



Planning Committee Agenda

Wyre Borough Council
Date of Publication: 23.02.2021
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Planning Committee meeting on Wednesday, 3 March 2021 at 2.00 pm in the 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 06 January 2021 (already circulated by email).

4. Appeals

(Pages 3 - 10)

The Schedule of Appeals lodged and decided between 14 December 2020 – 14 February 2021, 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:

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|--|-------------------------|
| <p>(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).</p> | <p>(Pages 11 - 48)</p> |
| <p>(b) Application B- Land At Bourne Road Thornton Cleveleys FY5 4QA (20/00405/LMAJ)
Erection of 210 residential dwellings with vehicular access from Bourne Road and associated public open space and infrastructure.</p> | <p>(Pages 49 - 84)</p> |
| <p>(c) Application C- Land To The South Of Blackpool Road, Poulton-Le-Fylde (19/00551/FULMAJ)
Hybrid planning application seeking detailed planning permission for the development of 202 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).</p> | <p>(Pages 85 - 132)</p> |

APPEALS LODGED AND DECIDED

Appeals Lodged between –14th December – 14th February 2020

Application Number	Location	Proposal	Com/Del decision	Appeal Type	Date Lodged
20/00570/FUL	Woodview Barn Middle Holly Forton Preston Lancashire PR3 1AH	Two storey rear extension, part conversion of garage into living accommodation and modifications to windows	Delegated	Fast track appeal	4 th January 2021
20/00413/OUT	Land Off Old Bridge Lane Hambleton	Outline application for the erection of 3 self-build and custom plots with access applied for off Old Bridge Lane (all other matters reserved)	Delegated	Written Representations	11 th January 2021
20/00617/LAWP	Wharf Cottage Cabus Nook Lane Cabus Preston Lancashire PR3 1AA	Certificate of Lawfulness for the proposed use of Ofsted registered dwelling with 5 beds for use as C3(b) dwelling to be occupied by one child and two staff at any one time.	Delegated	Written Representations	25 January 2021
20/00791/FUL	89 Green Drive Thornton Cleveleys Lancashire FY5 1JE	Retrospective application for the retention of a 1.9m high fence	Delegated	Fast track appeal	2 nd February 2021
17/00078/ENF	Carters Farm (The Farmhouse And The Sycamores) Old Toms Lane Stalmine Poulton-Le-Fylde Lancashire FY6 0JS	Appeal against enforcement notice relating to unauthorised barn conversion and new access	N/A	Written Representations	10 th February 2021

Appeals Decided between –14th – 14th February 2020

Application Number	Location	Proposal	Com/Del decision	Decision	Date Decided
19/00969/FUL	12 Brocklewood Avenue Poulton-Le-Fylde Lancashire FY6 8BZ	Erection of 2no. dwellings	Delegated	Dismissed	26 th January 2021
20/00570/FUL	Woodview Barn Middle Holly Forton Preston Lancashire PR3 1AH	Two storey rear extension, part conversion of garage into living accommodation and modifications to windows	Delegated	Split decision	4 th February



Appeal Decision

Site visit made on 19 January 2021

by **Mark Dakeyne BA (Hons) MRTPI**

an Inspector appointed by the Secretary of State for Housing, Communities and Local Government

Decision date: 4th February 2021

Appeal Ref: APP/U2370/D/20/3263563

Woodview Barn, Middle Holly, Forton, Lancashire PR3 1AH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mrs Michelle Heath against the decision of Wyre Borough Council.
 - The application Ref 20/00570/FUL, dated 26 June 2020, was refused by notice dated 24 September 2020.
 - The development proposed is a rear 2 storey extension, part conversion of garage and modifications to external windows.
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Decision

1. The appeal is dismissed insofar as it relates to the rear 2 storey extension. The appeal is allowed insofar as it relates to the part conversion of garage and modifications to external windows and planning permission is granted for part conversion of garage and modifications to external windows at Woodview Barn, Middle Holly, Forton, Lancashire PR3 1AH in accordance with the terms of the application, Ref 20/00570/FUL, dated 26 June 2020, so far as relevant to that part of the development hereby permitted, and subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans except in respect of the rear 2 storey extension shown on Drawing Nos: L(00)101 Rev A, L(01)110 Rev A and L(00)101 Rev A:
Existing Site Location Plan, Drawing No: L(00)001;
Existing Site Layout, Drawing No: L(00)002;
Existing Ground and First Floor Layouts & Elevation 1, Drawing No L(01)001;
Existing Elevations, Drawing No: L(02)001;
Proposed Site Layout, Drawing No: L(00)101 Rev A;
Proposed Ground and First Floor Layouts & Elevation 1, Drawing No: L(01)110 Rev A; and,
Proposed Elevations, Drawing No: L(02)101 Rev A.

Reasons

2. The main issue is the effect of the extension on the character and appearance of the building and its immediate surroundings.

3. Woodview Barn has been converted from part of a group of outbuildings which abut Moor Head Farm. The outbuildings step down in height from the farmhouse, firstly to two-storeys formed from a barn, then to an elongated run of former farm buildings at single storey height. To the rear, the eaves on the appeal property are at a consistent single-storey height below an expanse of slate roof running down from the stepped ridge, accentuating the subservient form of the outbuildings.
4. The extension would break through the low consistent eaves line to the rear. It would also form a discordant element punching through the large expanse of otherwise unbroken roof slope. As a result, the extension would be at odds with the subservient and simple linear character and appearance of the outbuildings, when viewed from the rear.
5. The extension would be below the main ridge line, not extend the footprint of the building and use matching materials. The inclusion of a large window opening would reflect fenestration found elsewhere on the building group. However, these features would not mitigate the harmful effects of the extension on the building. There is a large outrigger on the farmhouse but this principal building in the group has different characteristics to the outbuildings.
6. The rear elevation does not appear to be visible from public viewpoints in the surrounding open countryside. However, the fact that the extension would be inconspicuous does not make it acceptable in design terms.
7. For the above reasons, the rear extension would have an unacceptable impact on the character and appearance of the building and its immediate surroundings. There would be conflict with Policy CDMP3 of the Wyre Local Plan (2011-2031) and Section 12 of the National Planning Policy Framework as the development would not be a high standard of design or respect the character of the area. The extension would not follow the guidance in the Council's 'Extending Your Home' Supplementary Planning Document as it would not relate well to the original property, especially the form of the roof. The benefits that would result from the extension, such as providing views over Morecambe Bay, would not outweigh the harm.
8. The proposal also includes the conversion of an existing garage to living accommodation, the insertion of additional rooflights in the roof slope and some alterations to fenestration at ground floor level. There is no objection to these elements which are clearly severable from the extension. Therefore, I will allow the appeal in respect of the part conversion of the garage and the modifications to the external windows subject to a condition referring to the approved plans insofar as they relate to this part of the development. A separate condition requiring the approval of the materials for the new windows and rooflights is not necessary as acceptable details are shown on the plans and the application form.
9. For the reasons given above I conclude that the appeal should be dismissed in part and allowed in part.

Mark Dakeyne

INSPECTOR



Appeal Decision

Site visit made on 19 January 2021

by **Mark Dakeyne BA (Hons) MRTPI**

an Inspector appointed by the Secretary of State for Housing, Communities and Local Government

Decision date: 25th January 2021

Appeal Ref: APP/U2370/W/20/3259937

12 Brocklewood Avenue, Poulton-le-Fylde FY6 8BZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Abbas against the decision of Wyre Borough Council.
 - The application Ref 19/00969/FUL, dated 4 September 2019, was refused by notice dated 24 March 2020.
 - The development proposed is described as 'new build of 2 no detached dwellings, dormer bungalow style'.
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Decision

1. The appeal is dismissed.

Main Issues

2. The main issues are (1) the effect on the character and appearance of the area; (2) the effect on the living conditions of occupants of adjoining bungalows, with particular reference to outlook, loss of light and privacy; and (3) the effect of the parking arrangements on highway safety.

Reasons

Character and appearance

3. The appeal site lies within an established residential area containing a mix of dwelling types. Along Brocklewood Avenue there are semi-detached houses, dormer style properties and bungalows. However, the site itself lies to the rear of bungalows at 14-20 Brocklewood Avenue and 14-18 Cedar Avenue.
4. The proposed dwellings are described as 'dormer bungalow style' dwellings and elsewhere as bungalows but are effectively a pair of semi-detached two-storey properties, albeit that the eaves and ridge heights would be lower than conventional houses. The surrounding development would, to an extent, screen the building, but the flank walls and roof would be visible between and above the bungalows, particularly when viewed from Brocklewood Avenue. The building would have a significant depth and would be close to the boundaries of the nearby bungalows which have relatively shallow back gardens. In such views the large bulk of the building, reflected in the long flank walls and roof, would appear cramped and out of scale with the immediate surroundings, and out of character with the neighbouring bungalows.
5. The bungalows on Cedar Avenue are about 1m higher than the appeal site. The finished floor levels of the development would be reduced by some

400mm. However, the adjoining bungalows on Brocklewood Avenue are at a slightly lower level. The variation in existing and proposed levels would not mitigate the visual impact of the development.

6. For the above reasons the proposal would unacceptably impact on the character and appearance of the area. There would be conflict with Policy CDMP3 of the Wyre Local Plan (2011-2031) (WLP) as the development would not respect the character of the area because of its siting, height and scale. The proposal would represent poor design which the National Planning Policy Framework (the Framework) indicates should be refused.

Living conditions

7. The relatively high and deep flank wall of the development would be some 12m from the rear facing windows of Nos 16 and 18 Cedar Avenue. Although the floor levels of the bungalows in Cedar Avenue are above the appeal site, the mass of the side elevation would appear overpowering when seen from the windows and small gardens to the south. The sketch provided by the appellant showing the relationship between the Cedar Avenue properties and the nearest flank wall of the new building does not appear to accurately depict the height of the proposal.
8. The nearest parts of the rear of Nos 16 and 18 Brocklewood Avenue would be closer than 12m as No 16 has a small conservatory to its rear and No 18 has been extended at the back. For occupiers of these lower adjoining bungalows, the bulky side elevation would appear very oppressive when viewed from their rear facing windows and gardens. There would also be some overshadowing for these south facing windows and gardens, particularly during the winter months when the sun is lower in the sky.
9. The upper floor windows in the flank elevations of the development would contain frosted glass and serve non-habitable rooms so overlooking from rooms with openings on the sides of the building would not occur. However, the rear and front elevations contain a mix of large windows and balconies. Although views would be oblique, there would be some overlooking of the gardens and rear facing elevations of the bungalows to either side from the front and rear facing rooms. These areas of the adjoining bungalows are currently largely private.
10. The garage at No 20 Brocklewood Avenue, sited close to the boundary of the appeal site, would prevent some direct overlooking into the garden and rooms of No 20. This combined with a separation distance of some 20m would prevent an undue loss of privacy for the occupants of No 20.
11. In conclusion the effect on the living conditions of the occupants of the adjoining bungalows, with particular reference to outlook, loss of sunlight and privacy, would be unacceptable. The development would be contrary to Policy CDMP3 of the WLP and the Framework because it would have an unacceptably adverse impact on the amenity of occupants of nearby properties. The development would not achieve the minimum distance of 13m between side elevations and rear elevations set out in the Council's Supplementary Planning Guidance¹. The differences in ground levels referred to above would not result in acceptable relationships between proposed and existing development.

¹ Supplementary Planning Guidance 4 – Spacing Guidance for New Housing Layouts – September 1998

Parking arrangements

12. There would be sufficient space in front of and alongside the pair of properties to provide adequate parking and turning areas for the two new properties and Nos 12 and 14 Brocklewood Avenue which are owned by the appellant. Whilst the layout might require some adjusting in this regard, satisfactory parking and turning arrangements could be secure by condition. Safe access and circulation would be provided in accordance with Policy CDMP6 of the WLP and Section 9 of the Framework.

Conclusions

13. I have taken into account all other matters raised, including that the new houses would be occupied by the appellant's family. However, these considerations do not alter my findings on the main issues.
14. Whilst the parking arrangements would be satisfactory, the development would have unacceptable impacts on the character and appearance of the area and the living conditions of neighbouring residents.
15. For the reasons given above I conclude that the appeal should be dismissed.

