall be undertaken and submitted to and approved in writing by the Local Planning Authority. If the desk study identifies potential contamination, a detailed site investigation shall be carried out in accordance with a written methodology, which shall first have been submitted to and approved in writing by the Local Planning Authority. If remediation measures are then considered necessary, a scheme for decontamination of the site shall be submitted to, and approved by, the Local Planning Authority in writing and the approved scheme implemented prior to the development of the site. Any changes to the approved scheme must be approved in writing by the Local Planning Authority prior to any works being undertaken.

Reason: The development is for a sensitive end use and insufficient information has been submitted with the application as to the potential contamination risks of the site. The potential for contamination must therefore be addressed in order to safeguard the development in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

13. The development shall incorporate suitable gas protection measures, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The measures shall include as a minimum: ventilation of confined spaces within the building, a ground slab of suitable construction, a low permeability gas membrane, minimum (ideally none) penetration of the ground slab by services, and passive ventilation to the underside of the building. The development shall be carried out in accordance with the approved scheme and thereafter be maintained and retained. Alternatively, prior to the commencement of development, a gas monitoring programme and risk assessment of the results shall be undertaken to demonstrate that the above protection measures are not required. The results shall be submitted to and approved in writing by the Local Planning Authority. Any gas monitoring programme must be carried out over a period of at least three months and include at least three readings where the atmospheric pressure is below 1000mb. Gas flow rates must also be provided.

Reason: The footprint of the proposed development is within the immediate vicinity of an area of infilled ground. The nature of the fill is unknown. Works are therefore required in the interests of public safety and in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

14. Prior to the commencement of development, a programme of archaeological work and investigation (which shall include the timetable for the investigation) shall be submitted to and approved in writing by the Local Planning Authority. The archaeological work and investigation shall thereafter be carried out in accordance with the approved programme.

Reason: Such a programme of archaeological work and investigation was not submitted with the application but is necessary prior to the commencement of development to ensure that any archaeological remains at the site are recorded and to ensure that there is an understanding of the significance of the heritage asset before it is lost, in accordance with policy CDMP5 of the Wyre Local Plan (2011-31) and Section 16 of the NPPF. The condition is required to be approved prior to commencement of development to ensure full details are provided, that have not been forthcoming with the application, providing a true and accurate record which would not be possible after development.

15. Any reserved matters application relating to layout shall be accompanied with a noise assessment demonstrating that the noise levels set out in the supporting Noise Assessment submitted with the outline application (by PDA Acoustic Consultants ref J002528/3871/1/TD) will be achieved, together with details of noise mitigation if required to achieve the noise levels stipulated. The approved noise mitigation measures, if required, shall be provided prior to first occupation or first use of any part of the development to which they relate and thereafter shall be retained and maintained.

Reason: To ensure there is no adverse effect on the health and quality of life of future occupants and to avoid an unacceptable impact on residential amenity by virtue of noise in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

16. As part of any reserved matters application where layout is applied for, the amount, general location and type of green infrastructure shall be provided on site in accordance with the requirements of Policy HP9 of the Wyre Local Plan and the approved Parameters Plan (Drawing Number 180744PR03 Rev C) submitted with this application, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure adequate provision of green infrastructure is secured by this planning permission in accordance with the provisions of the NPPF and Policy HP9 of the Wyre Local Plan.

17. As part of any reserved matters application where layout is applied for, the mix of residential units shall be provided on site in accordance with the requirements of Policy HP2 of the Wyre Local Plan 2011-2031 and the Fylde Coast Strategic Housing Market Assessment - Wyre Addendum 3 Supplementary Note (May 2018) or any subsequent replacement Local Plan policy or evidence base document concerned with size and type of housing needed in Wyre.

Reason: In order to ensure that an appropriate mix of house types is provided to meet identified local needs in accordance with Policy HP2 of the Wyre Local Plan (2011-31) and the provisions of section 5 of the NPPF.

18. Prior to the commencement of above ground development a scheme to demonstrate how at least 20% of the dwellings shall be of a design suitable or adaptable for older people and people with restricted mobility shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out, retained and maintained thereafter in accordance with the approved details.

Reason: To meet the needs of the ageing population and people with restricted mobility in the borough in accordance with Policy HP2 of the Wyre Local Plan (2011-31) and the provisions of section 5 of the NPPF.

19. Prior to first occupation, a scheme for the provision of home-owner information packs (as outlined in the Habitats Regulations Assessment completed for this application) highlighting the sensitivity of Morecambe Bay (a European protected nature conservation site) to recreational disturbance shall be submitted to and agreed in writing by the Local Planning Authority. The scheme details shall include the content of the home-owner information packs which must explain the conservation value of Morecambe Bay, the potential impacts that can arise from residential development and explain the responsible behaviours in the vicinity of the housing development on public rights of way along with what would be required from residents to avoid undue ecological impact, as well as a methodology for the distribution of the home-owner packs to future home owners including upon resale of the dwellings as far as is reasonably practicable. The approved information packs shall subsequently be made available to future home owners in line with the approved methodology.

Reason: In order to safeguard biodiversity from the recreational disturbance effects of residential development in close proximity to Morecambe Bay, in accordance with the provisions of Policy CDMP4 of the Wyre Local Plan 2011-31.

20. Prior to the submission of any Reserved Matters application relating to layout, the ecological measures and survey submitted with the outline application (Extended Phase 1 Habitat Survey and Baseline Ecological Impact Assessment (Rev 1.4), Cameron Crook & Associates, September 2019) shall be reviewed and, where necessary, amended and updated specifically in relation to great crested newts (Habitats Regulations 2017).

The review shall be informed by further ecological surveys commissioned to:

- i) establish if there have been any changes in the presence and/or absence of great crested newts; and
- ii) identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures shall be revised and new/amended measures and a timetable for their implementation shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. Works shall then be carried out in accordance with the proposed new approved ecological measures and approved timetable for implementation.

Reason: To prevent possible harm to ecology if the development were commenced without the necessary mitigation measures in accordance with the Wildlife and Countryside Act 1981, Policy CDMP4 of the Wyre Local Plan (2011 the NPPF).

21. Prior to the commencement of development, including any demolition or tree works, a Tree Protection Plan for the retained tree(s) shall be submitted to and approved in writing by the Local Planning Authority. This shall indicate the methods and positioning of tree protection measures such as ground protection (where necessary), protective fencing and details of any specialist demolition or construction methods if appropriate.

The measures contained within the approved Tree Protection Plan with respect to those trees shown as being retained shall be implemented in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the Local Planning Authority.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars (namely Tree Survey and Arboricultural Impact Assessment Sept 2019) unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect trees from damage or loss in the interests of the amenity of the area in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981. The details are required to be approved prior to commencement of development to ensure timely tree protection measures are in place

22. No tree felling, tree works or works to hedgerows shall take place during the optimum period for bird nesting (March to August inclusive) unless a report, undertaken by a suitably qualified person immediately prior to any clearance, has been submitted to and approved in writing by the Local Planning Authority, demonstrating that nesting / breeding birds have been shown to be absent.

Reason: To protect and prevent unnecessary disturbance of nesting birds in accordance with the provisions of the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework.

23. Prior to the installation of any external lighting within the development a scheme for the provision of external lighting together with an Artificial Lighting Assessment for that shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall demonstrate that artificial lighting will be designed so that it is not intrusive to visual amenity or illuminate potential habitat for bats (e.g. hedgerow, trees) and or/ bird breeding places. The assessment shall demonstrate that the lighting will be installed in accordance with the Institution of Lighting Professionals' Guidance Notes for the Reduction of Obtrusive Light GN01:2011 and the Bat Conservation Trust and Institution of Lighting Engineers guidance Bats and Lighting in the UK, 2009 (or any subsequent replacement guidance).

The lighting shall be installed and operated in accordance with the approved scheme details, which shall be maintained and retained thereafter.

Reason: In order to safeguard visual amenity and biodiversity and residential amenity and in the interests of public safety in accordance with Policies CDMP1, CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework.

24. No development shall commence until a Landscape and Habitat Creation and Management scheme (LHCMS) has been submitted to and agreed in writing by the Local Planning Authority along with a timetable for implementation.

For the purposes of this condition the scheme shall identify:

- the retention of hedgerows and trees, or where this is not possible, sufficient replacement native tree and hedgerow planting;
- the removal of any trees, with those which have the potential for bat roosting to have been inspected for the presence of bats. Should any bats be found these trees shall be either retained or compensation put forwards for the potential harm to bats;
- provision of bird, bat, beetle and hedgehog boxes within the development;
- details of elements to mitigate for loss of any hedgerows, trees and bird nesting habitat;
- continuous terrestrial connectivity along the boundaries of the development for species movement and ecological connectivity across the site;
- opportunities to enhance the value of the site for wildlife through, for example, new structure planting;
- opportunities for the road infrastructure to include amphibian friendly features such as off-set gully pots and dropped kerbs and locations between ponds and adjoining hedgerows/green infrastructure;
- The use of locally native species planting specification;

- Design of attenuation ponds to hold water under normal circumstances and to include amphibian protection measures to outflows and flow control mechanisms and;
- The use of ecologically permeable boundary treatments across the site to allow the movement between green infrastructure and gardens of amphibians and small mammals such as hedgehog;
- Full details of informative signage in relation to North Blackpool Pond Trail and any new countryside furniture/path/surfacing details; and
- Full details of management and maintenance arrangements of each of the above.

The development shall then proceed in full accordance with these agreed scheme details

Reason: To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecology in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework.

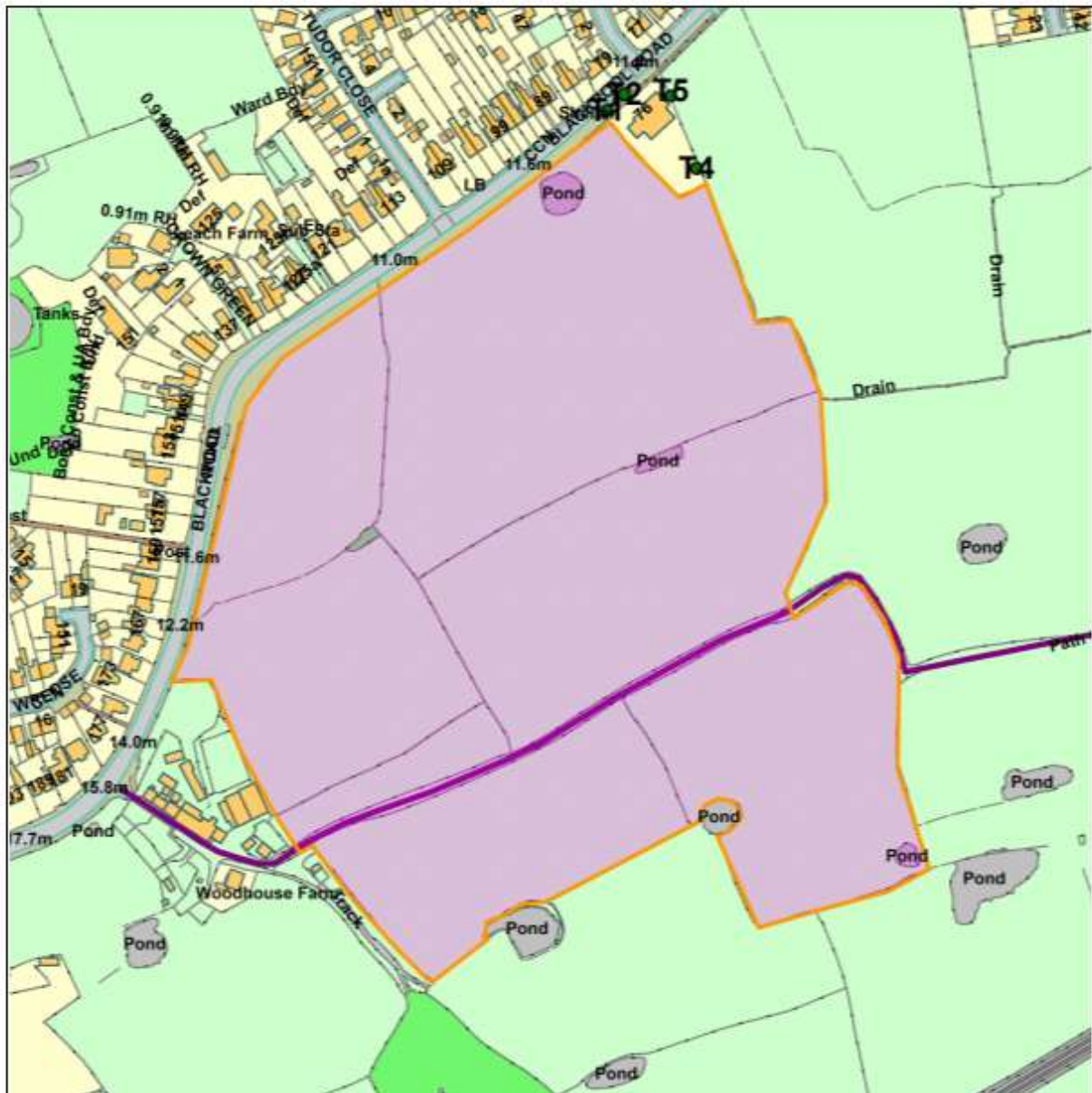
25. No dwelling hereby permitted shall be occupied until the adjacent agricultural buildings at Woodhouse Farm located to the south west of the application site, as shown within the blue edge on the approved Site Location Plan (and identified to be demolished on the Proposed Plan ref: 180744PR05), shall be fully demolished and the land made good.

Reason: The use of these buildings for agricultural purposes is considered to be a source of potential odour and noise nuisance that would have an unacceptable adverse impact on the residential amenity of future occupiers of the development. As such their removal would ensure the development satisfies the provisions of policies CDMP1 and CDMP3 of the Wyre Borough Local Plan 2011-2031.

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Planning Committee

19/00615/OULMAJ - Land south of Blackpool Road Poulton



Scale: 1:3256

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Organisation	Wyre Council
Department	Planning Department
Comments	Item 1
Date	17 November 2020
SLA Number	100018720

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Committee Report**Date: 02.12.2020****Item Number 02****Application Number 20/00332/REMMAJ****Proposal Reserved matters application relating to outline permission 18/00680/OULMAJ for the erection of 102 dwellings, applying for layout, landscaping, scale and appearance****Location Land Off Holts Lane Poulton-Le-Fylde Lancashire****Applicant Seddon Homes, Tim Claxton Property, Hollins Strategic Land****Correspondence Address c/o PWA Planning
2 Lockside Office Park Lockside Road Preston PR2 2YS****Recommendation Permit****REPORT OF THE HEAD OF PLANNING SERVICES****CASE OFFICER - Mr Rob McKillop****1.0 INTRODUCTION**

1.1 This application is before Members of the Planning Committee for a decision at the request of Councillor Berry. A site visit is recommended to enable Members to understand the proposal beyond the submitted plans.