Mark Dakeyne

INSPECTOR

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Committee Report

Date: 03.03.2021

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 AND ASSESSMENT (UPDATED FROM ORIGINAL REPORT FOR 2 DECEMBER 2020 COMMITTEE AND PREVIOUS UPDATE PRODUCED FOR 6 JANUARY 2021 COMMITTEE)

1.1 This application is before the Committee for a third time. It was initially presented to the committee on the 2 December 2020 in which the Committee deferred the application for more information on traffic and transport issues and so that more consideration by the applicant and Lancashire County Highways can be given about what highway mitigation is actually proposed including the Blackpool Road/Blackpool Old Road junction and how this feeds into the wider highway improvements planned for the allocated (Poulton) sites. Following receipt of a supporting highway note the application was then presented to the committee for a second time on the 6 January 2021. At that meeting the Committee deferred the application to seek confirmation by the Secretary of State whether or not he wishes to call-in the application for his determination.

1.2 Following the 6 January committee meeting the Planning Casework Unit for the Ministry of Housing, Communities & Local Government (MHCLG) have confirmed that before any consultation referral can be made a definitive resolution is required to be made on the application before the Secretary of State can assess the request to call in and decide if a formal referral is / is not required. Members are therefore required to make a resolution on the application before the Secretary of State will decide whether or not he wishes to get involved and call-in the application.

1.3 Since the previous meeting the applicant has also provided a written statement which seeks to address the concerns raised during the meeting. The written statement is set out on the Councils public access system however, in summary it addresses the following matters:

- Why LCC Highways removed their objection;
- Why the highway evidence is sufficiently robust; and
- Why the development is not contrary to the adopted Local Plan

1.4 Since the previous meeting Lancashire County Council Education have undertaken a further re assessment (dated 02.02.2021) using 2021 School Census data and assigning any surplus capacity to both this application and application 19/00551/FULMAJ which is also being presented to the 5th March committee meeting. This revised indicative assessment confirms at this particular point in time, LCC would be seeking a contribution for 118 primary school places equating to £2,347,345.68 towards the new primary school site (on the adjacent site as shown on the approved Blackpool Road Masterplan) and/or school expansion of Carr Head Primary School. They re-iterated their previous comments that in the event a new school site is needed to accommodate the number of housing developments coming forward in Poulton then applicants may be required to provide a contribution towards the purchase of the school site. LCC would seek to work with the Council to ensure equalisation arrangements are established prior to the approval of any of the developments affected. The applicant has agreed to the increased contribution being requested. Members are advised that this latest figure would not change how the Section 106 agreement was drafted, which would impose a mechanism for the precise contribution to be calculated at the time of any approval on the reserved matters application(s) when bedroom mix is known. In terms of a contribution towards the purchase cost of the school site land, no such equalisation arrangements are in place and the Council does not consider this additional contribution request as being reasonable or in conformity with the CIL Regulations.

1.5 There are no other material planning changes since the application was previously presented to Members of the Planning Committee.

1.6 Accordingly, for the reason set out above and in the main report below, the application is recommended for approval 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; and subject to the Secretary of State deciding not to call-in the application. In the event of no call-in being made by the Secretary of State, that the Head of Planning Services be authorised to issue the decision upon the satisfactory completion of the S106 agreement.

1.0 INTRODUCTION AND ASSESSMENT (UPDATED FROM ORIGINAL REPORT FOR 2 DECEMBER 2020 COMMITTEE)

1.1 This application is before the Committee for a second time. It was initially presented to the Committee on the 2 December 2020. At that meeting the Committee deferred the application for more information on traffic and transport issues and so that more consideration by the applicant and Lancashire County Highways can be given about what highway mitigation is actually being proposed including the Blackpool Road/Blackpool Old Road junction and how this feeds into the wider highway improvements planned for the allocated (Poulton) sites.

1.2 Following the committee meeting the applicant has submitted a Supporting Highway Note (Dated 8th December 2020 by Curtins) to provide Committee Members with further supporting information to assist in the determination of this

outline planning application. The supporting note has been forwarded to the Highways Officer at Lancashire County Council who confirms the content is a true reflection of the highways matters subject to one point of clarification referred to at 1.4(g) below.

1.3 The report submitted sets out pre-application engagement with LCC Highways and engagement throughout the application process including how initial concerns raised were overcome. The report clarifies the times and dates the manual survey of the Blackpool Road/Blackpool Old Road junction was undertaken (1st November 2018 between 07:00 and 10:00 and 16:00 and 19:00), the results of the survey including number of times the crossing was activated and average queue length, and junction modelling done on the back of this. It predicts an increase of up to 2 additional vehicles per minute at this junction; and a further 5 vehicle movements each time the barrier is activated in the AM and PM peak hour periods. Whilst the report considers this level of increase is likely to be imperceptible to existing highway users already waiting in queuing traffic when the barrier is down and would not result in a severe impact, it nevertheless goes on to summarise the safety concern of LCC Highways without any junction improvements and how a highway improvement scheme was developed in response to this. The proposed scheme delivers new dedicated pedestrian infrastructure to assist pedestrian movements across Blackpool Old Road and improve links to existing public transport infrastructure. It also provides junction performance enhancements with the introduction of a ghost island right turn facility to assist turning traffic from Blackpool Old Road into Blackpool Road. More importantly, the physical pedestrian refuge island on Blackpool Old Road is purposefully located to prevent vehicles by-passing queueing traffic on Blackpool Old Road and continuing eastbound beyond the junction with Blackpool Road. This was the main concern identified by Lancashire County Council.

The key features of this scheme are:

- i) Localised carriageway widening to facilitate a 2m wide pedestrian refuge island on Blackpool Old Road. The location of the refuge island in the centre of the carriageway, in addition to the proposed hatched carriageway markings, provide a physical deterrent for overtaking vehicles looking to by-pass the queueing traffic on Blackpool Old Road whilst the level crossing barrier is activated. Vehicles would be physical unable to by-pass a queue without fully entering the opposite side of the carriageway. The proposals therefore fully remove the risk of vehicle conflicts at the Blackpool Road/Blackpool Old Road.
- ii) Proposed dropped kerbs and tactile paving to significantly improve pedestrian crossing facilities on Blackpool Old Road. The additional pedestrian facilities provide existing and future users a safe and convenient location to cross the major carriageway. The pedestrian refuge island also assists more vulnerable users and allows the carriageway to be crossed in two parts.
- iii) The provision of a ghost island right turn facility for vehicles turning from Blackpool Old Road into Blackpool Road. The ghost island provides sufficient length to accommodate up to three standard cars. This provides an opportunity for vehicles turning right to wait on Blackpool Old Road without obstructing through movements in the westbound direction. This will assist in reducing potential queueing and driver delays/frustration.

1.4 In addition to this improvement scheme at Blackpool Road/Blackpool Old Road junction, the supporting note clarifies the following improvements would be provided to the surrounding highway network:

- a) Blackpool Road traffic calming scheme - A scheme of traffic calming measures to be delivered along Blackpool Road that will reduce vehicle speeds and provide a safe environment for pedestrians and cyclists.
- b) Blackpool Road / Poulton Road traffic signal upgrade to MOVA with PUFFIN crossing facilities - Enhancements to the existing signal-controlled junction which will improve operation, reduce delays and provide modern crossing facilities.
- c) Fleetwood Road traffic calming scheme - A scheme of traffic calming measures to be delivered along Fleetwood Road that will reduce vehicle speeds and provide a safe environment for pedestrians and cyclists.
- d) Tithebarn Street/Queensway traffic signal upgrade to MOVA with PUFFIN crossing facilities - Enhancements to the existing signal-controlled junction which will improve operation, reduce delays and provide modern crossing facilities.
- e) Public Transport contribution - Provision of daytime service between the development site and Poulton town centre.
- f) Upgrade of Public Right of Way FP 13 between Blackpool Road and Tithebarn Street - Physical improvements to an existing footpath which will benefit existing and future residents in the surrounding area.
- g) Financial contribution towards the wider Poulton Highway Mitigation Strategy (PHMS) - The applicant will contribute to the established package of highway works including junction improvements, pedestrian/cycle infrastructure upgrades and town centre car parking review. NB County Highways confirm the (150k) contribution would be for public transport infrastructure improvements in the town centre, periphery and arterial road as outlined in the PHMS document. This is an additional measure identified when the document was reviewed this year to reflect the impact of this application. The "junction improvements, pedestrian/cycle infrastructure upgrades and town centre car parking review" listed in the note would be delivered by other development coming forward within the allocation site(s) as per the PHMS document.

1.5 Since the previous committee 1 additional representation has been received stating that the Curtins report does not consider the cumulative impact of traffic from this application and other pending applications nearby, however as stated at 9.19 of the main committee report the Transport Assessment does account for committed developments and allocated sites which these pending applications fall with, therefore they have been accounted for. It is considered that based on the above, the technical information presented within the Transport Assessment and Technical Note, and the current position of no objection by Lancashire County Council and Highways England, there are no residual highways and transport concerns that should prevent the approval of the outline planning application on highway grounds.

1.6 There are no other material planning changes since the application was previously presented to Members of the Planning Committee. The report below has been updated to reflect the information outlined in the Committee update sheet, including a procedural matter on member call-in, an updated paragraph at 5.2.3 in relation to the current housing land supply position and at section 9.40 in relation to trees.

1.7 Accordingly, for the reason set out above and in the main report below, the application is recommended for approval subject to the conditions listed below and a S106 legal agreement.

1.8 A revised indicative Education Contribution Assessment (Dated 15th December 2020) was presented on the update sheet which identified that at this particular point in time and assuming a development of 4 bedroom dwellings (as is standard practice where housing mix is unknown at outline stage), then a financial contribution towards 78 primary school places is required. This equates to a contribution of £1,551,635.28 on the basis these places would be provided at the proposed new primary school (indicated on the approved Blackpool Road masterplan). If the places were to be provided through school expansion then a revised formula would be used. The response also confirms that in the event a new school site is needed to accommodate the number of housing developments coming forward in Poulton then applicants may be required to provide a contribution towards the costs of the school site land. LCC would seek to work with the Council to ensure such equalisation arrangements are established prior to the approval of any of the developments affected. The applicant has agreed to the contribution being requested. Members are advised that this would not change how the Section 106 agreement was drafted, which would impose a mechanism for the precise contribution to be calculated at the time of any approval on the reserved matters application(s) when bedroom mix is known. In terms of a contribution towards the costs of the school site land, no such equalisation arrangements are in place and the Council does not consider this additional contribution request as being reasonable or in conformity with the CIL Regulations.

1.9 The update sheet also advised that the Secretary of State (SoS) has received a request to call the application in for their determination. This means that should Members resolve to grant outline permission then following committee the application will be formally referred to the SoS under the Consultation Direction to allow the SoS to assess the request to call the application in and formally notify the Council of their opinion.

2.0 RECOMMENDATION (AS SET OUT ON THE 6th JANUARY COMMITTEE UPDATE SHEET)

2.1 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; and subject to the Secretary of State deciding not to call-in the application. In the event of no call-in being made by the Secretary of State, that the Head of Planning Services be authorised to issue the decision upon the satisfactory completion of the S106 agreement.

ORIGINAL REPORT FOR THE 2ND DECEMBER 2020 COMMITTEE

1.0 INTRODUCTION

1.1 The application is before Members of the Planning Committee at the request of Councillor 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 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 In accordance with the National Planning Practice Guidance (PPG) and National Planning Policy Framework (NPPF) §73, the council must be able to demonstrate a 5 year housing land supply position (with a 5% buffer) when dealing with applications and appeals. The latest available evidence on housing delivery is that set out in the council's APS submission for 2020 which demonstrates a deliverable housing land supply position of 5.9 years. The council's 5 years housing land supply position has recently been considered by an Inspector and even if the Inspector's conclusions were accepted in full there would be a housing land supply position of a minimum 5.2 years (including a 5% buffer). There is therefore full confidence that the council is able to demonstrate a deliverable 5 year housing land supply.

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 back 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 were 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 are existing safety issues that are 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 further clarification as to how much hedgerow and tree removal would be required along Blackpool Road to accommodate the site accesses should they be applied for in the same position at reserved matters stage. This indicates that 12m of hedgerow loss for the primary access and 21 meters of hedgerow loss for the secondary access as well as three existing trees to be removed in the strip of grass land for the secondary access. The agent states that the proposed landscaping scheme to be agreed at reserved matters stage would be more than adequate to accommodate these lost trees and hedgerow. In addition it is stated the proposed wildlife area to the south of the site would also include the planting of a number of new trees, areas of scrub and consolidation of hedgerow. The agent goes on to state that it is likely that more hedgerow will be lost from within the main site to accommodate the development, but the full extent of this will not be known until the final layout has been agreed. However, given the amount of proposed open space and extension to the adjacent Biological Heritage Site, any proposed landscaping will be more than adequate to replace any losses. The statement concludes by saying it is reasonable to assume that there will be no net loss of trees and hedgerow. It is considered that full details of tree protection and mitigation hedgerow planting should be conditioned at this stage. The Council's Tree Officer has no objections to this additional information subject to an appropriate landscape mitigation scheme being secured at reserved matters stage. The Tree Officer has informed Officers that the trees located along the site frontage along Blackpool Road are considered worthy of protection by a Tree Preservation Order (TPO) and as a result the data has been captured and details have been put forwards to Legal Services to create the TPO. It is understood that the three trees mentioned above are included in this TPO schedule however as referred to above, the TPO Officer is satisfied that their removal, if required, could be suitably mitigated.

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 routeing 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

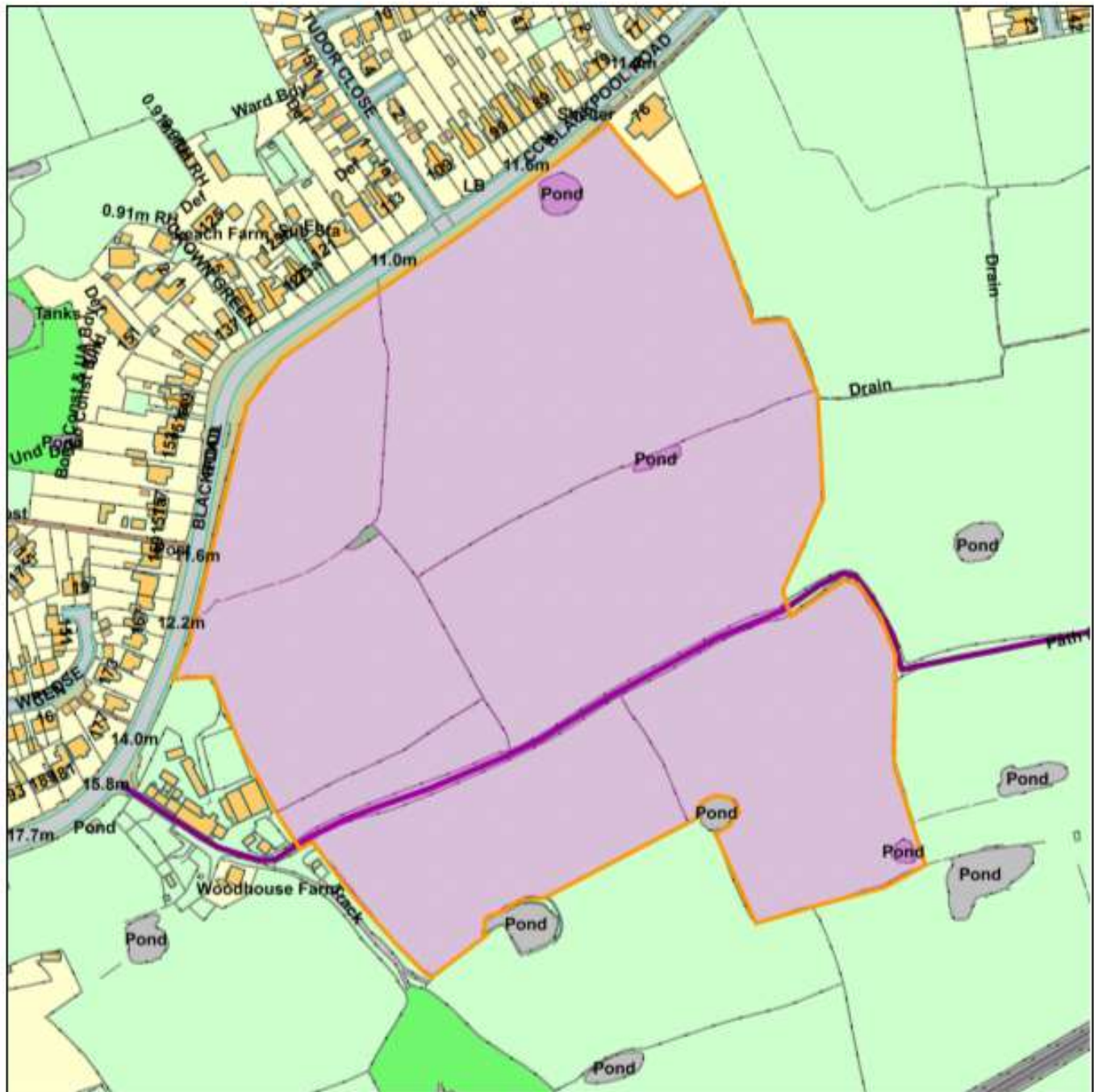
Reason: To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecology in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework.

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.

Planning committee

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



Scale: 1:3273

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Organisation	Wyre Council
Department	Planning Department
Comments	Item 1
Date	14 December 2020
SLA Number	100018720

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Committee Report

Date: 03.03.2021

Item Number	02
Application Number	20/00405/LMAJ
Proposal	Erection of 210 residential dwellings with vehicular access from Bourne Road and associated public open space and infrastructure.
Location	Land At Bourne Road Thornton Cleveleys FY5 4QA
Applicant	Mr Andrew Garnett
Correspondence Address	c/o Mr Philip Rothwell 4 Myrtle Street BOLTON BL1 3AH United Kingdom
Recommendation	Permit

REPORT OF THE HEAD OF PLANNING SERVICES

CASE OFFICER - Mr Karl Glover

1.0 INTRODUCTION AND ASSESSMENT (UPDATED FROM ORIGINAL REPORT FOR 6 JANUARY 2021 COMMITTEE)

1.1 This application had a resolution to grant full planning permission by Members of the Planning Committee on the 6 January 2021 subject to conditions and the satisfactory completion of a Section 106 agreement and following confirmation from the Health and Safety Executive (HSE) or Secretary of State (SOS) that the application is not to be called in for his determination.

1.2 Following the Committee meeting the HSE was re consulted to consider if they would be inviting the SOS to call-in the application. A written response was received on the 21 January 2021 which confirmed that whilst they were not going to request a call-in by the SOS, the HSE's position of 'Advise Against' the development was to be maintained. Further correspondence with the HSE found that the reason for them advising against the development was due to there being in excess of 30 dwellings within the HSE middle consultation zone. Specifically, the approved layout would result in 23 dwellings within the middle zone but also one of the apartment blocks containing 21 units straddled the boundary line resulting in HSE counting all the units in the block as being within the zone and therefore advising this amounted to 44 dwellings overall within the middle zone.

1.3 The applicant has been informed and invited to amend the layout to overcome the HSE 'advise against' response by moving the apartment block in question i.e. the northern apartment block closest to the railway line out of the middle zone, leaving 23 dwellings within the middle zone (i.e. less than 30 which is the HSE trigger for an 'advise against' response).

1.4 A revised layout, elevation and floor plan has been received in relation to this apartment block and its associated car park. It is now on a rectangular footprint and angled towards the spine road and the car park now sits to the rear rather than the side. The revised siting and footprint is not considered to result in an adverse impact to the overall design and layout of the development and the scheme is still considered to satisfy the provisions of Policy CDMP3 of the WLP31. Furthermore the internal layout and relationship to the other properties is not compromised and would not result in any unacceptable residential amenity impacts on future occupiers.

1.5 Upon receipt of the amended plans a consultation with the HSE and Cadent Gas has been undertaken. The HSE response has been changed to 'Do not advise against' the development. Cadent Gas who are predominantly assessing the development in terms of any impacts upon their infrastructure and assets, do not object subject to no works interfering within or over the easement of the gas pipeline.

1.6 Members are reminded that the principle of the development and other planning matters have already been accepted by the Committee and the change relates to the revised layout to overcome the HSE issue. The removal of their objection is a welcome planning gain. Members are advised that relevant conditions referring to approval of plan numbers will be updated to reflect the latest plans received showing the layout changes.

1.7 Accordingly, for the reason set out above and in the main report below, the application is recommended for approval subject to conditions and a S106 legal agreement to secure on-site affordable housing (10%) and green infrastructure and financial contributions towards off-site green infrastructure, travel plan support, health care and contamination monitoring. That the Head of Planning Services be authorised to issue the decision on the satisfactory completion of the S106 agreement.

ORIGINAL REPORT FOR THE 6 JANUARY 2021 COMMITTEE

1.0 INTRODUCTION

1.1 This application is before Members of the Planning Committee at the request of Councillor Emma Ellison. 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 which forms the subject of this application extends to 5.09 hectares (12.57 Acres) and is located on the northern side of Bourne Road to the west of Hillhouse International Business Park. To the north and west of the site are the newly constructed residential dwellings off Willow Road and Birch Lane. To the south on the opposite side of Bourne Road is Butts Road, the former Burn Naze public house, children's play area and a large area of woodland. The site is bound to the east by the disused Thornton-Fleetwood railway line which is also a designated Biological Heritage Site (BHS).

2.2 The site was formerly occupied by Thornton Power Station which was constructed in 1953 by I.C.I and was used to power the adjacent Hillhouse plant. The power station was decommissioned in 1999 and subsequently demolished in September 2009. It is currently free from any buildings and is characterised as a brownfield site that is overgrown by self-seeded vegetation with areas of

hardstanding remaining from the sites former use. There is an existing access point off Bourne Road along with high level railings along the southern boundary of the site. Along the north eastern and western boundaries are mature and semi mature trees.

2.3 In terms of topography the site is predominantly flat and lies approximately 5.8m Above Ordnance Datum (AOD). It is located within Flood Zone 3 and there is a culverted watercourse close to the northern boundary. A mains high pressure gas pipe runs through the site to the southern boundary and passes beyond the railway to the east. The site falls within a Health and Safety Executive (HSE) consultation zone. It is undesignated within the Wyre Local Plan (2011-2031) (WLP31).

3.0 THE PROPOSAL

3.1 The application seeks full planning permission for the erection of 210 residential dwellings with vehicular access from Bourne Road and associated landscaping and green infrastructure (GI). The proposed dwellings consist of 85 x 1 bed units, 53 x 2 bed units, 66 x 3 bed units and 6 x 4 bed units and comprise of apartments, bungalows, semi-detached and terraced properties. 21 units (10% of all dwellings proposed) on site would be secured as affordable rent. The site is to be accessed from a new access off Bourne Road and the site plan demonstrates visibility splays measuring 2.4m x 59m in both directions along with a secondary emergency access with demountable bollards located to the south western corner of the site. A new 2m wide footpath is also proposed along the site frontage and a footpath link is proposed on the northern boundary to allow access to the site adjacent.

3.2 The site layout is arranged in blocks separated by the main internal estate road which measures 5.5m in width. Along the length of the eastern boundary a 1.5m high acoustic earth bund is proposed with a 1.5m high close boarded timber fence on top. This bund is also proposed to provide ecological enhancements as well as noise mitigation. Within the site to the north and southern areas a total of 0.95ha of Green Infrastructure (GI) is to be provided by way of natural and semi natural amenity green space. The submitted Drainage Strategy proposes to discharge surface water into the existing culverted water course and foul water into the existing mains drains within Bourne Road. Boundary treatments comprise of a mixture of 1.5m and 1.8m high fencing along with brick pillars around the perimeter boundary to the north and west.

3.3 The planning application has been accompanied by the following supporting documents:

- Design and Access Statement
- Tree Survey
- Ecological Assessment including reptile survey
- Transport Statement
- Noise Assessment
- Flood Risk and Drainage Strategy including Flood Risk Sequential Test
- Contamination Report - Remediation Strategy
- SuDS Statement (Revised)
- Green Infrastructure Statement (Revised)
- Sustainability Statement
- Supporting Planning Statement
- Affordable Housing Statement

4.0 RELEVANT PLANNING HISTORY

4.1 The application site has the following relevant planning history:

4.2 07/00824/FULMAJ - Demolition of former ICI power station and associated infrastructure, and erection of 558 dwellings with access, car parking, public realm, open space and landscaping - Permitted

4.3 12/00074/LMAJ - Residential development consisting of 186 dwellings - Permitted. Following the discharge of conditions a technical start was made on this permission such that the permission remains 'live' and can be continued at any time.