2.0 SITE DESCRIPTION AND LOCATION

2.1 The application site is allocated for residential development in the Council's adopted Local Plan in combination with adjoining land to the west. It comprises an area of predominantly open greenfield land with a small element of previously developed land. The site is on the southern edge of Poulton-le-Fylde with open agricultural fields to the south. Poulton Industrial Estate lies beyond the railway line, which marks the eastern site boundary. There is a public right of way running north to south along the western boundary (2-2-FP5). The watercourse along the southern boundary is a Designated Main River. The site falls within Flood Zone 1.

3.0 THE PROPOSAL

3.1 This application seeks reserved matters approval for the appearance, landscaping, layout and scale of 102 dwellings following outline permission 18/00680/OULMAJ. Two access points are proposed from Holts Lane as approved under the outline permission.

4.0 RELEVANT PLANNING HISTORY

4.1 16/00233/OULMAJ: Outline application for the erection of up to 130 dwellings with means of access off Holts Lane (layout, landscaping, scale and appearance reserved), following demolition of existing buildings. Withdrawn.

4.2 16/01043/OULMAJ: Outline application for the erection of up to 130 dwellings with means of access off Holts Lane (layout, landscaping, scale and appearance reserved), following demolition of existing buildings (re-submission of 16/00233/OULMAJ). Permitted.

4.3 18/00680/OULMAJ: Variation of condition 03 (affordable housing) on application 16/01043/OULMAJ. Appeal allowed.

4.4 DEVELOPMENT ON LAND TO WEST: 18/01125/REMAJ: Reserved matters application (layout, landscaping, scale and appearance) for the erection of 103 dwellings (Use Class C3) following outline permission 16/00742/OUTMAJ. Under consideration.

5.0 PLANNING POLICY

5.1 ADOPTED WYRE BOROUGH LOCAL PLAN

5.1.1 The Wyre Local Plan 2011-2031 (WLP31) was adopted on 28 February 2019 and forms the development plan for Wyre. To the extent that development plan policies are material to the application, and in accordance with the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

5.1.2 The following policies contained within the WLP 2031 are of most relevance:

- SP1 - Development Strategy
- SP2 - Sustainable Development
- SP8 - Health and Well-Being.
- CDMP1 - Environmental Protection.
- CDMP2 - Flood Risk and Surface Water Management.
- CDMP3 - Design.
- CDMP4 - Environmental Assets.
- CDMP5 - Historic Environment.
- CDMP6 - Accessibility and Transport
- HP2 - Housing Mix
- HP3 - Affordable Housing
- HP9 - Green Infrastructure
- SA1 - Site Allocations
- SA1/4 - South East Poulton-le-Fylde

5.1.3 National planning policy allows local authorities to confirm their annual five year housing land supply through the publication of an Annual Position Statement (APS). In line with the process established by National Planning Practice Guidance, the Council published the APS to the Planning Inspectorate on 31 July 2019. The Planning Inspectorate has considered the evidence and representations submitted. The Planning Inspector's report confirms that Wyre has a 5-year housing supply of

deliverable housing sites for one year, i.e. until 31 October 2020. The APS forms the most up to date position on the five year housing land supply. The Council has submitted its latest APS to the Planning Inspectorate for consideration and anticipates that it will be able to demonstrate a deliverable five year housing land supply until 31st October 2021.

5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

5.2.1 The revised National Planning Policy Framework (NPPF) was published by the Government on the 19th February 2019. It sets out the planning policies for England and how these should be applied in the determination of planning applications and the preparation of development plans. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The policies in the 2019 NPPF are material considerations, which should also be taken into account for the purposes of decision taking.

5.2.2 The following sections / policies set out within the NPPF are of most relevance:

- Section 2 - Achieving sustainable development
- Section 8 - Promoting healthy and safe communities
- Section 9 - Promoting sustainable transport
- Section 12 - Achieving well designed places
- Section 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

OTHER MATERIAL CONSIDERATIONS

5.3 WYRE SUPPLEMENTARY PLANNING GUIDANCE

5.3.1 Supplementary Planning Guidance 4 - Spacing Guidelines for New Housing Layouts

5.3.2 Supplementary Planning Guidance 2 - Development and Trees

5.3.3 Guidance for Applicants - Green Infrastructure in New Residential Developments (Policy HP9) (October 2020)

6.0 CONSULTATION RESPONSES

6.1 CADENT GAS

6.1.1 No comments received.

6.2 ENVIRONMENT AGENCY

6.2.1 Objects to the application based on information submitted.

6.3 GREATER MANCHESTER ECOLOGY UNIT

6.3.1 No comments received.

6.4 LANCASHIRE COUNTY COUNCIL (HIGHWAYS)

- 6.4.1 No objections subject to conditions.
- 6.5 LANCASHIRE COUNTY COUNCIL (LEAD LOCAL FLOOD AUTHORITY)
- 6.5.1 No comments received.
- 6.6 LANCASHIRE COUNTY COUNCIL (RIGHTS OF WAY OFFICER)
- 6.6.1 No comments received.
- 6.7 NATURAL ENGLAND
- 6.7.1 No consultation with Natural England is necessary if the Local Planning Authority can be satisfied that the proposal would not have any likely effects on the natural environment. Standing Advice should be followed.
- 6.8 NETWORK RAIL
- 6.8.1 No comments received.
- 6.9 RAMBLERS ASSOCIATION
- 6.9.1 No comments received.
- 6.10 RAMBLERS ASSOCIATION (FYLDE)
- 6.10.1 No comments received.
- 6.11 WYRE BC HEAD OF ENGINEERING SERVICES (DRAINAGE)
- 6.11.1 No objections.
- 6.12 WYRE BC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (NOISE)
- 6.12.1 No objections.
- 6.13 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (PARKS DEVELOPMENT OFFICER)
- 6.13.1 No comments received.
- 6.14 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (TREES AND WOODLAND OFFICER)
- 6.14.1 No objections to submitted details.

7.0 REPRESENTATIONS

7.1 An objection has been received from Ben Wallace MP raising the following concerns (summarised):

- Local highway safety would be impacted through increased vehicles and congestion;

- There could be issues with subsidence and the presence of the pipeline at the site - investigation works were undertaken in 2007 and peat over sands further underlain by clay was found. The suitability of the site for residential development is questioned;
- Impact on wildlife;
- Impact on flooding.

7.2 23 objections have been received summarised as follows:

- Local highway safety would be impacted through increased traffic and an exacerbation of existing parking problems;
- There would be harm to local wildlife/environment and green open space would be lost;
- The site is unsuitable - subsidence and presence of a pipeline through the site is a concern for residents which could result in flooding and difficulties for residents gaining insurance;
- Pile driving will damage nearby houses;
- The large dwellings would overshadow neighbouring bungalows and result in overbearing issues and a loss of privacy to existing residents;
- The development is out of character to the scale of existing development and there are inaccuracies in the Design & Access Statement;
- The proposed boundary treatments would be next to rear wall of buildings on Holts Lane and would prevent access for maintenance,
- Wyre Council has waived contributions towards education and affordable housing which is much needed and therefore the application should not be supported;
- The interests of a rich building company have been favoured over future residents financial needs - hopefully local residents will remember this when local elections come round;
- There would be disruption to local residents during works and loss of amenity will affect future quality of life;
- There is not a requirement for this housing and brownfield sites should be considered first.

8.0 CONTACTS WITH APPLICANT/AGENT

8.1 Various issues have been raised with the applicant including open space, parking, design and layout. The scheme has been amended several times following a meeting and emails in order to overcome these concerns.

9.0 ISSUES

The key issues for this reserved matters application relate to:

- Principle of development and policy compliance
- Visual impact
- Impact on residential amenity
- Impact on highway safety/parking
- Green Infrastructure provision
- Landscaping
- Flood risk and drainage

9.1 Principle of development and policy compliance

9.1.1 The principle of the proposed development is established through the outline permission 18/00680/OULMAJ, including access details, and through the Local Plan with this site being included in housing site allocation SA1/4. Other matters including flood risk, highway capacity, contamination and affordable housing were also considered to be acceptable under the outline permission. This reserved matters application follows the parameters agreed under the outline permission which approved 102 dwellings on the site comprising of 4 x 1 bed units, 8 x 2 bed units, 66 x 3 bed units and 24 x 4 bed units. Policy SA1/4 of the Wyre Local Plan (2011-31) (WLP31) contains a number of key development considerations (KDCs) which are policy requirements for the site allocation. The first KDC requires a comprehensive masterplan to be approved before granting planning permission for any part of the allocation. However, as outline permission was granted prior to the adoption of the WLP31, there is no requirement for a masterplan to be prepared in advance of the reserved matters submission, although consideration will be given to the potential connectivity and relationship with land to the west in the assessment below to ensure the two developments are compatible and achieve good design principles. The other KDCs stated within Policy SA1/4 will be considered in turn below.

9.2 Visual impact (Appearance, Layout and Scale)

9.2.1 Policy CDMP3 of the WLP31 states that all development will be required to be of a high standard of design. The NPPF also states that good design is a key aspect of sustainable development.

9.2.2 In terms of the proposed layout, the site would have some resemblance to a grid arrangement with 4 "blocks" of housing generally fronting towards the internal roads within the site. Dwellings back onto the northern boundary to Holts Lane and also on the north eastern boundary towards the railway line to the east. The proposed layout is a coherent approach to development of the site in view of the site constraints which include watercourse, sewer and gas pipeline easements. Properties generally have rear gardens and parking to the front or side which is generally considered to reflect existing development nearby, even if the density is slightly higher. It is noted that the proposed layout has been amended several times during the course of the application to improve various design elements. As such, many negative features, such as continuous rows of parking spaces and visually prominent rear boundaries, now feature only sparingly. It is noted that the constraints and site boundaries restrict the developable area.

9.2.3 It is noted that an attempt has been made to maintain uniform building lines and perimeter blocks where possible, and overall, the layout is considered to respect the character of surrounding development. The proposed layout has been considered against the Supplementary Planning Guidance 4 (SPG4) and the majority of plots accord with the spacing and layout guidance. A small number of plots would have a minor shortfall against the guidance, such as garden depths slightly below 10.5m, but this would not lead to any significant harm in terms of layout or amenity. The provision of affordable housing at the site was agreed under 18/00680/OULMAJ, namely 9 dwellings. These would be located in one cluster to the south eastern part of the site (plots 10-18). The Council's Affordable Housing Officer has raised no objections to their siting or type/size proposed, the details of which would need to be included in an affordable housing scheme to be formally submitted in order to satisfy condition 3 of the outline permission.

9.2.4 The layout would allow a link to the existing public footpath to the west and a footpath is also proposed along the southern boundary. This is adjacent to open

countryside to the south and would provide a link between the proposed areas of open space. This would provide a softer edge with a more "organic" appearance and would accord with KDC2 as set out in Policy SA1/4 of the WLP31.

9.2.5 In respect of scale and appearance, the site is most closely related to properties along the southern side of Holts Lane, which are mostly semi-detached bungalows. Whilst the proposed application would reflect the nearby properties in terms of layout, it is noted that only two storey dwellings are proposed, including detached properties. As the site/dwellings would be read in a separate context to the existing dwellings, it is not considered that the contrast in building heights would be significantly harmful or sufficient to warrant refusal of the application.

9.2.6 The form and appearance of dwellings would be relatively traditional, with side facing gable ends and some plots with front projecting gable elements. Whilst a plan has been submitted showing proposed material details the buff colour brick proposed is not considered suitable in this context as such a condition is suggested to agree a suitable pallet of materials. The appearance, in combination with the layout is considered to be suitably related to the appearance and character of dwellings along Brockholes Crescent. As such, the scale, layout and appearance of the proposed development is considered to be acceptable and the application would accord with Policy CDMP3 of the WLP31.

9.3 Impact on residential amenity

9.3.1 In respect of the layout from a residential amenity perspective, each property has a sufficiently sized garden and amenity space. Whilst some gardens would not strictly accord with SPG4, which states gardens should be 10.5m in length, most gardens either meet or are close to this guidance and it is noted landscaping strips are proposed around many properties which would also add a sense of openness for future residents. It is noted that the majority of plots would accord with the spacing guidance between plots set out in SPG4 and any spacing shortfall identified on a handful of plots would not be significant and would not lead to any unacceptable amenity impacts. Dwellings would be set away from the shared boundary to the north of the site and sufficient separation distances to these neighbours would be maintained in accordance with SPG4. Upper floor side windows would not feature, or restrictive conditions would be attached where necessary, to prevent any unacceptable outlook towards neighbours on Holts Lane. On the above basis, it is deemed that the development would not result in any unacceptable overlooking, overshadowing or overbearing impacts.

9.3.2 In respect of noise, the layout would not result in any unacceptable impacts for future occupiers given the proximity to the railway line or Poulton Industrial Estate. Condition 16 on the outline permission identifies noise levels that must be adhered to and requires the submission of noise mitigation measures if required to achieve those levels. The site layout plan indicates those plots to the east of the site which back onto the railway line would require 2.8m high acoustic fencing to the rear boundary. This would be visually acceptable. In respect of concerns raised by local residents, disruption during construction would be temporary and maintenance access to buildings adjacent to the shared boundary would be a private matter to be agreed between relevant parties or land owners.

9.3.3 Overall, the amenity of existing neighbours and future occupiers would be suitably preserved. The proposed development would comply with the provisions set out in Policies CDMP1 and CDMP3 of the WLP31.