4.4 12/00074/DIS - Discharge of conditions 8, 10, 11, 13, 16 relating to planning application 12/00074/FULMAJ - Spilt decision (further information required in relation to contamination)

4.5 Within the immediate vicinity of the site the following planning history is of relevance:

4.6 10/00215/FULMAJ - Erection of 267 dwellings with associated access, parking, public open space and landscaping - Permitted

4.7 11/00560/FULMAJ - Change of house types to 111 dwellings and erection of 2 additional dwellings - with associated access, parking and landscaping. Variation to planning permission 10/00215/FULMAJ- Permitted

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 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

5.1.3 In accordance with the National Planning Practice Guidance (PPG) and National Planning Policy Framework (NPPF) §73, the council must be able to demonstrate a 5 year housing land supply position (with a 5% buffer) when dealing with applications and appeals. The latest available evidence on housing delivery is that set out in the council's APS submission for 2020 which demonstrates a deliverable housing land supply position of 5.9 years. The council's 5 years housing land supply position has recently been considered by an Inspector and even if the Inspector's conclusions were accepted in full there would be a housing land supply position of a minimum 5.2 years (including a 5% buffer). There is therefore full confidence that the council is able to demonstrate a deliverable 5 year housing land supply.

5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

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

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)
- Guidance for Applicants - Flood Risk Sequential and Exceptions Test advice note

5.4 FURTHER RELEVANT PLANNING POLICIES/LEGISLATION/GUIDANCE

5.5 National Planning Practice Guidance (NPPG)

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 a £6,000 contribution towards travel plan support. Off-site highway works required include a 2m wide footpath to the site frontage and two new bus shelters on Fleetwood Road North at the existing bus stops near "The Iron Horse" PH. The revised sightlines are now considered to be acceptable and the internal spine road is considered to be to an adoptable standard. Management and maintenance of the private roads will be required as they would not be suitable for adoption.

6.2 LANCASHIRE COUNTY COUNCIL (EDUCATION)

6.2.1 Based on the latest assessment (2/11/2020) an education contribution is not required.

6.3 LANCASHIRE COUNTY COUNCIL (LEAD LOCAL FLOOD AUTHORITY)

6.3.1 No observations received at the time of compiling this report

6.4 ENVIRONMENT AGENCY

6.4.1 Initially objected on the basis that the Flood Risk Assessment (FRA) was insufficient. Following the submission of revised information and a subsequent FRA the objection has been removed subject to a condition requiring the development to be undertaken in accordance with the mitigation measures set out within the FRA.

6.5 HEALTH AND SAFETY EXECUTIVE (HSE)

6.5.1 Advise Against - HSE believe there are sufficient reasons on safety grounds to advise against the granting of planning permission. Should the application be approved then a further 21 days should be provided to allow HSE to consider whether or not they will request the Secretary of State to call in the planning application for determination.

6.5.2 Officer note: Although HSE state that they believe there are sufficient reasons on safety grounds to advise against the granting of planning permission, they have not, despite officer requests, provided those reasons.

6.6 GREATER MANCHESTER ECOLOGY UNIT (GMEU)

6.6.1 Initial response requested further information to be submitted in relation to reptiles and advised the proposed development would not cause harm to the special nature conservation importance of Morecambe Bay and Duddon Estuary European designated sites (SPA, SAC and Ramsar) or the Wyre Estuary SSSI. However as requested by Natural England a Habitats Regulation Assessment (HRA) has been undertaken, and to mitigate against the development it is suggested that a condition requiring new residents to have homeowner information packs describing the recreational disturbance of birds be attached along with conditions relating to lighting

and the submission of a Construction Management Plan. Revised response states the additional reptile survey information confirms that the site supports a good population of common lizards, a specially protected species, and that a strategy has been put forward for mitigating potential harm to lizards and compensating for habitat losses. GMEU require a condition requiring this strategy to be implemented. Acknowledge the bund would support suitable habitats however recommend that more provision is made for greenspace either on or off site to compensate for habitat losses and that a detailed landscape scheme is required to include opportunities for biodiversity net gain.

6.7 UNITED UTILITIES

6.7.1 The proposals are acceptable in principle subject to conditions.

6.8 HIGHWAYS ENGLAND (HE)

6.8.1 No objections - It is noted that the site is already subject to planning consent for 186 units that is said to have commenced and as such can be classed as committed development. Therefore the additional dwellings would not be likely to make any material difference to the operation of the A585/Bourne Way junction. Also acknowledge significant upgrades that have been made to this junction.

6.9 NATURAL ENGLAND (NE)

6.9.1 Following the submission of the Habitats Regulations Assessment (HRA) NE raise no objection subject to appropriate mitigation being secured.

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 Thornton medical centre is necessary, this equates to £49,496.

6.11 NETWORK RAIL

6.11.1 Response sets out the requirements which must be met to ensure that the works on site, and as a permanent arrangement, do not impact upon the safe operation and integrity of the railway.

6.12 LANCASHIRE FIRE AND RESCUE SERVICE

6.12.1 No observations received at the time of compiling this report

6.13 CADENT GAS

6.13.1 As long as no works interfere within the easement or permitted build distance of the High Pressure pipeline Cadent would return a not affected comment. All works should still follow the relevant safety guidelines.

6.14 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE)

6.14.1 Objects on the basis that the proposal involves the culverting of a main river watercourse and also an ordinary watercourse. There are no objections to the proposed levels. Future management and maintenance of the culverting must be provided to prevent flooding up stream.

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

6.15.1 The submitted remediation strategy is considered to be generally acceptable, however it does recommend an additional site investigation and risk assessment is carried out into areas of the site not yet investigated. The additional site investigation should focus on areas of hardstanding and the southern extent of the site. The additional investigation and risk assessment should be carried out prior to the finalisation of the remediation strategy. This information should be subject to regulatory review prior to the discharge of the associated site investigation and remediation planning conditions. It is critical that each stage of additional investigation, risk assessment and preliminary remediation is reported and subject to regulatory review prior to the onset of the following stage. All investigation and risk assessment should be completed prior to the onset of the onset of remediation and prior to any construction activities taking place. Upon completion of the remediation works, a verification report should be produced detailing the nature of the remediation and mitigation. In order for further investigation of the site and remediation/validation works to be fully assessed by expert consultants and to ensure the site is safe and suitable for use it is considered reasonable and necessary to secure a financial contribution of £10,000 towards ongoing monitoring in relation to the site contamination.

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

6.16.1 The revised noise assessment has been considered. A number of properties are noted to be affected however subject to a condition requiring the noise mitigation measures set out in the report being undertaken then there is no objection.

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

6.17.1 No issues identified in relation to air quality

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

6.18.1 Initially raised concerns at the lack of information provided and the amount of trees being removed. Following a further site visit it has been confirmed that the site mostly comprises of low retention grade C trees and that there will be a loss of a number of moderate retention (grade B) trees and the majority of low retention trees. Acknowledges the moderate trees alongside Bourne Road to the south east end of the site are to be retained and a tree protection plan submitted is sufficient. The proposed Landscaping plan that has been submitted is acceptable and the design puts forward a quality scheme with thought given to include native species to assist with biodiversity enhancement. The inclusion of reptile hibernacula is also welcomed.

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

6.19.1 As the onsite provision is deficient then the remaining amount of Green Infrastructure (GI) should be provided by way of an off site financial contribution. This equates to £209,184.90 and the recreational fields at the junction of Bourne

Way/Fleetwood Road is the identified project for the monies to be used. This facility will cater for younger and older children.

7.0 REPRESENTATIONS

7.1 At the time of compiling this report there have been 32 letters of objection received. The primary planning reasons for objection are set out below:

Principle

- 100% Affordable Homes will have a huge impact upon house prices in the locality
- Insufficient infrastructure in the area - Impacts upon schools and health services
- No need for new houses to be built

Residential Amenity

- Loss of privacy
- Noise impacts

Highway Impacts

- Increase in Traffic on Bourne Road
- Impacts upon Beech Drive and Hawley Gardens - Junction already dangerous
- Cumulative impacts of the proposal and Thornton Football Club
- Severe improvements to footpaths is required along Bourne Road
- Bourne Road cannot support additional traffic
- Bourne Road is a private un adopted highway
- Bourne Road Heavily used by HGVs
- Impacts upon emergency vehicles

Other

- Loss of trees and habitats
- Impacts upon local wildlife
- Impacts upon Hedgehogs, foxes, breeding birds, Bats, Deer's, hares
- Lack of consultation
- Vast amount of Hog weed on the site
- Existing estates should be finished off before any new sites
- Flooding
- Increase in risk of anti-social behaviour
- Hawley Gardens residents should have been consulted on the proposal
- Railway is not properly fenced off causing increase in crime

7.2 Following the publication of the committee report 3 additional neighbour objection letters were received and reported on the update sheet. This includes a response from Thornton Action Group (TAG) and Thornton Flood Action Group. The primary reasons for opposition are:

- Lack of green space in the local area and within the site
- Highway Safety
- Schools already at capacity
- Highway Improvements as part of application 10/00215/FULMAJ (Barratts site adjacent) have not been completed
- Use of culverts should not be allowed

- Culverting the watercourse on this site could have adverse impacts upon the development at Hawley Gardens
- Riparian drainage systems are not being maintained in the locality

In respect of these additional representations the update sheet stated that the observations are acknowledged and the points raised are addressed within the relevant sections of the committee report. In addition officers would add that the alleged failure of riparian owners to not maintain drainage systems in the locality does not make the drainage scheme proposal for this development unacceptable.

8.0 CONTACTS WITH APPLICANT/AGENT

8.1 During the course of the application a number of site visits have been undertaken. This included a site walk over with the applicant. Meetings have been held to discuss concerns with regards to the proposed layout and other matters relating to consultation responses including highways and green infrastructure provision, there have also been discussions in relation to financial contributions and planning obligations, agreement of conditions and extension of time until 6th January 2021.

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
- Visual Impacts, Design and Layout
- Highway Matters
- Impacts upon Residential Amenity
- Flood Risk and Drainage
- Ecological Matters and Trees

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 Thornton. Thornton 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 The principle of residential development on this site has already been established through the approval of planning application 12/00074/FULMAJ for 186 dwellings. This permission is considered to be extant as a technical commencement of development was undertaken in July 2015. Furthermore all pre commencement conditions had been agreed with the exception of further investigation works being carried out in relation to contamination/remediation. Although this proposal seeks permission for 24 additional units to that previously approved, in land use planning

terms the development of this brownfield site within the settlement boundary is considered to be acceptable and an appropriate form of development.

9.4 Although the previous scheme was approved at the time of the former Wyre Local Plan (1999-2011) was in force the site has no special policy status in the more recently adopted WLP31 (it is 'undesignated land') 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 within settlement boundaries, and as previously set out, Thornton is one of the principle settlements in the Borough to which a significant proportion of the Plan period development is directed.

9.5 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 within a reasonably accessible location to many services and community facilities available in Thornton. Approximately 0.5m to the south is the sports and recreational facilities at Poolfoot Farm, towards the west north of the junction with Bourne Road and Fleetwood Road North is the Iron horse Public House and restaurant and south of the junction is the recently established Co-op convenience store. Fleetwood Road North (which is located approximately 600m to the west of the site entrance) forms a key public transport corridor and provides good access to regular bus services as well as pedestrian and cycle networks. As part of this application a new pedestrian footpath running the length of the site frontage is proposed which is anticipated to link into the footpath to be provided for the Barratts Housing site to the west and eventually provide a continued pedestrian footpath to Fleetwood Road North. Given the close proximity to local shops and services, as well as employment, the site is considered to be in a sustainable location in principle for residential development.

9.6 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. The applicant has provided a supporting statement outlining how the proposal would satisfy this policy. This includes meeting the Standard Assessment Procedure (SAP) for building regulations which considers various parameters to calculate the energy performance of a dwelling. Other measures include energy efficiency measures, use of building fabric, lighting appliances and usage and the re use and efficiency of water within the site. Along with the use of Sustainable drainage measures other Water saving devices include:

- Provision of water saving baths
- Provision of water butts to all houses
- Flow restrictors on heating and cold water system to throttle the supply of water to the house
- Deep flow rainwater gutters to slow the passage of water into the drainage system

9.7 To satisfy Policy SP1 new development must comply with other relevant policies of the WLP31. These are discussed in turn below.

Housing Mix and Affordable Housing

9.8 Policy HP2 of the WLP31 requires new housing developments to widen the choice of housing types 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 setting out a need for 38% 1 and 2 beds, 43% 3 beds and 18% 4+ bed units. Out of the 210 units proposed, 40% would be 1 bed, 25% 2 bed, 31% 3 bed and 4% 4bed. The mix proposed is not strictly in accordance with the SHMA as it comprises a higher proportion of smaller units compared to the 3 or 4 beds. However the provision of smaller properties is in line with the overall SHMA objective and is therefore acceptable. Also within Policy HP2 it sets out that to help meet the needs of an aging 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. This equates to 42 suitable or adaptable units in this case. The supporting statement states that 20% of the dwellings will be adaptable for older persons and they will be located in the most accessible location for services and facilities. This can be secured by reason of condition and in accordance with the details submitted by the applicant.

9.9 Whilst the supporting documentation sets out the scheme will be providing 100% affordable properties, Policy HP3 of the WLP31 requires 10% affordable housing on brownfield site in Thornton and this amount will be secured in the section 106 agreement. As such whilst the applicant may choose to provide more than this, very little additional weight should be given to the provision of additional affordable homes over the 10% in the overall planning balance. The Council's Affordable Housing Officer has advised that the proposed affordable rent tenure is acceptable and the house types would be appropriate. The applicant has identified the location of the 21 affordable units (10%) to be secured in the section 106 agreement. As they are sporadically located and are not grouped together in one location their siting is considered to be acceptable. The scheme would comply with Policy HP3 of the WLP31.

Green Infrastructure (GI)

9.10 Policy HP9 of the WLP31 requires developments resulting in a net gain of 11 dwellings or more to make appropriate provision of green infrastructure (GI) on site. Where appropriate, however, the Council can alternatively seek a financial contribution towards improving the quality and accessibility of nearby green infrastructure in lieu of on site provision. In this instance based on the housing mix proposed for 210 dwellings, a total of 1.49ha of GI is required to be provided. The application would provide 0.95ha of GI on site comprising of amenity/natural green space and ecological enhancements located to the northern and southern boundaries along with the landscape bund making up the eastern boundary. Given the sites location and the density proposed it has been accepted that the deficit of GI provision can be provided by reason of an offsite financial contribution equating to £209,184.90. This would go towards the cost of improving public open space at the Junction of Bourne Way and Fleetwood Road which is within a reasonable walking distance of the site, and should be secured within the section 106 legal agreement. Furthermore along the northern boundary a pedestrian connection to the adjoining site has been demonstrated this will allow pedestrian connectivity to the future play area and equipment. Whilst it has not been delivered on site to date the play area does benefit from planning permission and is a requirement of the terms of approval of planning application 11/00560/FULMAJ.

Visual Impacts, Design and Layout

9.11 Policy CDMP3 of the WLP31 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.

9.12 In terms of ensuring the development is integrated into the wider built environment the development of this brownfield site would form a continuation and natural expansion to the residential properties to the north-west. The layout as proposed follows a similar block structure to that development and would have a similar visual impact. It is also considered that the proposal would assist in visually enhancing what is considered to be a run down and overgrown brownfield site. Whilst this application proposes more units than that of the extant permission on the site, it is considered to provide a more attractive layout with improved spacing and visual breaks between dwellings.

9.13 The original layout submitted was for a higher density of 225 units which failed to comply with the spacing guidance set out in SPG4 and offered a poor layout. Officers have since worked with the applicant to achieve an improved scheme. This has resulted in the reduction of units to 210 dwellings. The amendments include the setting back of the dwellings immediately adjacent to Bourne Road and the re location of the 3 Apartment blocks into the site so when entering they appear more as a gateway feature than dominant structures at the site access as originally proposed. Spacing between units has been improved with more parking provision to the side of dwellings to prevent dominant frontage parking and make more attractive street scenes. The breaking up of car parking spaces and introduction of landscaping throughout has also been provided. The revised layout now satisfies SPG4 with 21m being achieved between the front/rear of dwellings and 13m being achieved where the side elevations face front/rear elevations. Rear gardens are also generally 10-10.5m in depth. Bin storage has been amended to remove them from the frontages where possible. Based on the final revised layout the scheme is now considered to be acceptable. The applicant has also provided street scene sectional drawings which demonstrate that the visual breaks, separations and variation in ridge heights including on the apartment blocks would not have any detrimental impacts upon the character of the area. To accommodate the site remediation requirements and to overcome the objections from the Environment Agency the ground levels across the site are proposed to be raised by approximately 0.40m Above Ordnance Datum (AOD) with the dwellings shown to have FFL of approximately 6.60M AOD. Having reviewed the overall heights of the dwellings including the 3 storey apartments taking into consideration the raising of the levels, it is still considered that the heights would not result in any adverse visual impacts. Having reviewed the application adjacent to the north-west, the proposal would sit at a similar level. Full details of levels should be conditioned accordingly.

9.14 Whilst the developer is intending the scheme to be 100% affordable housing the design and appearance of the house types including the apartments is not seen

to be compromised. The house types are made up of detached, semi-detached, terraced dwellings, apartments and bungalows which provides for a wide variety of styles. The submitted materials schedule identifies that they will be externally constructed using three contrasting red bricks Ibstock Alderley Russet blend, Calderstone Claret and Ravenhead smooth along with white k rend to be used for first floor. Based on the materials distribution plan provided it is considered that the different external finish of the red bricks will provide an acceptable contrast and will offer visual interest throughout the site. Each of the house types will have decorative brick heads and cills to the front elevations including above doorways along with centralised band courses, again with a variation in brickwork. These features will provide some character to the properties and will be similar in design and appearance to other new dwellings already built to the west of the site. The materials schedule submitted including the roof materials, windows and doors and rainwater goods are all seen to be acceptable and would comply with the design requirements set out in CDMP3 of the WLP31.

9.15 The application has been accompanied by a boundary treatment plan. The boundary treatment plan submitted demonstrates that the proposed boundary treatments will comprise of a mixture of 1.8m high close boarded fencing with brick pillars in-between and for party boundaries a 1.5m high close boarded fence is proposed. All site frontages are proposed to remain open plan, this too should be conditioned. A landscaping plan has also been submitted which demonstrates new areas of planting and green spaces and includes biodiversity improvements. In particular the areas surrounding the apartments and the areas between the site frontages soften the visual impacts of the proposal. The Council's Tree Officer has advised that the planting specifications are adequate. Along the eastern boundary a 1.5m high earth bund with a 1.5m high timber panel fence on top (3m in total) is proposed to provide an acoustic barrier from the activities associated with the Hillhouse Enterprise Zone and also provide a wildlife corridor. Visually the bund will provide sufficient screening from distant views from the east and when landscaped with wildflowers as proposed would provide a visual enhancement.

9.16 Following further amendments the site layout is now considered to provide sufficient parking provision to satisfy the requirements of Appendix B of the WLP31 and also bin storage and cycle storage is demonstrated. An electrical substation is shown towards the south western corner of the site and the elevation plans confirm this would be 2.5m high and coloured green which is visually acceptable. Overall the layout and design of the development including materials are considered to be acceptable and would sit well within the context of the surrounding area. In turn the proposal is seen to satisfy Policy CDMP3 of the WLP31 and design guidance set out within SPG4.

Highway Matters

9.17 Bourne Road is currently an un-adopted private road with a recommended speed limit of 20mph. Along the site frontage there is a 1.2m wide verge and on the opposite side of the highway there is a 1.35m wide footway with a 2.8m wide verge to the rear. Bourne Road benefits from (un-adopted) street lighting and measures approximately 8m in width. A Transport Statement (TS) has been submitted in support of the application which provides information on the existing site and the extant developments and also the traffic impacts and an analysis of road safety in relation to this application proposal. Lancashire County Highways have advised that they agree with the submitted TS and confirm that there has not been any reported incidents along Bourne Road and that the highway network along Bourne Road is considered to have a good accident record which indicates there are no underlying

issues which this proposed development would exacerbate, providing a safe access to the site can be achieved for all users.

9.18 In terms of highway capacity LCC Highways and Highways England have raised no concerns and both consultees acknowledge that permission has previously been granted on this site for 186 dwellings and as such the additional 24 units proposed would not result in any capacity issues on the highway networks. The site access is to be taken from Bourne Road and the site plan submitted demonstrates visibility splays of 2.4m x 59m in each direction which the Highways Officer has confirmed is acceptable for a 20mph speed restriction and that based on the submitted plans the proposed geometry to the site access is to prescribed design standards for this size of development for all highway users.

9.19 The submitted site plan demonstrates that a new 2m wide pedestrian footpath for the majority of the site frontage is to be provided. LCC Highways have raised concerns about the lack of a continuous footpath along the northern side of Bourne Road, however it is acknowledged that as part of the Legal agreement attached to the adjacent Barratt's development (application 10/00215/FULMAJ) a footpath was required to be installed which would provide a continuous link from the application site towards the junction of Bourne Road and Fleetwood Road. Whilst this footpath has not been delivered to date there is an enforceable planning mechanism to pursue and to ensure it is provided to ensure a continuous length is achieved. Planning permission has also been granted under 19/00347/FULMAJ for residential development on the site of the former Thornton Football Club. That application also requires a footpath to be provided along its site frontage. Implementation of these applications would provide a continuous pedestrian connection along the northern side of Bourne Road. As part of the offsite highway works LCC have requested that two bus shelters are provided at the existing bus stops near the Iron Horse public house on Fleetwood Road North, this can be conditioned accordingly and will be undertaken as part of the Section 278 works. As monies were secured for the dwellings constructed to the north-west towards sustainable transport there is no request for this application to also provide a financial contribution.

9.20 Internally the main site spine road is considered to be acceptable and would be to an adoptable standards. The feeder roads would not be acceptable for adoption and so full details of their management and maintenance should be conditioned. Numerous revisions have been made to ensure that sufficient parking provision is provided for each dwelling. At least two off road parking spaces would be provided for each property and one per one bed apartment. This would comply with the Council's parking standards set out in Appendix B of the WLP31. The parking generally provides one space to the side/rear or to the front of the dwellings. In some instance double frontage parking has been proposed although this is not an overly dominant feature in the street scene. LCC Highways have raised concern about the parking along the private roads for plots 73 to 86, 101 to 111, 113 to 129 as visibility is required across the adjacent properties land. The removal of permitted development rights for all fences and walls to the front of the houses to protect the visual amenity of the area would also overcome this highway concern.

9.21 An electronic vehicle charging point (EVCP) plan has been submitted showing all of the dwellings provided with EVCP sockets with the exception of the apartment blocks. Policy CDMP6 of the WLP31 requires these to be provided for all units unless demonstrated to be impractical. The agent has advised that it is not practical to supply EVCP for the apartments as the driveways and parking spaces are detached from the dwellings and there would be ongoing dispute over who would fund them along with management concerns from the Registered Provider managing

the site. This is considered to be a reasonable and acceptable justification. The ECVF identified will be conditioned accordingly. Subject to conditions it is considered that the proposal satisfies Policy CDMP6 of the WLP31 and SPG4.

Impacts upon Residential Amenity

9.22 Policy CDMP3 of the WLP31 sets out that new development must not have an adverse impact on the amenity of occupants and users of nearby properties and must provide a good standard of amenity for the occupants of the development itself. Located towards the north and western boundaries of the site are the residential dwellings constructed under application 10/00215/FULMAJ. The dwellings with potential impacts are the ones which back on to the site from the cul-de-sac of Willow Road to the west and Birch Lane to the north. An assessment of the impacts is set out below.