9.4 Impact on highway safety / parking

9.4.1 The impact of the development on the highway network, including access details, was considered at the outline stage and cannot be revisited as part of this application. Lancashire County Council Highways have stated in their consultation response that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

9.4.2 In their initial response LCC Highways requested provision of a 3.5m wide shared surface cycle/pedestrian route to Holts Lane and a pedestrian link at plot 86 to Public Right of Way 2-2-FP5. Comments were also made in regard to inadequate garage parking space dimensions and the internal road being re-designed to keep vehicle speeds below 20mph. The layout has been revised to allow for two separate access points to the site and the pedestrian link to the north western corner removed. The western access would provide a pedestrian and cycle link to Holts Lane and this is considered an improved arrangement. There is a pedestrian link to the public right of way in the south-west corner of the site which continues around the southern boundary of the site. Furthermore, following discussions during the application, improvements have been made to parking provision to ensure the correct number of off-street spaces are provided for each plot. The parking is also now proposed in an improved arrangement to ensure good usability and surveillance, and the amended layout would allow sufficient space for manoeuvring of vehicles. LCC Highways have confirmed in their revised response that the sustainable linkage details are acceptable and that the internal highway layout is to an adoptable standard and any minor changes that may be necessary could take place through the section 38 road adoption process.

9.4.3 Overall, in view of the aforementioned considerations and the outline permission, the application would not result in any unacceptable impacts in terms highways safety. Conditions are recommended by LCC Highways which will be imposed.

9.5 Green Infrastructure (GI) Provision

9.5.1 Condition 15 of permission 18/00680/OULMAJ states that open space (GI) shall be provide in accordance with Policy H13 or any subsequent policies. Policy HP9 of the WLP31 has since replaced Policy H13 of the superseded 1999 Local Plan and is therefore applicable. It is noted that Policy HP9 requires a larger amount of open space than would have been required by the superseded Local Plan Policy H13.

9.5.2 KDC2 of Policy SA1/4 of the WLP31 also states that the development should be supported by a landscape and green infrastructure framework incorporating existing landscaping features and providing on-site open space incorporating formal and informal play and pedestrian and cycle connectivity where possible outside the site.

9.5.3 Based on the proposed housing mix the required amount of GI for this scheme would be 0.97 hectares. A total of 0.97 hectares of GI is proposed on site, generally split into two larger areas to the east and western parts of the site. Amendments during the application have improved the quality and function of the GI provision to ensure the open space is convenient and meaningful for future residents. The proposed footpath running along the southern boundary would provide a walkway that future residents are likely to use for recreation, and there would be landscaping and other features adjacent to it ensuring it would not be enclosed by

proposed dwellings. The play space proposed in the western extent would provide for a Local Area for Play (LAP) which together with the areas of green amenity space proposed would meet the council's requirements in respect of typologies of GI provision. The siting of the LAP is considered to be appropriate, with good accessibility and natural surveillance. The arrangement, including landscaping to the boundaries would help provide a softer rural edge and the application would accord with Policy HP9 and KDCs 2 & 3 as set out in Policy SA1/4 of the WLP31 as well as the Council's recently approved/published guidance on GI in new developments.

9.6 Landscaping

9.6.1 The submitted landscaping details show trees and shrub planting to the front of properties and landscaping strips along the internal road to soften the appearance of boundary treatments and side elevations. It is noted that parking spaces, where practicable have been broken up by landscaping and the areas of hardstanding would have an acceptable visual impact. It is considered that the proposed landscaping to the front and side of dwellings would enhance views within the street scene and would be commensurate with the edge of settlement position of the site adjacent to rural fields to the south. Conditions 12 and 13 on the outline permission require a landscape and ecology management plan and tree protection measures to be agreed to ensure appropriate mitigation and an acceptable impact on retained trees. Whilst the council's Tree Officer has confirmed he is satisfied with the submitted tree protection details a separate discharge of condition application will need to be made to formally agree this any other matters requiring agreement.

9.6.2 Overall, it is considered the proposed landscaping principles shown is acceptable and would be in accordance with KDCs 2 & 3 as set out in Policy SA1/4 of the WLP31.

9.7 Flood risk and drainage

9.7.1 Drainage details have been included with the reserved matters application which the council's Drainage Engineer has seen and is satisfied with. Whilst conditions 5 and 6 on the outline permission require full details to be formally agreed as part of a discharge of condition process, the council can be reasonably satisfied at this stage that the layout proposed would allow an acceptable drainage scheme. This includes space for attenuation features to the eastern and western site boundaries.

9.7.2 The Environment Agency have objected to the information provided regarding the nature and proximity of development to the watercourse along the southern boundary. However, the plans show that an 8m buffer strip would be maintained along the southern boundary in accordance with the Environment Agency's requirements. The EA's objection relates to a lack of detail included to satisfy them that the access road and footpath shown adjacent to the watercourse would allow the EA sufficient access. However the plans shows there would be no features along here (such as boundary treatments) preventing their access. In any event, this access right is caught by separate EA permitting legislation which the applicant would need to agree with the EA, as such it is not considered to represent a planning matters or reason to refuse the application.

9.8 Other matters

9.8.1 The impacts on ecology, land contamination, trees and noise were assessed under the outline application and the development was considered acceptable, subject to relevant conditions in respect of these matters. Developer contributions

were also considered under the outline application. Whilst the Local MP and members of the public have questioned the suitability of the site in respect of some of the above matters, the principle of development cannot be revisited under this reserved matter application.

9.8.2 It is also noted that a condition requiring electric vehicle charging points was also attached to the outline permission. Details would need to be agreed under the discharge of conditions process relating to outline permission (18/00680/OULMAJ).

9.8.3 The applicant has shown a pedestrian link to the existing public right of way running north to south along the western boundary of the site which was a requirement of condition 23 of the outline permission. This would provide a suitable link from the site to the public footpath and also to the land to the west should it be developed in the future. There would be cycle connectivity to Holts Lane from the proposed access points, and the application is considered to accord with KDC2 of Policy SA1/4 of the Wyre Local Plan (2011-31). Land has also been safeguarded to the eastern boundary should a railway footbridge with ramped access be required by Network Rail in the future in accordance with condition 20 of the outline permission.

9.8.4 It is considered that the layout proposed would allow for bins to be stored in the rear curtilage of properties to remove the need for any formal bin storage details. Bins could be presented at the kerbside for collection given the internal road layout would allow for refuse collection vehicles and manoeuvring in accordance with the current recommended collection/presentation distances.

10.0 CONCLUSION

10.1 The principle of development and details of the access have already been established under planning permission ref. 18/00680/OULMAJ. The details of layout, landscaping, scale and appearance proposed in this reserved matters application are considered to be acceptable for the reasons set out above. As such, subject to the imposition of relevant planning conditions the application is recommended for approval.

11.0 HUMAN RIGHTS ACT IMPLICATIONS

11.1 ARTICLE 8 - Right to respect the private and family life has been considered in coming to this recommendation.

11.2 ARTICLE 1 of the First Protocol Protection of Property has been considered in coming to this recommendation.

12.0 RECOMMENDATION: Grant reserved matters approval subject to conditions.

Recommendation: Permit

Conditions: -

1. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 07.04.2020 including the following plans/documents:

- Location Plan Drg No.18-41-0S01
- Proposed Site Layout Drg No.18-41-P01 Rev H

- Proposed Site Layout (Colour) Drg No.18-41-P01 Rev H
- Boundary Treatments Drg No.18-41-P02 Rev H
- Affordable Housing Layout Drg No.18-41-P04 Rev H
- Refuse Management Plan Drg No.18-41-P05 Rev H
- Cross Section/Street Scene Locations Drg No.18-41-P06 Rev H
- Public Open Space Plan Drg No.18-41-P07 Rev H
- Streetscenes & Cross Sections Drg No.18-41-SS01 Rev B
- Adoptable Drainage Layout Drg No.40-01 Rev P1
- Landscape Proposals Sheet 1 of 2 Drg No.6286.04 Rev C
- Landscape Proposals Sheet 2 of 2 Drg No.6286.05 Rev C

House Types:

- The Adel v2.1 Drg No.V2.1 - ADE - 01 Rev 1)
- The Bretherton v2.1 Drg No.V2.1 - BRE - 01 Rev 2
- The Astbury v3 Drg No.V3 - AST - 01 Rev 1
- The Kerridge v2.1 Drg No.V2.1 - KER - 01 Rev 2
- The Bowland v2.1 Drg No.V2.1 - BOW - 01 Rev 1
- The Hartford v2.1 Drg No.V2.1 - HAR - 01 Rev D
- The Bowland (SPE + BAY) v2.1 Drg no: V2.1 - BOW-SPE-BAY - 12 Rev 1
- The Hartford SA v2.1 Drg no: V2.1 - HAR - SA - 01 Rev D
- The Wynbury SA v2.1 Drg no: V2.1 - WYN-SA - 01 Rev 1
- The Hartford DG SA v2.1 Drg no: V2.1 - HARDG - SA - 01 Rev D
- The Denholme v2.1 Drg No.V2.1 - DEN - 01 Rev 1
- The Ashley v2.1 Drg No: V2.1 - ASH - 01 Rev A
- The Denholme (BAY) v2.1 Drg No.V2.1 - DENBAY - 01 Rev 1
- The Brierfield v2.1 Drg No.V2.1 - BRI - 01 Rev A
- The Carron v2.1 Drg No.V2.1 - CAR - 01 Rev 2
- The Shelley v2.1 Drg No.V2.1 - SHE - 01 Rev A

The development shall be retained hereafter in accordance with this detail.

Reason: For the avoidance of doubt and so that the Local Planning Authority shall be satisfied as to the details.

2. No development above ground level shall be commenced until details of the materials to be used in the construction of the external surfaces of that dwelling (including the external walls, roof, and windows) have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the approved materials.

Reason: To safeguard the visual amenities of the locality and in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31).

3. Prior to the first occupation of any of the dwellinghouse types specified below, the windows specified below shall be:

- i) obscure glazed at a scale of 5 (where 1 is hardly obscured and 5 is totally obscured), and
- ii) non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

- The Denholme v2.1 House Type (first floor side elevations);
- The Wynbury SA v2.1 House Type (first floor rear elevation);
- The Bretherton v2.1 House Type (first floor side elevations serving en-suite);
- The Carron v2.1 House Type (first floor side elevation serving en-suite);
- The Hartford DG - SA v2.1 House Type (first floor right elevation serving en-suite 2);
- The Hartford-SA v2.1 House Type (first floor right elevation serving en-suite 2);
- The Hartford v2.1 House Type (first floor right elevation serving en-suite 2);
- The Kerridge v2.1 House Type (first floor side elevations);

The windows (including any subsequent repaired or replacement window) shall be maintained and retained thereafter in accordance with this detail.

Reason: To safeguard the privacy of adjoining residents and in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31).

4. The boundary treatments relating to each plot shall be completed in full prior to first occupation of that plot strictly in accordance with the approved details shown on Boundary Treatment Plan Drg No. 18-41-P02 Rev H. The boundary treatments shall thereafter be maintained and retained in accordance with the approved details.

Reason: In the interests of the appearance of the locality and the residential amenity of occupants / neighbours in accordance with policy CDMP3 of the Wyre Local Plan (2011-31).

5. The hard and soft landscaping and works shall be carried out in accordance with Drg No.18-41-P03 Rev H, Drg No.6286.04 Rev C and Drg No.6286.05 Rev C prior to first occupation or first use of any part of the development or otherwise in accordance with a programme agreed in writing by the Local Planning Authority and shall thereafter be retained and maintained.

Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 5 years of planting, or any trees or shrubs planted as replacements shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecology in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework. The details are required to be approved prior to commencement of development to ensure landscaping is implemented at an appropriate time during the development.

6. No dwelling hereby approved shall be first occupied or brought into use until the parking / turning areas shown on Proposed Site Layout Drg No.18-41-P01 REV H as relating to that dwelling have been laid out, surfaced and drained. The parking / turning areas shall not thereafter be used for any purpose other than for the parking and manoeuvring of vehicles.

Reason: To ensure that adequate off road parking is provided to serve the development in the interests of highway safety and in accordance with the provisions of Policy CDMP6 of the Wyre Local Plan (2011-31).

7. The ground, slab and finished floor levels shall be constructed and completed in accordance with the approved details as shown on approved plan ref, to be confirmed.

Reason: To ensure that the development has a satisfactory visual impact on the streetscene, a satisfactory impact on neighbouring residential amenity and has a minimum risk of flooding in accordance with Policies CDMP2 and CDMP3 of the Wyre Local Plan (2011-31).

8. The development shall take place in accordance with approved Refuse Management Plan Drg No.18-41-P05 Rev H unless otherwise first agreed in writing with the Local Planning Authority.

Reason: In order to ensure that waste is properly provided and managed for each property within the site in the interests of visual and residential amenity in accordance with the provisions of Section 12 of the NPPF and Policy CDMP3 of the Adopted Wyre Borough Local Plan 2011-2031 (WLP31) as the information submitted with the application relates to waste vehicle tracking only and not waste provision for each dwelling.

9. (a) The new estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound from the highway before any other development takes place within the site.

(b) No dwelling hereby approved shall be first occupied until the new estate road(s) affording access to those dwelling(s) has been constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level.

(c) In the event that the new estate road is not proposed for adoption by the Local Highway Authority then details of their road construction (surface materials and depth) and highway infrastructure (footways, street lighting, drainage) shall be submitted to, and approved in writing by, the Local Planning Authority. No dwelling hereby approved shall be first occupied until the new estate road(s) affording access to that dwelling has been constructed in accordance with the approved details.

Reason: To ensure that satisfactory access is provided to the development site, that the road surfaces are visually acceptable, that the private roads are of sufficiently adequate construction to support any loading applied to them to enable effective waste management and emergency services access, and that the necessary infrastructure is provided in the interests of highway safety in accordance with Policies CDMP3 and CDMP6 of the Wyre Local Plan (2011-31).

10. a) Prior to the first occupation of any dwelling, the proposed arrangements for future management and maintenance of the roads/ footways/ cycleways within the development shall be submitted to, and approved in writing by, the Local Planning Authority. These details shall include a plan showing areas of highway proposed for adoption by the Local Highway Authority and any areas proposed for private management.

(b) Should the plan required by (a) show that any highway within the estate would be privately managed, details of a Road Management Plan to detail how those sections of highway would be maintained in perpetuity, such as a private management and maintenance company to be established if applicable, shall be submitted to and approved in writing by the Local Planning Authority. The highway shall thereafter be maintained in accordance with the approved management and maintenance details or until such time as an agreement has been entered into under section 38 of the Highways Act 1980.

(c) Should the plan required by (a) show that any highway within the estate would be proposed for adoption by the Local Highway Authority, those roads/ footways/ cycleways shall be made up to, and retained thereafter to, the Local Highway Authority's Adoptable Standards.

Reason: To ensure that all highways, footways and cycleways will be maintained to a sufficient standard by either the Local Highway Authority or by a site management company in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

11. Prior to first occupation of any dwelling, details of the Local Area for Play (LAP) shown on approved plan Drg No.18-41-P01 Rev H shall be submitted to and approved in writing by the Local Planning Authority, which shall include how this is to be laid out, the design / appearance of play equipment including materials, surfacing and enclosure(s) of the LAP area and any other associated equipment including benches and waste bins. The LAP shall be installed in accordance with the approved details prior to first occupation of any dwelling or otherwise in accordance with a programme agreed in writing by the Local Planning Authority prior to first occupation of any dwelling.

Reason: To ensure adequate provision and delivery of public open space in accordance with Policies SP8 and HP9 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

12. Notwithstanding the definition of development as set out under section 55 of the Town and Country Planning Act 1990 (as amended) and the provisions of Parts 1 and 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification);

(a) no fences, gates, walls or other means of enclosure shall be erected along the front or side boundaries of the curtilage of any dwellinghouse forward of the main front elevation or side elevation of that dwellinghouse; and

(b) no areas of soft landscaping to the front of properties shall be removed to make provision for additional car-parking, without planning permission from the local planning authority first approved.

Reason: To ensure that the development presents a satisfactory appearance in the street picture in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31).

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority.

Reasons: To ensure the provision and retention of appropriate parking levels in the interests of residential amenity and highway safety.

14. No dwelling hereby permitted shall be occupied unless or until the pedestrian footpath/link shown on the southern site boundary and extending up to the existing Public Right of Way FP2-2-FP5 (as shown on approved plan ref: Proposed Site Layout Drg No.18-41-P01 Rev H) has been constructed in surface materials that have first been submitted to and approved in writing by the Local Planning Authority. This pedestrian footpath/link shall thereafter be maintained and remain open and unobstructed at all times.

Reasons: To ensure that the development provides appropriate connections and sustainable linkages to neighbouring development and the wider footpath network in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

15. Prior to the commencement of above ground development a scheme to demonstrate how at least 20% of the dwellings shall be of a design suitable or adaptable for older people and people with restricted mobility shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out, retained and maintained thereafter in accordance with the approved details.

Reason: To meet the needs of the ageing population and people with restricted mobility in the borough in accordance with Policy HP2 of the Wyre Local Plan (2011-31) and the provisions of section 5 of the NPPF.

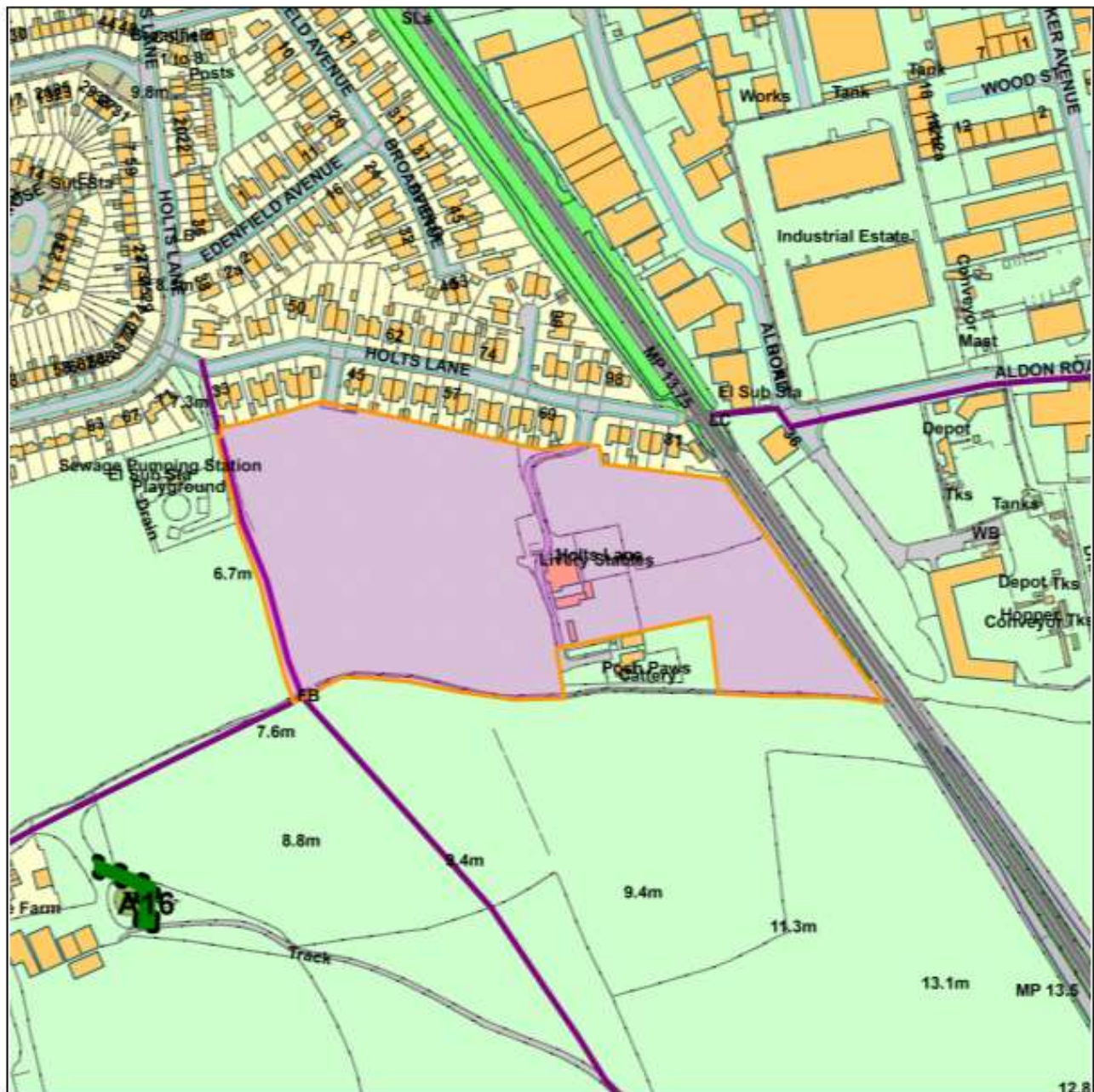
Notes: -

1. LCC Education state that according to the s106 for outline permission 18/00680/OULMAJ the owner should inform the County Council within 20 days of grant of Reserved Matters consent so that they can calculate the final Primary and Secondary Education Contribution.

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Planning Committee

20/00332/REMAJ - Land of Holts Lane Poulton



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Organisation	Wyre Council
Department	Planning Department
Comments	Item 2
Date	17 November 2020
SLA Number	100018720

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Committee Report

Date: 02.12.2020

Item Number

Application Number 20/00383/REMMAJ
Proposal Reserved matters application for access off Preston Road together with matters of appearance, scale, layout and landscaping for the erection of 30 dwellings following outline approval 19/00348/OUTMAJ

Location Land South Of B5269 Preston Road And East Of St Peter's Church Of England School Inskip

Applicant Concert Living

Correspondence Address c/o De Pol Associates
Farington House Stanifield Business Park Stanifield Lane
Farington, Leyland PR25 4UA England

Recommendation Permit

REPORT OF THE HEAD OF PLANNING SERVICES

CASE OFFICER - Miss Lucy Embery

1.0 INTRODUCTION

Site Notice Date: 20/05/2020

Press Notice Date: Gazette 30/05/2020, Garstang Courier 03/06/2020

1.1 The application is before the Planning Committee for consideration as the proposed delivery of the housing site allocation and supporting Green Infrastructure (GI) is different to the typical approach usually taken, as in this case the Green Infrastructure provision would be largely provided outside the allocation on land designated as countryside.

2.0 SITE DESCRIPTION AND LOCATION

2.1 The application site is part of an existing agricultural field approximately 1.24 hectare in size, to the south of Preston Road, Inskip. The site forms part of a site allocation (SA1/11) for housing in the Adopted Wyre Local Plan 2011-31 (WLP31). The site sits between land to the east and north east which is currently being developed for housing (55no. dwellings), and an existing primary school to the west. To the south are open agricultural fields.

2.2 The site benefits from outline planning permission for the erection of 30no. dwellings with all matters reserved (19/00348/OUTMAJ).

2.3 An application (20/00381/FUL) has been submitted concurrently with this application on land to the south of this reserved matters proposal seeking full planning permission for the creation of an area of Green Infrastructure (0.3 hectares) with associated operational development including a pond and boundary fencing. This would provide the supporting infrastructure for the 30 dwellings the subject of this application.

3.0 THE PROPOSAL

3.1 This application seeks reserved matters consent for access off Preston Road together with matters of appearance, scale, layout and landscaping for the erection of 30 dwellings following outline approval 19/00348/OUTMAJ.

3.2 One access point is proposed off Preston Road into the northern boundary of the site which would then continue to a main spine road running north to south before curving round along the southern boundary.

3.3 The application proposes a total of 30no. dwellings with 21no. open market properties and 9no. affordable properties (30%). It is proposed that 5no. of the affordable units would be for affordable rent and 4no. would be shared ownership properties. The affordable units are the Artle House Type 2-bed properties, and the Eagley House Type 3-bed properties.

4.0 RELEVANT PLANNING HISTORY

4.1 19/00348/OUTMAJ - Outline application for the erection of up to 30 dwellings (all matters reserved). Application permitted.

Relevant planning history (wider allocation):

4.2 17/00631/REMAJ - Reserved matters application for the erection of 55 dwellings with matters of access, layout, scale, appearance and landscaping to be determined (following outline approval 16/00481/OUTMAJ). Application permitted.

4.3 16/00481/OUTMAJ - Outline application for a residential development comprising up to 55 dwellings and a village shop, with associated infrastructure (all matters reserved). Application permitted.

Relevant planning history (land to south):

4.4 20/00381/FUL - Creation of an area of open space with associated operational development including pond and boundary fencing, in lieu of on-site provision in association with development approved by outline permission 19/00348/OUTMAJ for up to 30 dwellings. Application pending.

5.0 PLANNING POLICY

5.1 ADOPTED WYRE BOROUGH LOCAL PLAN

5.1.1 The Wyre Local Plan 2011-2031 (WLP31) was adopted on 28 February 2019 and forms the development plan for Wyre. To the extent that development plan policies are material to the application, and in accordance with the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 the decision must be taken in

accordance with the development plan unless there are material considerations that indicate otherwise.

5.1.2 The following policies contained within the WLP 2031 are of most relevance:

- SP1 - Development Strategy
- SP2 - Sustainable Development
- SP8 - Health and Well-Being
- CDMP1 - Environmental Protection
- CDMP2 - Flood Risk and Surface Water Treatment
- CDMP3 - Design
- CDMP4 - Environmental Assets
- CDMP6 - Accessibility and Transport
- HP2 - Housing Mix
- HP3 - Affordable Housing
- HP9 - Green Infrastructure in New Residential Developments
- SA1 - Residential Development
- SA1/11 - Inskip Extension, Inskip

5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

5.2.1 The revised National Planning Policy Framework (NPPF) was published by the Government on the 19th February 2019. It sets out the planning policies for England and how these should be applied in the determination of planning applications and the preparation of development plans. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The policies in the 2019 NPPF are material considerations which should also be taken into account for the purposes of decision taking.

5.2.2 The following sections / policies set out within the NPPF are of most relevance:

- Section 2: Achieving sustainable development
- Section 4: Decision-making, paragraphs 47-50, and 54-55
- Section 8: Promote healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment

5.3 OTHER MATERIAL CONSIDERATIONS

5.3.1 WYRE SUPPLEMENTARY GUIDANCE NOTES

- Supplementary Planning Guidance Note 2: Trees and Development
- Supplementary Planning Guidance Note 4: Spacing Guidance for New Housing Layouts
- Supplementary Planning Guidance Note 9: Designing Out Crime
- Guidance for Applicants - Green Infrastructure in New Residential Developments (Policy HP9) (October 2020)

5.3.2 NATIONAL PLANNING PRACTICE GUIDANCE (NPPG):

The NPPG provides advice on the application of Government policy. Within the NPPG, the following sections are of most relevance:

- Design
- Flood risk and coastal change
- Healthy and Safe Communities
- Natural environment
- Open space, sports and recreation facilities, public rights of way and local green space

6.0 CONSULTATION RESPONSES

6.1 INSKIP WITH SOWERBY PARISH COUNCIL: Objects to the application.

6.1.1 Notwithstanding that the comments in respect of 20/00381/FUL are also applicable, these are exacerbated by the loss of a potential ribbon of green infrastructure, contiguous with that contained within the Ash Meadow and St Petersfield's developments to the east. The Parish Council would like to see that extended within the boundary (as designated in the Local Plan) of the development site under consideration. In the future it could form part of a potential pedestrian route to the school that was contained within a corridor of open space. That would provide an alternative access route to the school devoid of the associated traffic risks associated with its only current access point directly off the B5269. It would still satisfy the Greater Manchester Ecology Unit (GMEU) request that a biodiversity buffer is provided to the south of the site and that could present educational opportunities for the school.

6.1.2 The Parish urges that the design principle established by the Create Homes developments by reserving the southern extremities of the site(s) for green infrastructure purposes be followed. Failure to do so would allow for a visually unacceptable 'hard' development to spread in a southerly direction.

6.1.3 There is concern about the siting of predominately two-storey dwellings to the western edge of the site that abuts the school which is single storey. Given the siting of the school building, set back from the B5269 with an open field to the fore, those dwellings sited forward of the school building will be prominent.

6.1.4 Approaching from the west the rear elevations on plots 8-14 would provide an undesirable visual impact and be detrimental to the character of the village. A softer treatment could be provided by siting one and a half storey properties in this location, also providing more privacy to those accessing/using the school.

6.1.5 The Parish Council acknowledges a Grizedale design on plot 7 and hopes this principle is expanded on along the whole of the western boundary.

6.2 LANCASHIRE COUNTY COUNCIL (HIGHWAYS):

6.2.1 No objections to the proposed site access and proposed internal highway and are of the opinion the development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

6.2.2 In respect of site access LCC Highways are of the opinion that the shown site access is acceptable. The shown sight lines are acceptable for this size and scale of development, based on the guidelines in Manual for Streets, and observations on site. The sight lines are fully achievable over the existing adopted highway and as such a planning condition is not required to protect the sight lines. The proposed

geometry of the site access is to prescribed design standards for this size of development for all highway users.