9.23 No 1 Willow Road is a 2 storey end terraced property with a side elevation facing onto the rear garden of plot 106. There is also approximately 21m from its side elevation to the rear elevation of plot 123. Given the interface distance it is not anticipated there will be any adverse impacts upon the amenity of this dwelling by reason of overlooking or loss of privacy. The existing tree cover to the east will be removed however the 1.8m high boundary treatment will provide adequate screening along with new landscaping.

9.24 Nos 15-19 Willow Road back on to the proposed private turning head and drives to the east as such they will not be affected by the new dwellings. No 19 will side face on to the rear elevation/garden of Plot 85 however there will be an interface distance of 16m which exceeds the 13m set out in SPG4 between a 2 storey side and rear elevation. Nos 25 and 34 Willow Road will also be unaffected. No 25 is a flat over a pair of garages and No 34 will side on to a private road so will not be overlooked. Subject to conditioning the boundary treatment and where required any side facing first floor windows to be obscure glazed it is not anticipated that any of the properties on Willow Road will have any significant impacts upon amenity as a result of the new development.

9.25 The dwellings which back onto the north western corner of the site are separated by the area of proposed Green Infrastructure and as such the interface distances are such that there will be no overbearing adverse impacts or overlooking and loss of privacy. On this basis the proposed development is not considered to result in any harmful adverse impacts upon existing neighbouring residential amenity.

9.26 There are no other residential units that would be impacted upon as a result of the proposal. Turning to impacts upon occupants of the proposed dwellings, initial concerns were raised during the application process in relation to the overall density which resulted in an unacceptable relationship between dwellings. Following a number of revisions the proposed layout now provides a policy compliant layout where interface distances along with boundary treatments would meet the guidance set out within SPG4.

9.27 Given the site's location adjacent to the commercial Hillhouse Enterprise Zone to the east and elevated levels of traffic noise to the south a Noise Assessment (NA) has been submitted to assess the impact on the residential dwellings. The Council's Environmental Health Officer has advised that the report submitted is acceptable and subject to implementing the recommended mitigation measures the impact from road noise and noise from the industrial site will not be unacceptable and will ensure the development can meet the relevant industry guidelines. It is noted the

properties closest to Bourne Road along the site frontage have been amended to be set back to reduce potential impacts arising from noise. Planning conditions should be applied to ensure the mitigation measures proposed within the NA are implemented. This includes the provision of the 3m high combined bunding and fence along the eastern boundary along the railway line, solid 1.8m high timber panel fencing for those gardens exposed to noise from Bourne Road and uprated glazing combined with through-window trickle ventilation units for windows with facades closest to Bourne Road.

Flood Risk and Drainage

9.28 The application site is located within Flood Zone 3 as identified on the Environment Agency Mapping system which is defined as having a high probability of flooding in the NPPG, and the proposed development is classified as a more vulnerable use. The application has been accompanied by a drainage layout plan, a Sustainable Drainage Strategy and a site specific Flood Risk Assessment. The plans submitted show that the proposed surface water for the site will be discharged via the existing culverted main river watercourse to the northern boundary at a controlled discharged rate of 62.4l/s through a hydro brake. An onsite attenuation basin is proposed to the south and spread out within the site 4 underground cellular attenuation tanks are also proposed. Cut off surface water drains along the northern and western boundary are also shown to prevent run off on to the adjacent properties. Centrally located towards the western side of the site an existing ordinary watercourse is planned to be relocated and culverted running adjacent to the site boundary. Whilst the Lead Local Flood Authority have not provided any response to the application, the Council's Drainage Engineer has raised an objection to this watercourse being culverted due to potential management and maintenance issues which could arise which may ultimately result in flooding up stream. These comments are acknowledged and whilst it is not common practice for officers to go against the professional advice from the Drainage Engineer in this instance a reasonable and pragmatic approach is to be applied as part of the overall planning balance. As set out within this report the site benefits from an extant permission which could be implemented in accordance with the approved details. Upon reviewing the previously approved drainage plan the same watercourse is also proposed to be culverted to accommodate surface water in this location. Furthermore when viewed on site, what shows as a watercourse on plans does appear as a blocked and overgrown depression currently providing little benefits. Outside of the planning process the applicant would be required to apply to Lancashire County Council for consent to undertake this culvert. Overall on balance, whilst it would be preferable to see the open watercourse remain in situ taking into consideration the factors highlighted above officers are of the view that subject to full technical details being submitted the proposed surface water scheme would be acceptable. The applicant has also satisfactorily demonstrated that they have investigated that the hierarchy set out in the NPPF and NPPG has been considered and that the site is not suitable for infiltration techniques. Foul waters are proposed to be connected to the existing mains foul drain located within Bourne Road. Whilst drainage details have been submitted a condition requiring full details of management and maintenance and full technical drainage plans including run off discharge rates is to be attached.

9.29 In terms of Flood Risk the Environment Agency (EA) initially raised an objection to the submitted FRA, as a result the applicant provided further details including existing culvert plans and proposed drainage layouts along with an addendum. This has allowed the EA to remove their objection and based on the information submitted they are satisfied that the development will not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere subject to mitigation

measures set out within the FRA being conditioned accordingly. These include the Finished Floor Levels (FFL) being set at no lower than 6.6m AOD and the implementation of all flood resilience measures proposed. With regards to the FFL these will be similar to those of the development already constructed to the north-west of the site, and the Council's Drainage Engineer advises that whilst these are relatively high, as they are similar to the land adjacent there is no objection.

9.30 Given the site is within Flood Zone 3, the NPPF (Para 157-159) states that a sequential test must be applied with the aim of steering development to areas with the lowest risk of flooding, and where necessary, the Exceptions Test should be applied. This is supported by policy CDMP2 of the WLP31.

9.31 A sequential test has been submitted by the applicant, covering the whole Wyre borough area for comparator sites. The submitted sequential test has included consideration of comparator sites that are +/-10% of the application site area which would accord with the Council's guidance. This equates to a comparator threshold of 4.56ha - 5.57ha. Sites with a capacity of 189-231 units have also been considered. The submitted sequential test has considered the most recent Housing Land Monitoring Report, Strategic Housing Land Allocations Assessment and sites marketed by land agents in a search for comparator sites including internet based searches.

9.32 Whilst 23 comparator sites are identified within the Sequential Test, a majority of these are at similar or greater risk of flooding and have been screened out, and the remaining have either already commenced on site or been completed, had discharge of conditions or reserved matters applications submitted or have no planning permission in place and are on sites outside the settlement boundary or with other policy constraints. On this basis, the application is considered to pass the sequential test and demonstrate that there are no reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

9.33 In accordance with the NPPF, where the sequential test has been passed, the exceptions test applies to more vulnerable development which includes this scheme. For the exception test to be passed it should be demonstrated that the development would provide wider sustainability benefits to the community that outweigh flood risk and the development must be safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere. The submitted exception test outlines social and economic sustainability benefits of the development including positive contributions to Thornton Cleveleys by the redevelopment of a brownfield site in close proximity to nearby services and facilities. Whilst some of the benefits listed carry minimal weight overall the applicant has demonstrated wider sustainability benefits to outweigh flood risk harm. The second part of the test requires an acceptable Flood Risk Assessment (FRA). The (revised) FRA submitted has been deemed by the Environment Agency to demonstrate that the development will be safe without exacerbating flood risk subject to mitigation measures. As such the exceptions test is passed. Overall, the application is considered to have no unacceptable impact on flooding and drainage and would accord with Chapter 14 of the NPPF, NPPG on 'Flood Risk and Coastal Change' and Policy CDMP2 of the WLP31.

Ecological Matters and Trees

9.34 The application has been accompanied by an Ecological Assessment and additional reptile survey. Greater Manchester Ecological Unit (GMEU) have

confirmed that the survey is acceptable and has been undertaken by an appropriately qualified specialist. As the application site is located within 500m of the Morecambe Bay and Duddon Estuary European designated site and the Wyre Estuary SSSI both GMEU and Natural England have advised there is a requirement for a Habitats Regulations Assessment (HRA) to be undertaken. This has been provided and GMEU have analysed why impacts from the development are considered unlikely including that the site does not support habitats generally suitable for bird species associated with the Bay or Estuary. To mitigate against the development a condition requiring new residents to be issued homeowner information packs describing the significance of the area and the risk of recreational disturbance to birds is recommended along with conditions relating to lighting and the submission of an Environmental Construction Management Plan (ECMP). Natural England have confirmed that they agree with the HRA findings and conditions proposed by GMEU. Therefore the proposal is unlikely to cause any harm to the special nature conservation importance of the Morecambe Bay and Duddon Estuary European designated sites (SPA, SAC and Ramsar) or the Wyre Estuary SSSI.

9.35 Immediately adjacent to the eastern boundary is the Fleetwood Railway Branch Line Biological Heritage Site (BHS) which is designated because it supports linear botanically rich habitats. GMEU raised concerns about the proposed acoustic bunding which is proposed to be engineered adjacent along the entire boundary. Following further details of its construction and height and confirmation that the bund is to provide habitat enhancements with the planting of wildflowers GMEU agree that this provides an acceptable form of mitigation.

9.36 A number of concerns have been highlighted in the neighbour representations with regards to wildlife and protected species. These observations are acknowledged. GMEU requested further information to assess the potential impacts upon habitats including the impacts upon reptiles and nesting birds. Following the submission of the additional surveys GMEU have advised that the submitted landscaping plan is considered to be acceptable and whilst they consider there to be a lack of greenspace what is being provided is considered to be appropriate as it incorporates a number of biodiversity enhancements including installation of bird and bat boxes and hedgehog highways into the scheme. The submitted reptile survey has confirmed that the site supports a good population of common lizards which is a specially protected species. The submitted strategy for mitigating the potential harm to lizards and for compensating habitat losses should be conditioned to be implemented in full.

9.37 In terms of tree and vegetation the site comprises predominantly of bare ground with developing young woodland and scrub. The Council's Tree Officer has reviewed the submitted Tree Survey and visited the site and has advised that the site mostly comprises of low retention Grade C trees. To accommodate the development and the sites remediation it is noted that the survey requires the removal of a number of Grade B (moderate retention) trees along with the majority of Grade C trees. However the Grade B trees alongside Bourne Road at the South Eastern end of the site are to be retained and the submitted tree protection plan is sufficient to be followed to achieve suitable tree protection subject to temporary fencing being installed. The Tree Officer has confirmed that the submitted Landscaping Scheme provides sufficient detail in terms of specifications and schedules relating to new soft landscaping. This landscaping scheme can be conditioned accordingly. The proposal accords with paragraphs 174 - 177 of the NPPF and Policy CDMP4 of the WLP31.

Other matters

Gas Pipeline

9.38 The proposed development site lies within the Health and Safety Executive (HSE) consultation zone of National Grid Pipe line (6805_1082) Brock/Thornton. The high pressure gas main runs close to the boundary at the southernmost part of the site for approximate 15m before leaving the site to the east under the disused railway and into the Hillhouse Enterprise before running north. The submitted plans denote a non-build area and easement to protect the gas pipeline. Cadent Gas has responded and advised that they are of the view that as long as no works interfere within the easement of the high pressure pipeline then they would provide a "not affected" consultation response. Whilst the layout plans do not indicate that it would be, ultimately the applicant is responsible for ensuring this easement isn't breached.

9.39 As the site falls within the HSE consultation zone an assessment of the development using the HSE web application has been undertaken. This response provided an 'Advise against' response and as such further consultation with HSE was required. HSE remain of the view that there are sufficient reasons on safety grounds for advising against the granting of planning permission due to the potential for harm to people at the proposed development site. Having reviewed the extant permission where residential units are approved to be sited closer to the pipeline and taking into consideration that Cadent Gas do not advise against the proposal subject to works being carried out in accordance with their guidance, officers are of the opinion that on balance the HSE 'Advise Against' response would not be a sole reason for refusing this application. In accordance with Section 9 paragraph 72 of the Planning Policy Guidance on Hazardous Substances if the Council is minded to approve the development against the HSE advice they should allow an additional 21 days from notice to HSE to consider whether to request that the Secretary Of State call in the application for their own determination. Therefore should Members be minded to approve the application then the HSE would be re consulted for a decision on whether or not to request the application is called in.