6.2.3 In respect of sustainable links (LCC) Highways are of the opinion that the existing footpaths leading to the site are suitable for this rural location. Condition 11 of outline planning application 19/00348/OUTMAJ, requires the applicant provides a system of street lighting for the full frontage of the site with Preston Road to ensure the new access is suitably illuminated and provides pedestrians with a desirable route to walk to and from the site. No further improvements are recommended.

6.2.4 In respect of internal highway layout (LCC) Highways are of the opinion that the layout and car parking conforms to current guidelines. The planning department is advised to consider the impact on highway amenity for refuse collection and fire appliance access.

6.2.5 In respect of future highway adoption considerations (LCC) Highways are of the opinion that the internal highway layout is to an acceptable adoptable layout for adoption under section 38 of the 1980 Highways Act.

6.2.6 Highways recommend conditions be attached in relation to timely construction and adoption (or agreement of other management arrangements) of the estate roads and parking areas; a Construction Management Plan; timely construction of site access; and removal of permitted development rights for conversion of garages.

6.3 UNITED UTILITIES:

6.3.1 No objections, the flood risk assessment submitted is acceptable, and 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.

6.4 GREATER MANCHESTER ECOLOGY UNIT (GMEU):

6.4.1 No evidence of protected species was found at the outline stage. These surveys are still valid. No further information or measures are required. Nesting birds matters are covered by condition 8 of the outline permission. No further information or measures is required.

6.4.2 The matter of Enhancing the Natural Environment is covered by condition 9 of the outline permission, with detail not required until prior to commencement. It is noted a landscape plan has been provided that is in line with requirements of the condition, though still lacking detail on species and management.

6.4.3 It is noted that some of the proposed nest boxes have been placed on the new native trees. These trees will not be large enough to locate such bird boxes. They should therefore be relocated to a more appropriate location. However this information is not required now as it is a matter for the condition on the outline.

6.4.4 Additional comments received that the amended landscape plan has moved the bird boxes from the new trees and provided planting details. Whilst bird boxes are located on southern elevations, there is a caveat that this is to be agreed with the ecologist and if under the eaves there should not be an issue with overheating of the box. The tree planting is primarily native within the wildlife area. There are no longer any concerns relating to these landscape proposals which could be conditioned as part of any permission.

6.5 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE):

6.5.1 First response: No objection in principle, however confirmation is required that United Utilities are prepared to adopt SuDS infrastructure, including attenuation pond, as part of S104 agreement.

6.5.2 Second response: No objection.

6.6 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (PARKS DEVELOPMENT OFFICER):

6.6.1 The site is within walking distance of an existing play area that caters for a wide age range. It is not considered the open space indicated on this site would be suitable for a LAP, however it is currently proposed to be a wildflower meadow. Consideration should be given to more formal green amenity space/natural play.

6.7 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (TREE OFFICER):

6.7.1 Can confirm the appropriateness of details in relation to existing trees and hedgerow to be retained, and, new trees and hedgerows (including associated schedule and specifications). Queries whether any details have been submitted about what will happen about replacement of any failed stock.

6.8 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (WASTE MANAGEMENT):

6.8.1 Originally responded that access for a refuse collection vehicle will not be an issue as there is a turning head between plots 26 and 27. A number of properties will not cause a collection issue as they can present directly on the kerbside at the front of their own property. However, some presentation points which will have to be introduced due to communal access/driveways, and therefore hard standing surfaces should be considered as presenting bins weekly could cause damage to grass.

6.8.2 Further response received following submission of Waste Collection Plan comments that the majority of plots have sufficient access, but plots 1-7 and 28-30 are proposing that the collection staff walk on the privately owned communal driveway to collect a bin, which is not something the collection team can accept, as we operate a kerbside collection service and do not enter private land to collect waste containers, so collection points at the mouth of the communal driveway would have to be introduced.

6.9 WBC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (CONTAMINATION):

6.9.1 The comments on application 19/00348/OUTMAJ requiring a contaminated land condition are relevant to this application.

7.0 REPRESENTATIONS

7.1 Eight letters of objection have been received to this application. The issues raised can be summarised as follows:

Location and housing need:

- The village will become overcrowded.
- Inskip is not a city or a town. It is in the countryside.
- The local plan details expansion of Inskip during the life of the plan 2011-2031, not increased supply in 2020.
- The cumulative effect of the three major development (85 dwellings on the allocation) without supporting infrastructure is a detriment to the village and against the intention of the local plan.
- There is no need for housing for sale or rent. Houses that have been built on the Create Homes development (opposite) have not been sold.
- People who have already moved in to the new houses already have a for sale board outside.

Highway matters and parking:

- Volume of traffic particularly at peak times creates road safety issues for children/parents and carers attending the school.
- The existing road network is inadequate to serve the community.
- This additional housing stock will add to road safety issues.
- Concerns about dangerous and inconsiderate parking during construction.
- No hardstanding for vehicles waiting to unload or for contractors vehicles which is essential given proximity to the school and visibility is limited west of the school entrance even when no vehicles are parked.
- The speed of traffic on Preston Road is a concern. There is no traffic calming.
- The Developer's Vehicles need to be banned from parking on the road west of Inskip School because of the blind bend at Lodge Cottages which is a dangerous section of road due to traffic speed.
- The Create Homes development caused major damage to the roads, pavements, and verges, as well as blocking road drains. This damage was reduced only when a hard-standing area was made part way through the second phase.
- The development creates a new significant Health and Safety risk for children and adults by introducing a high risk of collisions between vehicles and children, and between vehicles in the vicinity of the Inskip Primary School.
- The access onto Preston Road is 25 metres from the Primary School entrance. Preston Road is filled with parked cars in the drop-off, pick-up times. This will coincide with the exit from this development of vehicles leaving for work
- There will be friction between new residents and parents/carers of children for the school parking outside houses.
- Sightlines for drivers of the site will be in both directions by the parents' cars, and at the same time young children will be crossing the development road exit.
- The development will add further parking problems with pick up/drop off of pick at the school.
- Insufficient parking. There will be surplus vehicles including those of visitors parking on the pavements including those of Preston Road. The plans indicate two car park slots per house maximum, with some having only one car park slot and many do not have garages.
- Many of the houses have shared access to their properties and garages. This is a recipe for acrimony between neighbours and litigation.

Services and transport:

- The bus service is too infrequent to facilitate going to work outside the village (limited employment locally) and there are no shops.
- Car ownership is a necessity.

Pollution:

- Increased noise, dust, dirt and pollution will affect the school pupils.
- It seems there has been no communication with the school or Local Education Authority about health and safety implications from the development

Amenity:

- Plot 27 is too close to existing properties and garages.
- Large trees planned to go into the gardens of plots 27-30 should be changed to small trees to stop blocking of sunlight and autumn leaves cluttering gardens (of existing properties).

Other matters:

- It is questioned what livestock will eat in summer and winter
- The field has been
- used by a local farmer for growing of potatoes

7.2 A letter has been received from the Inskip C of E School Board of Governors objecting to the application. The concerns raised in the letter relevant to this particular application can be summarised as follows:

- The developers failed to integrate the 'open space' at the design stage whilst at the same time maximising housing floor space within the existing allocated boundary and that this has been to the significant detriment of the design, layout, density and aesthetics of the whole development.
- The erection of 5 x 2 storey 3 bed mews and 4 x 2 storey 2 bed mews (as per their siting outlined in the development plan), raises both aesthetic and privacy/safeguarding issues given that the proposed properties will overlook the school (which is single storey).
- Children's rights to privacy are enshrined in Human Rights legislation and it is concerning that the applicant has not taken this into account when siting the 2 storey dwellings on the Western Boundary adjacent to the school. The privacy of the schools' pupils would be compromised.
- The proposed access point for the housing development is in too close proximity to the entrance to the school. There is concern for the safety of school children parents and guardians caused by vehicular access to and from the new housing development. Already farm tractors and large delivery vehicles constitute a relatively high percentage of the traffic on this road which causes a visibility issue.
- At busy periods Preston Road becomes a one lane road when parents park their cars on one side to drop off and collect children. Getting children in and out of cars at these times is already dangerous. The development will make matters even worse.
- The entrance to the development site is also in too close proximity to the Pinfold Lane junction, which it is understood is ear-marked for a local convenience store. The developments entrance, as proposed, would not be safe for either pedestrians or traffic.
- Concerned about the dangers posed to school children as they are walking up the main pathway to school during the period that construction works would be carried out.

8.0 CONTACTS WITH APPLICANT/AGENT

8.1 Various. Including discussions relating to housing mix, play area contributions, and layout requirements of SPG4.

9.0 ISSUES

9.1 The main issues in this application are as follows:

- Principle of development
- Housing mix
- Affordable housing provision
- Access and internal highway layout matters
- Scale
- Layout and impact upon residential amenity
- Appearance
- Landscaping
- Green infrastructure and play area provision/contributions

Principle of development

9.2 The site is part of the Inskip Extension Allocation (Policy SA1/11) and the principle of development for housing has been established through the allocation policy and the extant outline permission 16/00625/OUTMAJ. As determined at outline stage the site is Grade 3 agricultural land which is classed as moderate quality and therefore the proposal would not lead to the loss of high value agricultural land. Matters of principle including flood risk and drainage, highway capacity and impact on the highway network, contamination, amount of affordable housing required, and impact on existing infrastructure were also considered at outline stage and therefore cannot be revisited here. This reserved matters application follows the parameters of the outline permission in terms of the amount of development. Whether the proposal complies with specific policy requirements and conditions on the outline application are discussed in the following sections of this report.

9.3 Policy SA1/11 sets out a number of Key Development Considerations (KDC's) for the whole allocation. KCD1 and KDC6 requires land immediately west of the school be used for an extension to the school if required, and there would be no conflict with this requirement.

Housing mix

9.4 Policy HP2 of the WLP31 requires that developments provide an appropriate mix in terms of size, type and tenure of housing to meet the identified need in the borough and local market demand to accord with the most recent Strategic Housing Market Assessment (SHMA). The Policy also requires that developments exceeding 20 dwellings should make provision for at least 20% of dwellings on site to be designed to be adaptable to meet the needs of older people and people with limited mobility. Condition 15 on the outline permission requires the housing mix in the reserved matters application to satisfy Policy HP2. As originally submitted the proposal did not comply with this requirement as too few smaller units and too many four bedroom properties were proposed. A revised housing mix has since been proposed which has not altered the layout but instead altered the house types within the plots. The housing mix now equates to 30% 2 bedroom properties (9 units), 46% 3 bedroom properties (14 units), and 23% 4+ bedroom properties (7 units) which is now in general accordance with the SHMA evidence and in turn the policy

requirement. In addition to bedroom numbers it is also acknowledged the house types include bungalow properties, terraced, semi-detached and detached dwellings to help widen the overall choice.

Affordable housing provision

9.5 The S106 Agreement for the outline permission secured the provision of 30% affordable housing on-site. The total number of affordable units proposed is 9no. units. Five of these would be for affordable rent and 4no. would be shared ownership properties. The affordable units would be proposed on plots 13-15 on the western boundary, and plots 20-23 in the centre of the site. The location of the plots split by the internal access road and integrated with the open market properties is acceptable. It is also considered that the scheme would be tenure blind as the same house types would also be open market properties. Overall it is considered the amount, type and tenure of the affordable units would be acceptable and compliant with Policy HP3 of the WLP31

Access and internal highway layout matters

9.6 Paragraph 109 of the NPPF states that development should only be refused on transport grounds where the residual cumulative impacts of development are severe. The wider implications of the proposed development such as impact upon highway capacity and the strategic highway network were considered at outline stage and considered acceptable. The matter of access is a consideration as part of this current application. The application proposes a new access off the southern side of Preston Road. The access would be off-centre of the site frontage, more towards the west than the east. The access would then lead into a main spine road which would run directly southwards through the site and then bend eastwards within the site to serve further properties. Objectors have raised concerns about the location of the access and proximity of the access to the school, with specific concerns about highway safety both from the development itself when completed and during construction, health and safety of children and parents/guardians, and parking concerns giving rise to highway safety issues.

9.7 LCC Highways have been consulted on this application. They have no objections to the proposed site access and internal highway and are of the opinion the development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. They have also stated that the shown sight lines are acceptable for the size and scale of this development, based on the guidelines in Manual for Streets, and their observations on site. Whilst objections have been received citing highways safety and parking concerns the Local Highways Authority as the professional body has raised no objections. They have however requested a number of conditions (listed in section 6.2 of this report). The requirement for a Construction Management Plan (CMP) condition would help address the concerns of objectors however this was imposed on the outline permission and so is not necessary to repeat. The matter of conversion of garages is considered later in this section. Other conditions are deemed appropriate and it is suggested these are imposed. In addition condition 11 on the outline permission requires the provision of street lighting for the full frontage of the site to ensure the new access is suitably illuminated and provides pedestrians with a desirable route to walk to and from the site.

9.8 The Local Highway Authority have provided comments that the internal highway layout conforms to current guidelines and would be suitable for adoption. They suggest the planning department considers suitability of the layout for fire

appliances and refuse vehicles. Generally a twin-axle refuse vehicle has a similar manoeuvring requirement to a fire appliance, with the latter falling under building regulations. The Council's waste management team raise no concerns about turning provision for the refuse vehicles. Waste storage areas are also considered generally acceptable. However as there are outstanding concerns about collection issues with the suggestion that some presentation points may need to be introduced at the mouth of private driveways then a condition is suggested requiring a waste management plan to be submitted and agreed.

9.9 WLP31 (Appendix B) sets out parking standards requiring a maximum of 2no. parking spaces for 2 and 3 bedroom properties, and 3no. spaces for 4no. bedroom properties. LCC Highways have stated that the parking layout conforms to current standards. The revised plans show that each property would be provided with a minimum of 2no. external parking spaces, with some of the four bedroom properties having 3no. external spaces. The proposed garages are sufficient sizes to be used as parking spaces if required by inhabitants of the dwellings. Therefore as every dwelling would be provided with a minimum of 2no. parking spaces it is considered that sufficient off road parking spaces would be provided, and that a condition removing permitted development rights for conversion of the garages is not necessary or reasonable in this case.

Scale

9.10 The NPPF and the NPPG state that good design is a key aspect of sustainable development and that new development should contribute positively to making places better for people. Policy CDMP3 of the WLP31 is also concerned with securing high quality design.