Contamination

9.40 Policy CDMP1(B) of the WLP31 sets out that in the case of previously developed or other potentially contaminated land a remediation scheme should be secured which will ensure that the land is remediated to a standard which provides a safe environment for occupants and users and does not displace contamination. Given the nature of the previous uses on this site there has previously been extensive historic investigation undertaken in consultation with the Council's Environmental Health Officers and the Environment Agency. As set out in paragraph 4.4 previous reports including a remediation strategy have been agreed as part of the previous application (12/00074/DIS) however since then further assessments have needed to be undertaken. As part of this application a remediation report has been submitted and assessed by the Environmental Health Officer who advises that further investigatory and risk assessment works are required prior to commencing remediation on site. This can be addressed via conditions. In addition it is recommended that Permitted Development rights for extensions and additions is removed as it is highly likely that they would need to incorporate gas and vapour protection measures like the approved development, and this can be controlled through the consideration of future planning applications. This is considered to meet the tests of reasonable and necessary. In order for further investigation of the site and remediation/validation works to be fully assessed by expert consultants and to ensure the site is safe and suitable for use it is considered reasonable and necessary

to secure a financial contribution of £10,000 towards ongoing monitoring in relation to the sites contamination.

Education Infrastructure

9.41 Lancashire County Council Education have advised in their latest assessment (dated 2/11/2020) that an education contribution is not required for either primary or secondary school places to mitigate against the proposed development.

Health Provisions

9.42 The Clinical Commissioning Group (CCG) has advised that to mitigate the impacts of this development on local health care facilities, a financial contribution of £49,496 towards the refurbishment and/or reconfiguration of Thornton medical centre is required. The applicant has agreed to pay this sum which will be secured within the section 106 agreement.

10.0 CONCLUSION

10.1 On balance the scheme is considered to satisfy relevant policies of the WLP31 and relevant national policy and local guidance. In particular the proposal represents sustainable development which satisfies Policies SP1 and SP2 of the WLP31. Occupants of the dwellings would benefit from a good access to community and local services within the Thornton Area. The design and layout of the dwellings is considered to be acceptable and would not result in any unacceptable adverse impacts visually or upon residential amenity subject to mitigation as indicated. The applicant has demonstrated that the development has passed the flood risk sequential and exceptions test and that the development will be safe for its lifetime and would not increase the risk of flooding elsewhere. Natural England and GMEU are satisfied that the development would not have any adverse impacts upon ecology subject to conditions.

10.2 The concerns of the Drainage Engineer and Health and Safety Executive (HSE) are acknowledged however the redevelopment of a vacant and overgrown brownfield site with a scheme which is considered to be an improvement on the previous extant permission is considered to provide a number of benefits including the delivery of some on site green infrastructure and a considerable off-site financial contribution towards the future delivery of children and young people's play at the junction of Bourne Road and Fleetwood Road. Members are advised that the application can be supported subject to no call-in request being received from the Secretary of State following a further 21 day re consultation with the HSE along with conditions and a Section 106 legal agreement.

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 the application not being called in for consideration by the Secretary of State and subject to conditions and a S106 legal

agreement to secure on-site affordable housing (10%) and green infrastructure and financial contributions towards off-site green infrastructure, travel plan support, health care and contamination monitoring. That the Head of Planning Services be authorised to issue the decision following confirmation from the HSE or Secretary of State that the application is not to be called in for his determination and on the satisfactory completion of the S106 agreement.

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 15.05.2020 including the following plans/documents:

- P01 - Bourne Road - Proposed Site Layout - Rev H
- P02 - Bourne Road - Boundary Treatments Plan - Rev F
- P03 - Bourne Road - Boundary Treatments Rev A
- P04 - Bourne Road - Materials Distribution Plan - Rev D
- P05 - Bourne Road - Car Charging Plan - Rev D
- P08 - Bourne Road - Site Location Plan
- P10 - 2b4p House type 68
- P11 - 2b4p 68 Terr 3
- P12 - 2b4p 68 Terr 4
- P13 - 3b5p 82
- P14 - 3b4p 82 2b4p 68
- P15 - 3b5p 82 3b4p Asp 80
- P16 - 3b4&5p 80-82 Terr 3
- P17 - 4b6p 95
- P18 - 1b2p Bungalow 50
- P19 - 2b3p Bungalow 60
- P20 - 1b2p Apartments
- P21 - Bourne Road - Street Scenes - Rev A
- P22 - Bin & Cycle Stores
- P24 - Bourne Road - 3b4p 80 Aspect House Type
- P25 - Bourne Road - 3b5p 82 Detached House Type
- P25 - Bourne Road - 1b2p Apartments 43
- P27 - Bourne Road - Tree Retention Plan
- P28 - Bourne Road - 10% Affordable Housing Plan Rev A
- P29 - Bourne Road - Site Section Rev A
- P31 - Bourne Road - GI Layout - Rev A
- P32 - Bourne Road - Tree Retention Plan
- BOURNERD-CULVERTPLAN
- 30431_200A_Autotrack Analysis Refuse Vehicle
- BOURNE ROAD - P36 - Proposed Sub station plan

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 plan(s) (Materials Distribution Plan ref Bourne Road - PO4 Rev D) 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.

Reason: To safeguard the visual amenities of the locality and in accordance with Policy CDMP3 of the Wyre Local Plan (2011-3)

4. The ground, slab and finished floor levels shall be constructed and completed in accordance with the approved details (as shown on plan drawings Proposed Development and Drainage Layout ref 30431/100 Rev B and Bourne Road Site Section Plan ref Bourne Road - P29 Rev A) 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.

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

5. The approved boundary treatments (approved plans "Boundary Treatment Plan ref Bourne Road - PO2 REV F" and "Bourne Road P03 Rev A") that relate to the relevant dwellings shall be completed before those dwelling(s) are first occupied. The approved details 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).

6. The landscaping works and ecological enhancements shall be carried out in accordance with the approved details [ref: Landscape Structure Plan Drawing Number 6293.03A] prior to first occupation of any dwelling 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.

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.

(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. 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.

9. 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 along with what would be required from residents to avoid undue ecological impact, as well as a methodology for the distribution of the homeowner 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.

10. The development hereby approved shall be implemented in full accordance with section 4.3 of the EUS Reptile Presence/Absence Survey July 2020 submitted with the planning application including the strategy put forwards for mitigating for potential harm to lizards and compensating for habitat losses.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981, Policy CDMP4 of the Wyre Local Plan (2011-31) and section 15 of the National Planning Policy Framework.

11. 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 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.

12. No development above ground level shall be commenced until full details of the construction (to include elevation details, cross-sections and landscape scheme) of the acoustic/wildlife enhancement bund along the eastern boundary of the site has been submitted to and approved in writing by the Local Planning Authority. The details shall include how the adjacent Biological Heritage Site will be protected during its construction and how any protective measures that are required shall be fully installed and retained / maintained at all times thereafter. The bund shall then be provided in accordance with the approved details prior to first occupation of any dwelling unless an alternative timeframe is first submitted to and approved in writing by the Local Planning Authority, in which case the bund shall then be provided in accordance with the agreed timeframe.

Reason: To ensure the bund is satisfactorily constructed and landscaped in a timely manner in the interests of visual amenity and ecology and residential amenity (noise mitigation) in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31)

13. The measures contained within the approved Arboricultural Impact Assessment, Method Statement and Tree Protection Plan (P32 - Bourne Road - Tree Retention Plan and P27 - Bourne Road - Tree Retention 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.

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.

14. 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 routeing 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 and the adjacent Biological heritage Site (BHS) against spillage incidents, pollution and sediments during the construction phase.

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

Reason: Such details were not submitted with the application and need to be in place throughout the demolition / construction period in the interests of the amenities of surrounding residents, to maintain the operation and safety of the local highway network, to minimise the risk of pollution and to safeguard the character and appearance of the area in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

15. The visibility splays shown along Bourne Road on approved plan reference Bourne Road- P01 Rev G shall be provided prior to first occupation of any dwelling hereby approved and shall not at any time thereafter be obstructed by any building, wall, fence, hedge, tree, shrub or other device exceeding a height not greater than 1 metre above the crown level of the adjacent highway.

Reason: To ensure the safe, efficient and convenient movement of all highway users, for the free flow of traffic, in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

16. 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).

17. No dwelling hereby approved shall be first occupied unless and until the site access and off-site works of highway improvement [namely, provision of a 2m wide footpath on the northern side of Bourne Road along the entire site frontage and provision of two new bus shelters on Fleetwood Road North at the existing bus stops near "The Iron Horse" public house] have been carried out, unless an alternative timetable for implementation is submitted to and approved in writing by the Local Planning Authority. The off-site highway works shall be carried out in accordance with any alternative approved timetable for implementation.

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

18. Prior to the commencement of development save site soil strip and site preparation, a drainage scheme 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 + 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.

No part of the development 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 in that specific area 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.

19. Prior to the commencement of development save site soil strip and site preparation 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.

20. The scheme of noise insulation measures set out in the supporting Noise Assessment submitted with the application [report by Echo Acoustics dated 21st October 2020] shall be implemented for those plots identified on Figures 9 and 10 as requiring solid fencing or up rated glazing prior to first occupation of the respective dwellings. The approved noise insulation measures shall thereafter be retained.

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).

21. No dwelling shall be occupied until the electric vehicle recharging points (as set out on approved plan P05 - Bourne Road - Car Charging Plan - Rev D) 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).

22. 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, or along the side or rear boundaries of the curtilage of any dwelling beyond the rear elevation where that elevation directly faces a highway; and

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

Reason: To safeguard the appearance of open plan development and junction highway visibility in accordance with Policies CDMP3 and CDMP6 of the Adopted Wyre Borough Local Plan.

23. Notwithstanding the provisions 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), the dwelling(s) shall not be altered or extended, nor shall any building, structure or enclosure be erected within the curtilage of the dwelling(s) without planning permission.

Reason: To ensure that the Local Planning Authority have control over any future development of the dwelling(s) in the interests of preserving the character and amenity of the area, the residential amenity of occupants / neighbours and to ensure that appropriate remediation is incorporated as required in light of the historical use of the site in accordance with Policies CDMP1 and CDMP3 of the Wyre Local Plan (2011-31).

24. The development hereby approved shall be carried out in full accordance with the supporting adaptable dwellings statement (dated 7/12/20) and the 51 house types 2B4P(68) shall be retained and maintained at all times thereafter as adaptable for older people and people with restricted mobility.

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.

25. a) Prior to the commencement of development, further investigation and risk assessment of the development site shall be undertaken in accordance with the proposals detailed in the submitted Remediation Strategy - Reference 345.05.20.RS (dated 21st April 2020), and the subsequent RPS Consultation Response - Reference JER8741 (dated 3rd July 2020), allowing for a revised Remediation Scheme to be submitted by the applicant, and approved in writing by the Local Planning Authority. The Remediation Scheme shall include all works to be undertaken; proposed remediation objectives and remediation criteria; a timetable of works; site management procedures; and, detail of any necessary long term maintenance and monitoring programme. The Scheme must ensure that the site will not qualify as 'contaminated land' under Part2A of the Environmental Protection Act 1990, or any subsequent version, in relation to the intended use of the land after remediation. Any changes to the agreed Scheme shall require the express consent of the Local Planning Authority.

b) Prior to the first occupation of any dwelling, all work as identified in a) above, shall be undertaken and completed in strict accordance with the approved Remediation Scheme, and a Validation Report submitted by the applicant, and approved in writing by the Local Planning Authority, confirming strict compliance with all aspects of the agreed remediation scheme. Where relevant the Validation Report shall also include a long term monitoring and maintenance plan, which shall be implemented as approved, with all monitoring reported to the Local Planning Authority at agreed intervals. Any changes to the agreed plan shall require the express consent of the Local Planning Authority.

Should any significant unexpected contamination not previously identified, be discovered during the works detailed above in a) and b), all works should cease, and the Local Planning Authority should be immediately informed in writing. If unacceptable risks are identified, a remedial options appraisal and revised Remediation Scheme shall be submitted by the applicant and agreed in writing by the Local Planning Authority.

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).

26. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated April 2020 (ref. 30431/SRG and addendum letter (ref:30431/SRG; dated 1 December 2020), prepared by Ironside Farrar Limited and the following mitigation measures detailed within the FRA:

- Finished floor levels shall be set no lower than 6.6 metres above Ordnance Datum (mAOD), as stated in the addendum letter (ref:30431/SRG; dated 1 December 2020).
- Implementation of all flood resilience measures, as stated on page 13 of the FRA and in the addendum letter.