9.11 The dwellings would be a mixture of two storey properties and 1 ½ storey properties. Bungalows are proposed as the Grizedale House Type and these would have a full ground floor of accommodation and a half floor of accommodation above. The nearest existing dwellings around the site, which are mainly to the east, with some to the north-east, are predominantly two storey in height. There are occasional smaller single storey bungalows within those nearest existing developments. The existing school to the west is single storey height.

9.12 The applicant was asked to reduce the density and massing of the properties on the western boundary as the vast majority were proposed to be two storey terraced and semi-detached properties. The applicant has provided amended plans. A bungalow is proposed on the north west corner of the site closest to Preston Road, and three detached bungalows would also be on the western boundary adjacent to the school. The two storey properties have been moved into the centre of the site as opposed to being adjacent to the school. This is an improvement as a lower scale and density along this edge would be more in keeping with the school height and edge of settlement character. It is considered that the proposal is therefore acceptable in terms of density. In terms of scale the provision of the majority of two storey properties and some 1 ½ storey properties on the site is considered acceptable. Two storey dwellings would sit along the site frontage, but also be located adjacent to existing two storey properties to the east. This would be in keeping with the height of existing nearby dwellings. Overall the scale, density, and type of the proposed dwellings is considered to be acceptable, and it is considered the proposal would comply with Policy CDMP3.

Layout and impact upon residential amenity

9.13 Policy CDMP4 states that development will be expected to incorporate existing trees and hedgerows into the design and layout of schemes where possible unless their loss is essential for development to go ahead and is supported by evidence. Policy CDMP3 requires layout of developments to respect the character of the area, and to integrate with the wider built environment having regard to design of matters such internal roads and permeability, open space, and car parking. Policy CDMP6 also requires that appropriate provision is made for vehicular access and car parking. Policy CDMP1 requires that development will not lead to significant adverse impact upon amenity, which includes impact from noise.

9.14 It is considered that a layout with houses fronting Preston Road and then predominantly fronting the main roads through the site is acceptable and would ensure properties do not turn their back on roads resulting in blank walls in the most public locations within the sites and so that there is surveillance of people and vehicles. The gardens of the properties would be to the rear of each plot. Overall it is considered the overall layout of the site is acceptable.

9.15 The proposed layout has been considered against SPG4, and the spacing required between plots within the site, and existing properties outside the site. An amended plan has addressed initial concerns and it is now considered there are sufficient separation distances between all of the proposed properties to comply with SPG4.

9.16 One of the objections raises concerns about the proximity of properties on the eastern side of the site with existing residential properties and garages. In particular in relation to Plot 27. The SPG4 sets out that rear to rear elevations, front to front elevation and front to rear elevations should be at a distance of 21m of a dwellinghouse. Side to rear elevations should be at least 13m distance. Plot 27 would be sited further south of the nearest existing residential property with no elevations directly facing that existing property. The side elevation of plot 27 would be 10.8m away from the garage of the nearest existing residential property, however the separation distances do not apply to outbuildings. Other proposed properties on the eastern side of the site would have rear elevations facing towards the side elevations of existing properties. The required distance in this scenario is 13m, and the proposed dwellings would be between 25m and 27m away from the nearest elevations of the existing dwellings. Therefore the existing and proposed dwellings would be suitably distanced from each other and compliant with policy requirements.

Appearance

9.17 The dwellings are proposed to be constructed in a mixture of red brick walls and red brick and render walls. Those constructed of part brick and part render would be brick walled at the lower section and rendered in champagne coloured k-render at first floor level. Cills and headers would be constructed in buffer colour cast stone. Roofing for all plots would be grey Marley smooth roof tiles. Boundary brick walls to properties would be constructed of brick to match that used on the associated dwelling (dwarf brick base with timber panels to 2.1m height), and fencing boundaries for each dwelling would be 1800mm high close boarded timber with timber posts and gravel board to the base.

9.18 Existing dwellings and buildings in the area are constructed of brick, or render, or a mixture of both. Occasional buildings are constructed of stone walls. Most buildings in the area are constructed with grey slates or tiles to the roofing. Therefore it is considered that the materials proposed would be appropriate to the existing built form of the area. Subject to conditions securing this detail, the

appearance of the proposed dwellings and related garages would be acceptable and the proposal would comply with Policy CDMP3 of the WLP31.

Land levels

9.19 Land levels are a matter that can affect the appearance of a site. Plans have been submitted providing details of the existing and proposed land levels and the finished floor levels of the dwellings. The proposed plans demonstrate that the land levels at the front of the site would be raised by between 15cm and 20cm. These alterations to the land levels at the site frontage are considered to be minimal and would not make the development frontage overly dominant or visually unacceptable.

9.20 In the area around plots 11 and 12 on the western edge of the site the finished floor levels of the properties would be a maximum of 50cm higher than the existing land levels, and on the eastern side of the site plot 28 would have a finished floor level 96cm higher than the existing land level. However this would mean that one specific area of the site would be raised to ensure all of the properties across the centre of the site would be at the same land and finished floor level. The land would be raised by just over 1m to site plots 24 and 25 which are further south into the site. However although the land levels would be raised, these properties would be no higher than the properties proposed on the western boundary of the site, and only marginally higher than existing land levels of the western site boundary. Therefore overall it is considered the changes to the land levels would not result in unacceptable harm to the visual amenities and appearance of the area.

Landscaping

9.21 The applicant has submitted a soft landscaping scheme. The Council's Tree Officer approves of the soft landscaping proposed, stating that the landscape /ecological management plan and landscape proposal robustly cover the full requirements of a scheme of this proportion. He has queried whether any details have been submitted about replacement of any failed stock, however the Council's standard condition requires any failed stock within 7 years of planting would have to be replaced. Overall the proposed soft landscaping proposed for this reserved matters application is considered acceptable. Condition 14 of the outline permission requires details of the management and maintenance of the GI and all communal areas within the site. Therefore it is not necessary to repeat this condition. Details of the soft landscaping to the land to the south is considered in more detail as part of that separate application.

9.22 In terms of hard landscaping the applicant has submitted a materials layout plan and a Materials Sheet which details that roads to be adopted would be constructed with black tarmac, as would pavements, and unadopted roads (private shared drives) would be constructed with tarmac with hot rolled red fleck within it. Private driveways for each plot would be constructed with brindle (red brick) block paving, and paving flags around the dwellings would be buff in colour. The use of tarmac to internal roads is typical of modern housing estates, and is required to afford suitable access and adoptable standards. The proposed hardstanding materials are considered acceptable in this case as the brick block paving and tarmac with red flecks would break up the extent of tarmac within the site and help to add interest to the appearance of the site. This can be secured by a condition.

Green infrastructure and play area provision/contributions

9.23 A condition was attached to the outline consent requiring the provision of green infrastructure (GI) in accordance with Policy HP9. The GI requirement for this reserved matters scheme is 0.28 hectares. 0.3 hectares is proposed which satisfies the policy and outline condition, however this is located outside of the land with outline permission, as such a concurrent application (20/00381/FUL) has been submitted seeking full permission for this area of GI with associated operational development including a pond and boundary fencing. This application on its own, therefore, does not comply with Policy HP9 and would therefore only be considered acceptable if the associated application for the area of Green Infrastructure is also approved and carried out concurrently with this development. This can be controlled by an appropriate condition.

9.24 It is considered that the approach to the provision of GI can be supported in this case. Although it would be outside the extent of the housing allocation in designated countryside, there is presently no physical boundary between the southern edge of this site and the additional land to the south so no obvious encroachment (an assessment of visual impact is outlined below in this report and also in the concurrent 20/00381/FUL application). As it would involve no land-take within the allocation it would enable 30 units to come forward on the allocation which, together with the 55 units permitted to the east and north-east, would enable delivery of the full allocation capacity of 85 units whilst still retaining sufficient land to the west for the school expansion if required.

9.25 KDC2 of policy SA1/11 mentions the provision of on-site open space, and formal and informal play, as well as tree planting and pedestrian and cycle connectivity where possible outside the site. As well as this Policy HP9 states that the most appropriate types of open space provision need to be determined, and open space should be meaningful in order to make an important contribution to the health and wellbeing of communities. As the site is within walking distance of an existing play area close to St. Peter's Church in the centre of Inskip that caters for a wide age range, and which has recently been upgraded, it is considered that future occupants of the development should be encouraged to use this play area to help achieve community cohesion rather than having a small stand-alone play area towards the rear of the site. Furthermore, visually it is considered that informal GI in the form of a soft natural/semi natural landscaping buffer to the south of the development adjoining countryside beyond would be more appropriate. As the application proposes the required amount of GI and there is no identified need to upgrade existing GI in the village, there is no GI contribution required in lieu of on-site provision. The delivery of this GI could be conditioned to come forward simultaneously with the construction of the dwellings. Overall the proposal is considered to comply with the aims of KDC2 and Policy HP9 of the WLP31.

Other matters

9.26 Contamination - Whilst the Environmental Health Officer has responded that the same conditions are relevant to this reserved matters application, as the conditions are already on the outline permission it is not necessary to repeat them.

9.27 Ecology - The impact upon ecology was assessed at outline stage and no evidence of protected species was found at the site. Conditions were attached to the outline application in relation to nesting birds and ecological enhancement. GMEU have been consulted on this application and have confirmed that the surveys from the outline application are still valid. They have noted that the initial landscaping plans provided showed nest boxes on the new trees but that these trees will not be large enough to locate the bird boxes. Whilst this is not a matter for the reserved

matters application as the enhancement measures are dealt with by the outline condition, nevertheless revised landscape plans with this reserved matters application have been provided to demonstrate that bird boxes will be provided on the dwellings themselves rather than the trees in order to reflect this advice.

9.28 Drainage - The matter of drainage was considered at outline stage, and there are drainage conditions on the outline permission. Condition 5 requires the applicant to submit drainage details prior to or simultaneously with any reserved matters application. The applicant has submitted a discharge of condition application which includes drainage details, and has provided the same plans as part of this reserved matters application for information. The Council's Drainage Engineer has responded to both applications that he has no objections in principle but that confirmation is required that United Utilities are prepared to adopt the SuDS infrastructure, including the attenuation pond. United Utilities have responded raising no objection to the application and urging the applicant to engage with them over a detailed drainage design, to be submitted as part of the adoption agreement. UU have also confirmed that they cannot state at this stage whether the SUDS feature would be adopted as they would have to wait for a S104 Agreement to be submitted to them and consider the details. Even if UU did not wish to adopt the SuDS feature then there is the option for this to be privately managed. In any event this is not a matter for this reserved matters application as the outline condition requires details of drainage management arrangements to be submitted. An informative can be attached to this effect as a reminder to advise the applicant of the need for a S104 Agreement.

10.0 CONCLUSION

10.1 The proposal would generally comply with the parameters of the outline permission, and the access, layout, scale, appearance and landscaping of the proposal are considered to be acceptable subject to conditions. In this case whilst the layout does not include green infrastructure provision, and therefore fails to comply with Policy HP9, this is proposed to be provided on adjacent land to the south as proposed in the concurrent application before members, with its timely delivery to be secured by a Grampian condition. Not providing the GI within the site enables the delivery of 30 units, which helps to deliver the housing capacity figure in the allocation and Wyre's overall housing target. The impact in particular visual of providing this GI is considered in the concurrent application.

11.0 HUMAN RIGHTS ACT IMPLICATIONS

11.1 ARTICLE 8 - Right to respect the private and family life has been considered in coming to this recommendation.

11.2 ARTICLE 1 - of the First Protocol Protection of Property has been considered in coming to this recommendation.

12.0 RECOMMENDATION

12.1 Grant reserved matters approval subject to conditions.

Recommendation: Permit

Conditions: -

1. (i) No dwelling hereby approved shall be occupied unless and until the area of land the subject of planning permission ref: 20/00381/FUL has been enclosed on the eastern, southern and western boundaries in order to be separated from the wider

agricultural land and left with an open northern boundary so that it is encompassed within the residential development site hereby approved;

(ii) No more than 19 dwellings hereby approved shall be occupied unless and until, all of the green infrastructure and associated operational development / works approved under planning permission ref: 20/00381/FUL have been completed in full and made available for use.

Reason: To ensure that the necessary green infrastructure required to support this development is provided in a timely manner in accordance with Policy HP9 of the Adopted Wyre Local Plan 2011-2031.

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 05.05.2020 including the following plans/documents:

- Drawing No. 105 Rev G (Site Plan Proposed)
- Drawing No. 116 (Single Garage Plan and Elevations)
- Drawing No. 117 (Double Garage Plan and Elevations)
- Drawing No. 121 Rev A - 3B5P House Plans and Elevations (Eagley Type 2)
- Drawing No. 123 Rev A - 3B5P House Plans and Elevations (Eagley Type 4)
- Drawing No. 125 - 2B4P House Plans and Elevations (Artle Type 1)
- Drawing No. 130 Rev 1 - 2B4P Bungalow Plans and Elevations (Mearley Type 1 -BR+r)
- Drawing No. 131 Rev A - 3B6P House Plans and Elevations (Bradshaw Type 2)
- Drawing No. 135 Rev A - 4B7P House Plans and Elevations (Pendle Type 1)
- Drawing No. 136 Rev A - 4B7P House Plans and Elevations (Pendle Type 2)
- Drawing No. 146 Rev A - 3B5P Bungalow Plans and Elevations (Grizedale Type 3)
- Drawing No. 150 Rev A - 4B6P House Plans and Elevations (Sabden Type 2)
- Drawing No. 160 Rev A - 5-Bed House Plans and Elevations (Whitewell Type 1-BR)
- Drawing No. 170 Rev A - 3B5P House Plans and Elevations (Irwell Type 4)

- Drawing No. 001704 JPL ZZ XX DR D 2001 Rev P09 Proposed Access Road and General Arrangement

The development shall be retained hereafter in accordance with this detail.

Reason: For the avoidance of doubt and so that the Local Planning Authority shall be satisfied as to the details.

3. The development shall be carried out strictly using those materials specified on the approved document titled 'Materials Tracker by btp Architects, Project Name Preston Road Inskip, Job No. 3548', unless other minor variations are submitted to and approved in writing by the Local Planning Authority after the date of this permission and before implementation.

For the avoidance of doubt all walls and roofing to garages, and boundary walls, shall be constructed of materials to match those used on the associated host dwelling to which the garages and boundary treatments serve.

Reason: To safeguard the visual amenities of the locality and in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31).

4. The boundary treatments shown on plan No. 109 Rev A (Boundary Plan and Details) shall be installed before the associated dwelling(s) hereby approved are first occupied and shall thereafter be retained and maintained.

Reason: For the avoidance of doubt and in the interests of residential amenity to secure private curtilage and in the interests of the appearance of the site and locality in accordance with Policy CDMP3 of the Adopted Wyre Borough Local Plan 2011-2031 (WLP31).

5. Prior to first occupation of any dwelling hereby approved the off-site works of highway improvement [namely, new site access] shall be provided, unless an alternative timetable for implementation is submitted to and approved in writing by the Local Planning Authority, in which case the site access shall be provided in accordance with any alternative approved timetable for implementation.

Reason: In order to ensure the timely delivery of the necessary highway works in the interests of highway safety in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

6. a) Prior to the first occupation of any dwelling, the proposed arrangements for future management and maintenance of the roads/ footways/ cycleways within the development shall be submitted to, and approved in writing by, the Local Planning Authority. These details shall include a plan showing areas of highway proposed for adoption by the Local Highway Authority and any areas proposed for private management.

(b) Should the plan required by (a) show that any highway within the estate would be privately managed, details of a Road Management Plan to detail how those sections of highway would be maintained in perpetuity, such as a private management and maintenance company to be established if applicable, shall be submitted to and approved in writing by the Local Planning Authority. The highway shall thereafter be maintained in accordance with the approved management and maintenance details or until such time as an agreement has been entered into under section 38 of the Highways Act 1980.

(c) Should the plan required by (a) show that any highway within the estate would be proposed for adoption by the Local Highway Authority, those roads/ footways/ cycleways shall be made up to, and retained thereafter to, the Local Highway Authority's Adoptable Standards.

Reason: To ensure that all highways, footways and cycleways will be maintained to a sufficient standard by either the Local Highway Authority or by a site management company in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

7. (a) The new estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any other development takes place within the site, and shall be further extended before any other development commences fronting the new access road.

(b) No dwelling hereby approved shall be first occupied until the new estate road(s) affording access to those dwelling(s) has been constructed in accordance

with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level.

(c) In the event that the new estate road is not proposed for adoption by the Local Highway Authority then details of their road construction (surface materials and depth) and highway infrastructure (footways, street lighting, drainage) shall be submitted to, and approved in writing by, the Local Planning Authority. No dwelling hereby approved shall be first occupied until the new estate road(s) affording access to that dwelling has been constructed in accordance with the approved details.

Reason: To ensure that satisfactory access is provided to the development site, that the road surfaces are visually acceptable, that the private roads are of sufficiently adequate construction to support any loading applied to them to enable effective waste management and emergency services access, and that the necessary infrastructure is provided in the interests of highway safety in accordance with Policies CDMP3 and CDMP6 of the Wyre Local Plan (2011-31).

8. Notwithstanding the definition of development as set out under section 55 of the Town and Country Planning Act 1990 (as amended) and the provisions of Parts 1 and 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification);

(i) no works shall take place that would preclude the use of the driveways hereby approved for the parking of cars; and

(ii) no hard boundary treatments (fences, walls, pillars, gates, or railings) shall be erected forward of a property elevation facing a road other than those shown on submitted plan No. 109 Rev A (Boundary Plan and Details); and

(iii) no areas of soft landscaping to the front of properties shall be removed to make provision for additional car-parking, without planning permission being granted by the local planning authority.

Reason: To ensure that the Local Planning Authority has control over any future development in order to ensure the estate retains its open plan character in the interests of residential and visual amenity in accordance with the provisions of Section 12 of the NPPF and Policy CDMP3 of the Wyre Borough Local Plan 2011-2031 (WLP31).

9. The development hereby approved shall not be first occupied or brought into use until the parking / turning area(s) shown on the approved plan Drawing No. 105 Rev G has been laid out, surfaced and drained. The parking / turning area(s) shall not thereafter be used for any purpose other than for the parking and manoeuvring of vehicles.

Reason: To ensure that adequate off road parking is provided to serve the development in the interests of highway safety and in accordance with the provisions of Policy CDMP6 of the Wyre Local Plan (2011-31).

10. The proposed hard and soft landscaping works shall be carried out in accordance with the approved details as shown on drawing No.s 101 Rev F (Landscape Layout), and 201 Rev E (Planting Plan), and the document titled 'Materials Tracker by btp Architects, Project Name Preston Road Inskip, Job No. 3548', prior to first occupation or first use of any part of the development or otherwise

in accordance with a programme agreed in writing by the Local Planning Authority and shall thereafter be retained and maintained.

Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 7 years of planting, or any trees or shrubs planted as replacements shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecology in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework.

11. Prior to any of the dwellings hereby approved being first occupied details of the location of waste collection points, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then proceed in full accordance with these approved details.

Each dwelling shall be provided with a refuse storage point before the associated dwelling is first occupied and shall thereafter be retained.

Reason: In order to ensure that waste is properly provided and managed for each property within the site in the interests of visual and residential amenity in accordance with the provisions of Section 12 of the NPPF and Policy CDMP3 of the Adopted Wyre Borough Local Plan 2011-2031 (WLP31).

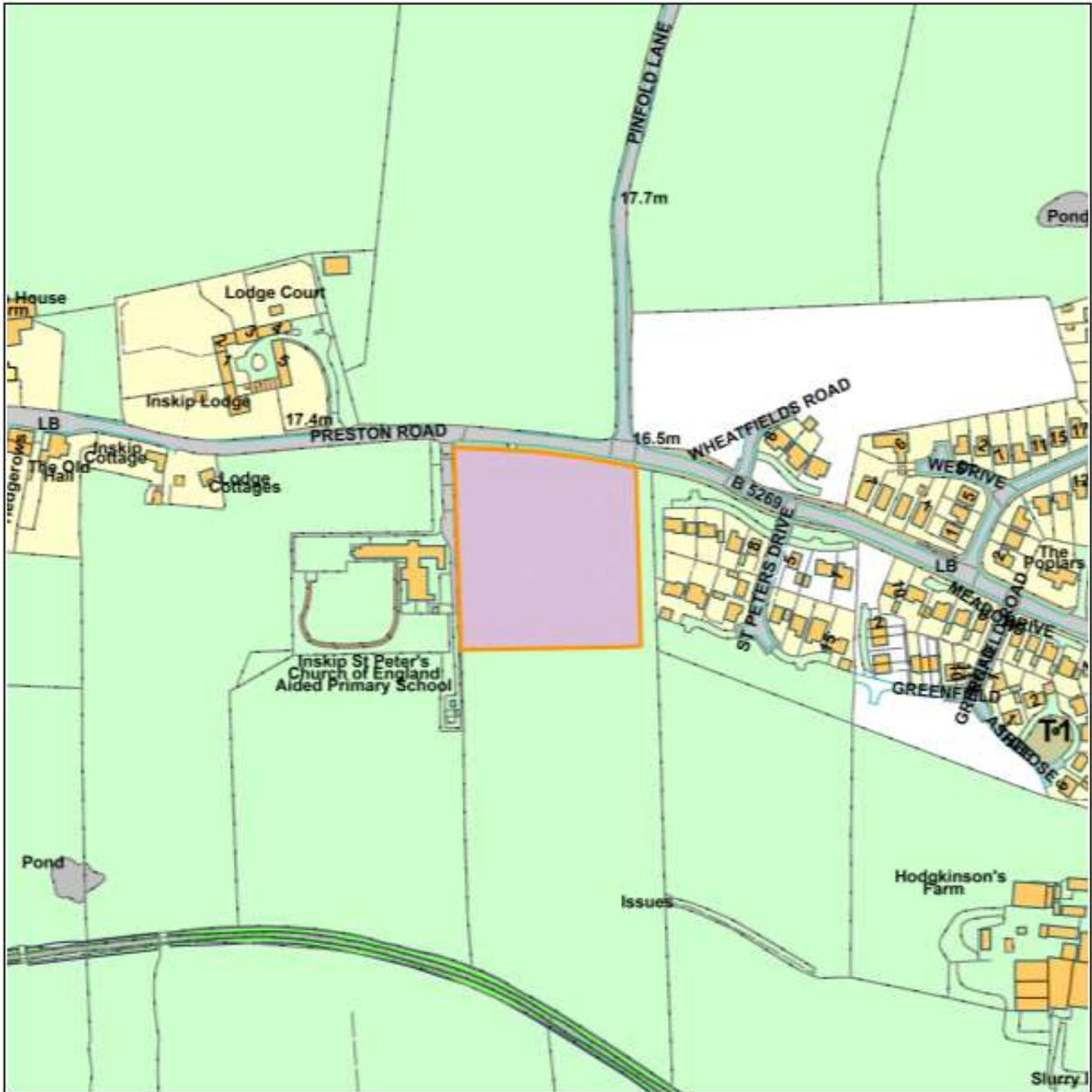
12. Notwithstanding the provisions of Schedule 2 Part 1 Classes A-D of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification), the dwellings on plots 13-15 hereby approved shall not be altered or extended, without planning permission.

Reason: To ensure that the Local Planning Authority have control over any future development of the dwellings in the interests of preserving the character and amenity of the area and the residential amenity of occupants / neighbours of these particular plots in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31).

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Planning Committee

20/00383/REMAJ - Land south of B5269 Preston Road Inskip



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Organisation	Wyre Council
Department	Planning Department
Comments	Item 3
Date	17 November 2020
SLA Number	100018720

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Committee Report

Date: 02.12.2020

Item Number

Application Number 20/00381/FUL

Proposal Creation of an area of open space with associated operational development including pond and boundary fencing, in lieu of on-site provision in association with development approved by outline permission 19/00348/OUTMAJ for up to 30 dwellings

Location Land South Of B5269 Preston Road Inskip

Applicant Concert Living

Correspondence Address c/o De Pol Associates Ltd
Farington House Stanifield Business Park Stanifield Lane Leyland
Preston PR25 4UA

Recommendation Permit

REPORT OF THE HEAD OF PLANNING SERVICES

CASE OFFICER - Miss Lucy Embery

1.0 INTRODUCTION

Site Notice Date: 20/05/2020

Press Notice Date: Not applicable

1.1 The application is before the Planning Committee for consideration as the proposed delivery of the housing site allocation and supporting Green Infrastructure (GI) is different to the typical approach usually taken, as this Green Infrastructure provision would be largely provided outside the allocation on land designated as countryside.

2.0 SITE DESCRIPTION AND LOCATION

2.1 The application site is a rectangular piece of land which is to the south of land recently granted outline permission (ref: 19/00348/OUTMAJ) for 30 dwellings and which forms part of the wider Inskip Extension Allocation Site SA1/11. The subject site currently forms part of an existing agricultural field and is within the designated countryside, to the south of the settlement boundary. There is no existing field boundary between this site and land to the north, nor between this site and the wider field to the south.

3.0 THE PROPOSAL

3.1 The application seeks full planning permission for the creation of an area of Green Infrastructure with associated operational development including an

attenuation pond and boundary fencing, in lieu of on-site provision in association with development approved by outline permission 19/00348/OUTMAJ.

3.2 The site subject to this application is 0.3 hectares in size. The layout proposes a SuDS pond within the south eastern corner, with the rest of site comprising landscaped open space. The site would have an open boundary with the site to the north so that it would be read as an integral feature of that development.

3.3 The applicant has submitted a reserved matters application on the site to the north for 30 dwellings following on from the outline permission, which is to be considered concurrently with this application.

4.0 RELEVANT PLANNING HISTORY

Adjacent land to north:

4.1 19/00348/OUTMAJ - Outline application for the erection of up to 30 dwellings (all matters reserved). Application permitted.

4.2 20/00383/REMAJ - Reserved matters application for access off Preston Road together with matters of appearance, scale, layout and landscaping for the erection of 30 dwellings following outline approval 19/00348/OUTMAJ. Pending consideration.

Wider allocation:

4.3 16/00481/OUTMAJ - Outline application for a residential development comprising up to 55 dwellings and a village shop, with associated infrastructure (all matters reserved). Application permitted.

4.4 17/00631/REMAJ - Reserved matters application for the erection of 55 dwellings with matters of access, layout, scale, appearance and landscaping to be determined (following outline approval 16/00481/OUTMAJ). Application permitted.

5.0 PLANNING POLICY

5.1 ADOPTED WYRE BOROUGH LOCAL PLAN

5.1.1 The Wyre Local Plan 2011-2031 (WLP31) was adopted on 28 February 2019 and forms the development plan for Wyre. To the extent that development plan policies are material to the application, and in accordance with the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

5.1.2 The following policies contained within the WLP 2031 are of most relevance:

- SP1 - Development Strategy
- SP2 - Sustainable Development
- SP4 - Countryside Areas
- SP8 - Health and Well-Being
- CDMP2 - Flood Risk and Surface Water Treatment
- CDMP3 - Design

- CDMP4 - Environmental Assets
- HP9 - Green Infrastructure in New Residential Developments
- SA1/11 - Inskip Extension, Inskip

5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

5.2.1 The revised National Planning Policy Framework (NPPF) was published by the Government on the 19th February 2019. It sets out the planning policies for England and how these should be applied in the determination of planning applications and the preparation of development plans. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The policies in the 2019 NPPF are material considerations which should also be taken into account for the purposes of decision taking.

5.2.2 The following sections / policies set out within the NPPF are of most relevance:

- Section 2: Achieving sustainable development
- Section 4: Decision-making, paragraphs 47-50, and 54-55
- Section 8: Promote healthy and safe communities
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment

5.3 OTHER MATERIAL CONSIDERATIONS

5.3.1 WYRE SUPPLEMENTARY PLANNING GUIDANCE

- Supplementary Planning Guidance Note 2: Trees and Development
- Guidance for Applicants - Green Infrastructure in New Residential Developments (Policy HP9) (October 2020)

6.0 CONSULTATION RESPONSES

6.1 INSKIP WITH SOWERBY PARISH COUNCIL:

6.1.1 Objects to the application as the site area for development is clearly defined in the Wyre Local Plan and in allowing this application it would be a clear departure that could set an unwanted precedent. It constitutes a clear encroachment into agricultural land. The Parish Council contends that the whole of this development, including any green infrastructure, should be contained within the defined development area and therefore this application should be refused.

6.2 GREATER MANCHESTER ECOLOGY UNIT (GMEU):

6.2.1 Ecological issues were resolved at the outline stage of the housing application. There are no protected species issues with this development. No further information or measures are required. In terms of nesting birds it is unclear whether any vegetation removal will be required as part of this application, and it seems hedgerow removal will be restricted to the housing element to the north. A nesting bird informative is recommended to advise the applicant that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the

nest of a wild bird, while the nest is in use or being built, and this legislation is separate to the planning process.

6.2.2 This application will lead to net gain for this part of the site, though it is contributing to the wider site. There is no objection to the layout but the proposed nest boxes are on trees that will not be large enough to provide secure nesting spots. The nest boxes should be provided within the wider housing site.

6.2.3 It is recommended that all tree planting within the open space is native and that the emergent planting in the SUDs pond be a native species such as yellow flag-iris, marsh marigold or purple loosestrife.

6.3 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (PARKS DEVELOPMENT OFFICER):

6.3.1 The site is within walking distance of an existing play area that caters for a wide age range. It is not considered the open space indicted on this site would be suitable for a LAP, however it is currently proposed to be a wildflower meadow. Consideration should be made for more formal green amenity space/natural play.

6.4 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (TREE OFFICER):

6.4.1 Can confirm the appropriateness of details in relation to existing trees and hedgerow to be retained, and, new trees and hedgerows (including associated schedule and specifications). Queries whether any details have been submitted about what will happen about replacement of any failed stock.

6.5 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE):

6.5.1 No objection in principle, however confirmation is required that United Utilities are prepared to adopt SuDS infrastructure, including attenuation pond, as part of S104 agreement. The developer would be required to undertake maintenance until this infrastructure is adopted.

7.0 REPRESENTATIONS

7.1 The application has been advertised by site notices and neighbour notification letters. Seven letters of objection have been received and the matters raised can be summarised as follows:

- The green space / pond proposed is positioned at the rear of the development. This green space should be at the front of the site to the benefit of the entire community and not just a select few residing close to the proposed site.
- The site is susceptible to heavy standing water which is why there is a complex drainage system down to Inskip Brook.
- The proposed pond will be a health and safety issue to children even though fenced off, and a health issue as standing water on which mosquitoes will breed.
- The grassed open space will be attractive to campers and travellers.
- It is unclear on the ownership of open space and whether the developer will own it after the houses are erected.
- The site notice was erected when the school was closed and should be reported on the community noticeboard.

- With more houses in Inskip the school needs to and is struggling accommodate extra families. Builders need to contribute to St. Peter's School for upgrade and extension.
- Concerns about dangerous and inconsiderate parking during construction. No hardstanding for vehicles waiting to unload or for contractors vehicles which is essential given proximity to the school, and visibility is limited west of the school entrance even when no vehicles are parked.
- Contractor traffic should be directed by a permanent linkage of roads from the site to the east at St. Peter's Drive, to ease traffic joining Preston Road.

7.2 A letter of objection has been received to this application which raises concerns considered more relevant to the concurrent reserved matters application. However it has been submitted to this application and the issues raised additional to those above are as follows:

- There is no need for further housing as the Create Homes development (opposite) remains unsold.
- The local plan details expansion of Inskip during the life of the plan 2011-2031, not increased supply in 2020.
- The cumulative effect of the three major development (85 dwellings on the allocation) without supporting infrastructure is a detriment to the village and against the intention of the local plan.
- The existing road network is inadequate to serve the community and this additional housing stock will add to road safety issues.
- The speed of traffic on Preston Road is a concern. There is no traffic calming.
- Volume of traffic at peak times creates road safety issues for children/parents and carers attending the school.
- The development will add further parking problems with pick up/drop off of pick at the school.
- Where the new access is proposed there will be friction between new residents and parents/carers of children for the school parking outside houses.
- Close proximity of the entrance/exit of the site to the entrance to the primary school is a concern and will be an obstacle for children.
- Increased noise, dust, dirt and pollution will affect the school pupils.
- It seems there has been no communication with the school or Local Education Authority about health and safety implications from the development

7.3 A letter has been received from the Inskip C of E School Board of Governors objecting to the application. The concerns raised in the letter relevant to this particular application can be summarised as follows:

- The proposed site lies outside of the boundary for which Outline Planning has been approved.
- The proposed site lies outside the parcel of land allocated for development under Wyre's Local Plan.
- The proposed off site 'open space' is in fact an existing 'open space' because it constitutes a parcel of prime agricultural land to the south of the boundary of the development and has not been allocated for development in Wyre's Local Plan.
- The location of the land means that it would fail to provide a meaningful or useable open space.

- Aside from the fact that this land is prime agricultural land, it is a clear departure from containing the development within boundaries allocated within the Local Plan, thereby setting an undesirable precedent.
- The developers failed to integrate the 'open space' at the design stage whilst at the same time maximising housing floor space within the existing allocated boundary and that this has been to the significant detriment of the design, layout, density and aesthetics of the whole development.

The School Board of Governors have also raised Health and Safety concerns which relate to the access, siting of properties, amenity impact of dwellings on the school, and highway safety from the housing development. These matters are relevant to the reserved matters application 20/00383/REMMAJ and are reported in paragraph 7.2 of that Committee report which is being put before members concurrently with this application.

8.0 CONTACTS WITH APPLICANT/AGENT

8.1 Various. Including discussions relating to condition securing the open space and drainage to serve the housing development, contact about the amount of open space provision and policy requirements.

9.0 ISSUES

9.1 The main issues in this application are as follows:

- Principle of development and Green Infrastructure Provision
- Visual Impact and Landscaping
- Ecology
- Drainage

Principle of development and green infrastructure provision

9.2 Paragraph 170 of the NPPF states that Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. This is a matter that was considered during the drafting of the Local Plan, prior to allocating the site. The application site is Grade 3 agricultural land which is classed as moderate quality and therefore the proposal would not lead to the loss of high value agricultural land. As such the proposal would not conflict with Paragraph 170 of the NPPF.

9.3 The application site sits to the south of the Inskip housing allocation and settlement boundary, within the defined countryside area. Policy SP4 of the WLP31 is therefore relevant. This sets out that within countryside areas planning permission will only be granted for new development which meets the requirements of the core development management policies and which meets one of the exception criteria listed. Criterion b) outlines that outdoor sport and leisure facilities where a countryside location is needed and justified is considered to be an appropriate type of new development. The provision of open space, the majority of which would to be available for informal recreation use, is considered to be in general accordance with this criterion, and the justification and need for it to be in this location is outlined in the concurrent reserved matters application before members (i.e. to enable delivery of the housing capacity figure and school expansion if required within the Inskip housing allocation).

9.4 Policy SP4 also requires development in the countryside to not adversely impact on its open and rural character. This will be considered in the visual impact section below.

Visual impact and landscaping (including typology)

9.5 The proposed area of green infrastructure (GI) would project into the countryside beyond the identified site allocation / settlement boundary. However there is no existing physical boundary between the site allocation and this application site as the land to the north is part of the same agricultural field. It is acknowledged that the proposal would remove part of the existing agricultural field. Instead it would provide an area of GI containing, trees, a wildflower meadow, and SuDS pond, and stock boundary fencing is proposed along the edge of the site separating it from the remainder of the agricultural field. Within the wildflower meadow twelve trees are proposed to be planted as a mix of native medium size trees, and large ornamental trees. Shrub planting would be around the base of the larger trees north of the proposed pond and along the south of the access road between the houses and green infrastructure. Hedgerow planting is proposed to the east and west boundaries of the green infrastructure. As there would be no physical built structures in the GI, it is considered that the site would have the appearance of semi-natural open space and retain an open character typically associated in countryside areas. For these reasons it is considered that the proposal would not result in harm to the character and appearance of the wider countryside.

9.6 The applicant has proposed a wildflower meadow as part of the GI. At the time of the outline application GMEU recommended that a wildflower meadow should be provided for ecological enhancement purposes. The Council's Head of Public Realm and Environmental Sustainability has stated that consideration should be made for more formal green amenity space/natural play. This has been considered, however as the wildflower meadow would have the appearance of semi-natural open space, retain the open views from the wider countryside towards the housing to the north and respect the existing open character, and offer ecology benefits, it is considered that the provision of the wildflower meadow is appropriate. Furthermore the adjacent housing site to the east at St. Peter's Drive that was granted reserved matters consent in 2015 (15/00497/REMAJ) also included a soft edge which was part grassland and part wildflower and bulb planting. Therefore, the provision of a wildflower meadow would resemble what has been approved on the southern edge of adjacent land. In terms of long term management of this GI a condition can be attached to ensure that a management plan is submitted and agreed should Members resolve to approve the application. Whilst a landscape management condition was imposed on the outline permission, as this site does not fall within the parameters of that permission, it is necessary to impose a separate condition.

Ecology

9.7 The application site is not within an area of ecological designation. The proposal would however be on greenfield land. KDC8 of Policy SA1/11 relating to the allocation states that the site has no nature conservation designations, but potential ecological impacts should be considered due to the greenfield nature of the site and hedgerows. GMEU have stated that this application will lead to net ecological gain for this part of the site, although the proposed nest boxes are on trees that will not be large enough to provide secure nesting spots. As a result these are to be provided on the adjacent housing site instead. It is also recommended that all tree planting within the open space and the emergent planting in the SUDs pond be a native species. The applicant is in the process of amending documents to meet GMEU's comments.

GMEU have also stated that there should be regular mowing of the wildflower grassland. The applicant has confirmed that they are in the process of updating the Landscape Management Plan to include the land subject to this application so that it includes wildflower meadow mowing details needed to enable the wildflower grassland to flower. Should this be received and agreed by GMEU before committee then an updated position on this issue will be reported to members, otherwise the suggested condition requiring a landscape management plan to be submitted and agreed for this application will remain.

9.8 GMEU commented on outline application 19/00348/OUTMAJ that rabbits were identified as present on the adjacent land to the, and an informative was attached to remind the application of the Wild Mammal Protection Act. As this land is immediately to the south and part of the same agricultural field, it is considered the same informative regarding mammal protection should be attached.

Flood risk

9.9 The site is located within Flood Zone 1 on the Environment Agency's Mapping Service and therefore has the lowest probability of fluvial flooding. As the site in conjunction with the adjacent site exceeds 1 hectare in area, a Flood Risk Assessment (FRA) has been submitted.

9.10 The Council's Drainage Engineer has been consulted and has raised no objections in principle but states confirmation is required that United Utilities are prepared to adopt the Sustainable Drainage (SuDS) infrastructure for the sider development, including the attenuation pond proposed in this application, as part of a Section 104 agreement. United Utilities have responded to the application on land to the north raising no objection in principle and urging the applicant to engage with them over a detailed drainage design, to be submitted as part of the adoption agreement. UU have also confirmed for that application that they cannot state at this stage whether the SUDS feature would be adopted as they would have to wait for a S104 Agreement to be submitted to them and consider the details. They have not responded specifically to this application. The applicant has confirmed that it is their intention for the SuDS to be adopted by United Utilities in the same way that it is for roads and sewers to be adopted, but should it be the case that United Utilities won't adopt the SuDS then a Management Company would instead be used. Even if UU did not wish to adopt the SuDS feature then there is an alternative option for this to be privately managed. As the SuDS feature within this application would be serving the adjacent development then it would be included within the scope of the drainage conditions imposed on the outline permission, one of which requires management details to be submitted and agreed. As such there is no reason to repeat this condition, and suitable management arrangements can subsequently be agreed once the applicant has confirmation on the UU adoption position.

10.0 CONCLUSION

10.1 Although this is a 'stand alone' application, its purpose is to provide the requisite Green Infrastructure to allow the proposed adjoining housing development to comply with Policy HP9 in respect of the provision of Green Infrastructure. The provision of green infrastructure on this site is considered to satisfy the requirements of policy SP4 as being appropriate development in the countryside as the majority would provide an opportunity for informal recreation use and there is a case for it to be here in order to enable the delivery of 30 units on the adjacent housing allocation. The scheme is considered to be visually acceptable and would not adversely affect the open and rural character of the countryside. It would also introduce ecology

benefits. Therefore it is recommended the application be approved subject to conditions.

11.0 HUMAN RIGHTS ACT IMPLICATIONS

11.1 ARTICLE 8 - Right to respect the private and family life has been considered in coming to this recommendation.

11.2 ARTICLE 1 - of the First Protocol Protection of Property has been considered in coming to this recommendation.

12.0 RECOMMENDATION

12.1 Grant full planning permission subject to conditions

Recommendation: Permit

Conditions: -

1. The development must be begun before the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 05.05.2020 including the following plans/documents:

- Drawing No. 102 Rev A Location Plan
- Drawing No. 105 Rev A Site Plan Proposed (in so far as this relates to the red edge on the location plan)
- Drawing No. 109 Rev A Boundary Plan and Details

The development shall be retained hereafter in accordance with this detail.

Reason: For the avoidance of doubt and so that the Local Planning Authority shall be satisfied as to the details.

3. The landscaping works shall be carried out in accordance with the approved details [Drawing No. 101 Revision F - Landscaping Layout, and Drawing No. 201 Rev C - Planting Plan].

Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 7 years of planting, or any trees or shrubs planted as replacements shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecology in accordance with Policies CDMP3 and CDMP4 of the Wyre

Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework.

4. Prior to the commencement of development, a management and maintenance plan for the green infrastructure and all communal areas within the site shall be submitted to and agreed in writing by the Local Planning Authority. This plan shall cover features such as ponds, detention basins, hedgerows, grassland and planting areas. The plan shall also detail how long-term management of the green infrastructure will be resourced. The management and maintenance plan shall be implemented in accordance with the agreed details.

Reason: In order to ensure that communal areas of planting are managed in such a way as to safeguard their ecological benefits in the interests of biodiversity and the appearance of the site in accordance with the provisions of paragraphs 17 and 118 of the NPPF and Policies CDMP3, CDMP4 and HP9 of the Wyre Local Plan 2011-2031. The condition is required to be approved prior to commencement of development to ensure that full details are provided, that have not been forthcoming with the application.

5. The use of the land hereby permitted shall be for green infrastructure and drainage and all area(s) of open space designed to be publicly accessible shall thereafter be retained and maintained for use by the public.

Reason: In order to ensure that the use remains appropriate to this countryside location and remains available for public access in order to perform a functional green infrastructure role in accordance with Policies SP4, SP8 and HP9 of the Wyre Local Plan 2011-2031.

Notes: -

1. The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.

2. The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Planning Committee

20/00381/FUL - Land South Of B5269 Preston Road



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Organisation	Wyre Council
Department	Planning Department
Comments	Item 4
Date	17 November 2020
SLA Number	100018720

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