The mitigation measures shall be fully implemented prior to first occupation of the development or subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be approved in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy CDMP2 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

27. No development above ground level shall be commenced until a phasing programme for the whole of the application site to include the approved dwellings, green infrastructure, emergency access / pedestrian link to Bourne Road and pedestrian link on the northern site boundary (as shown on Plan Bourne Road P01 Rev H) has been submitted to and approved in writing by the Local Planning Authority. The 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. The pedestrian links shall be constructed up to the site boundary and shall thereafter be maintained and remain open and unobstructed at all times.

Reason: To define the permission and in the interests of the proper development of the site, to ensure the timely delivery of supporting infrastructure and to ensure the development provides appropriate connections and sustainable linkages to neighbouring development and the wider highway network in accordance with policies SP7, CDMP3, EP1 and SA3/4 of the Wyre Local Plan (2011-31)

28. Prior to the first occupation of any of the dwellings hereby approved, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan (and an associated Travel Plan Co-ordinator as specified in the approved Travel Plan) shall be implemented and operational from the point of the first occupation of any of the dwellings hereby approved for a period of not less than five years from the date of full occupancy of the development.

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.

29. Prior to the first occupation of any of the apartments the cycle and bin stores (as shown on Plan Drawing Number Bourne Road - P01 Rev G and P22 - Bin & Cycle Stores) shall be fully constructed for the apartments to which they relate and shall thereafter be retained and maintained at all times.

Reason: In the interests of the appearance of the site and locality, in accordance with policy CDMP3 of the Wyre Local Plan (2011-31). 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.

30. No dwelling hereby approved shall be first occupied until the parking / turning area(s) shown on the approved plan (Bourne Road P01 - Rev G) as relating to that dwelling has been laid out, surfaced and drained. The parking / turning area(s) shall thereafter be retained and maintained and not used for any purpose other than for the parking and manoeuvring of vehicles without express planning consent from the local planning authority first being obtained.

Reason: To ensure that adequate off road parking is provided and retained 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).

Notes: -

1. The applicant should be aware that the decision is subject to a separate legal agreement.
2. Prior to the commencement of development, a risk assessment and method statement (RAMS) in respect of all works to be undertaken within 10m of the adjacent railway shall be submitted to and agreed in writing with Network Rail to ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway. Network Rail Asset Protection should be contacted by email at AssetProtectionLNWNorth@networkrail.co.uk to discuss the RAMS requirements in more detail.

A Party Wall notification (under the Party Wall Act of 1996) should be submitted to Network Rail's Asset Protection team for any works 3 metres or less from the

Network Rail boundary (not the railway tracks) and structures. Embankments and cuttings are considered structures by Network Rail. Plans and sections showing the location and depth of the proposed excavations and foundations and the location of the proposed third party building or structure should be included with the notice.

3. This grant of planning permission will require an appropriate legal agreement to be entered into with Lancashire County Council as the Local Highway Authority. The Highway Authority reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Before any works begin Lancashire County Council should be contacted to ascertain the details of such an agreement and the information to be provided by telephoning 0300 123 6780 or writing to Lancashire Highways Services, Cuerden Way, Bamber Bridge, Preston, PR5 6BS quoting the planning application number.

4. Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

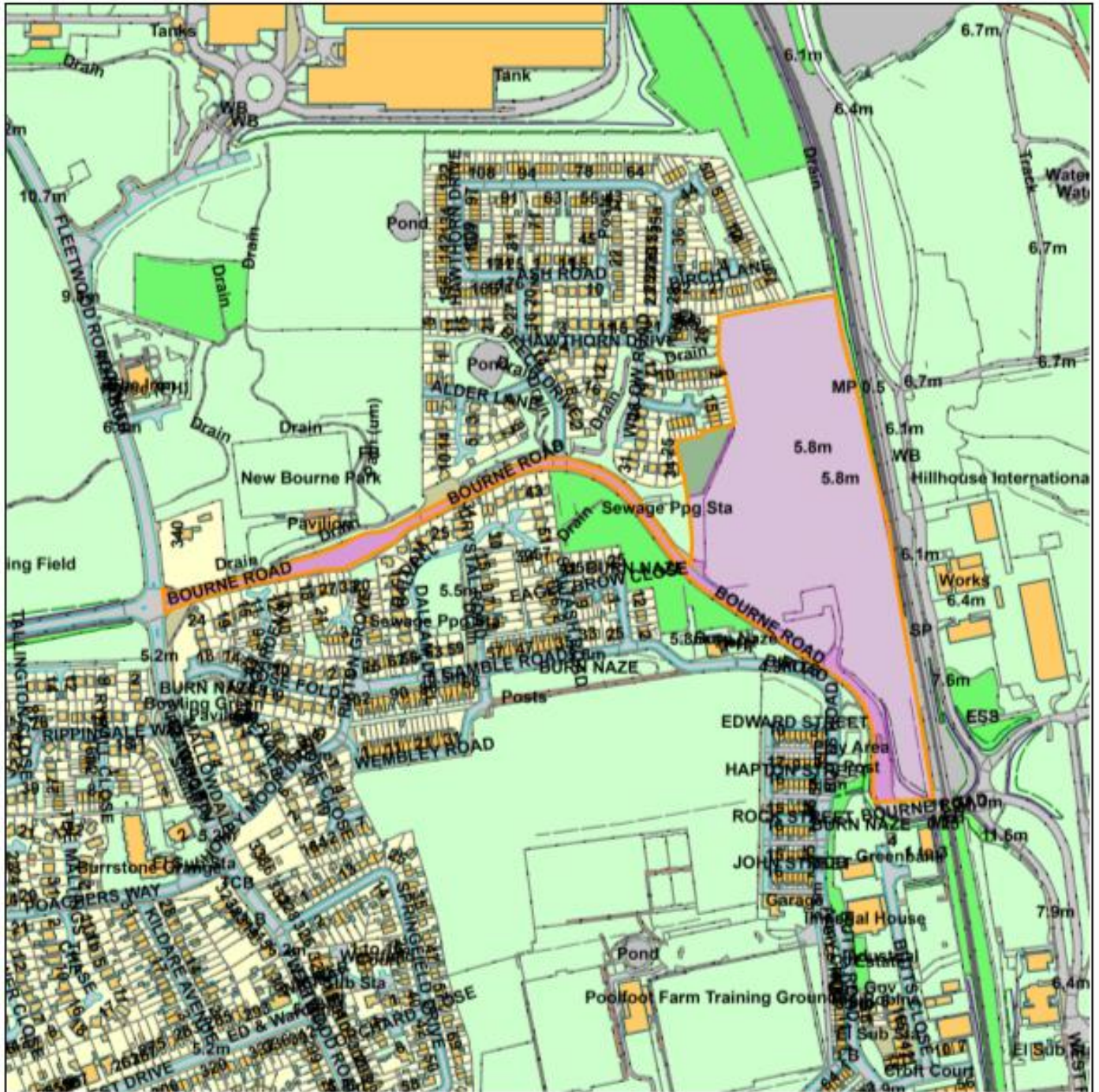
All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

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Planning committee

20/00405/LMAJ - Land at Bourne road Thornton Cleveleys



Scale: 1:5238

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Organisation	Wyre Council
Department	Planning Department
Comments	Item 2
Date	14 December 2020
SLA Number	100018720

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Committee Report

Date: 03.03.2021

Item Number 03

Application Number 19/00551/FULMAJ

Proposal Hybrid planning application seeking detailed planning permission for the development of 202 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)

Location Land To The South Of Blackpool Road Poulton-Le-Fylde

Applicant Story Homes

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Recommendation Permit

REPORT OF THE HEAD OF PLANNING SERVICES

CASE OFFICER - Mr Karl Glover

Site Notice(s) Date: 17/06/2019 & 8/01/2021

Press Notice(s) Date: 26/06/2019 & 20/01/2021

1.0 INTRODUCTION

1.1 This application is before the Planning Committee for consideration as the application site falls primarily within an allocated site in the Wyre Local Plan and is of strategic importance. The application has also been requested to before the planning committee at the request of Councillor Michael Vincent and Councillor McKay. Due to the current national lockdown restrictions in place an organised site visit will not take place however site photographs will be displayed in the meeting to enable Members to understand the proposal beyond the plans submitted. Members may also wish to visit the site individually prior to the meeting.

2.0 SITE DESCRIPTION AND LOCATION

2.1 The site which forms the subject of this application is irregular in shape and comprises of 12.29 Hectares (30 Acres) of undulating Grade 3 (good to moderate quality) agricultural land located to the south of Blackpool Road and west of Poulton Road and Tithebarn Street in Poulton. Site levels generally fall from the northern, southern and eastern boundaries towards Horsebridge Dyke which is the lowest area of the site at approximately 5m Above Ordnance Datum (AOD). The highest point of the site is located at the boundary with Blackpool Road at approximately 10.5m AOD. The levels also rise to 7.5m AOD at Poulton Road and Tithebarn Street. Whilst the site is free from any buildings a number of mature trees and hedgerows are

interspersed across the site along with a number of field drains. The site is bounded by Blackpool Road to the west, residential properties on Poulton Road and The Crescent to the east and residential properties on Maycroft Avenue, Coniston Avenue and Thirlmere Avenue to the north. The southern boundary of the site is largely defined by the existing field boundaries and there are remnants of hedgerow along the south western edge.

2.2 The site forms part of the wider allocation for residential development within the Wyre Local Plan (Site SA1/6). The northern and eastern boundaries of the site follow the urban edge of Carleton. The site also includes an area of land to the south of the allocation. The southern and western boundaries of the site adjoin wider agricultural land including a number of small ponds and is also interspersed by Horsebridge Dyke which cuts across the south western corner and is classified as a Main River. There are currently two vehicular access points to the site, one on the southern side of Blackpool Road and one to the north of Berrys Lane to the west of Tithebarn Street. A Public Right of Way (PROW) (2-2-FP 13) runs to the south of the site from Woodhouse Farm to the west across to Berrys Lane and onto Tithebarn Street. In terms of existing public transport provisions there are bus services currently operating along Blackpool Road (no 14) and Poulton Road (no 12 and 24) which allow for connectivity to Blackpool, Fleetwood, Cleveleys and Vitoria Hospital. Poulton Le Fylde Railway station is also located approximately 1km towards the east of the site. The Environment Agency's mapping system shows the majority of the site is within Flood Zone 1 however towards the lower areas adjacent to Horsebridge Dyke the site is also designated within Flood Zones 2 and 3.

3.0 THE PROPOSAL

3.1 This is a Hybrid planning application which seeks full planning permission for the development of 202 residential dwellings including associated accesses, highway works, public green infrastructure and landscaping within site allocation SA1/6. The application also seeks outline planning permission for the development of a two form entry primary school with all matters reserved on land adjacent to site allocation SA1/6.

3.2 The full application for 202 residential units comprises the following housing mix:

- 8 x 1 bedroom apartments
- 34 x 2 bedroom houses
- 71 x 3 bedroom houses
- 75 x 4 bedroom houses
- 14 x 5 bedroom houses

3.3 61 (30%) units are proposed as affordable homes (8 x 1 bed apartments, 26 x 2 bed mews dwellings and 27 x 3 bed semi-detached houses) comprising a 50/50 tenure split of affordable rent and affordable shared ownership. The remaining 141 dwellings are proposed to be for open market sale.

3.4 The units will consist of 2 and 2.5 storey detached, semi-detached houses and mews and apartment properties. Materials proposed include a mixture of render and red brick with decorative features including heads and cills. Roofing materials are proposed to be concrete tile. The proposed site layout is generally open plan with boundary treatments separating plots predominantly comprising of 1.8m high timber fencing along with 0.6m high knee rails at the head of cul de sacs and along shared drive ways. Hedgerows and brick walls are proposed on key viewpoints into the site.

A 0.7m high railing detail is proposed around the 2 surface water drainage balancing ponds.

3.5 Two vehicular, pedestrian and cycle accesses are proposed on Blackpool Road and Poulton Road/Tithebarn Street to be connected via an internal spine road. These accesses will utilise the existing field entrances which are to be modified to a priority junction (with the Blackpool Road junction to be priority controlled). The highway works proposed for the Blackpool Road access take the form of localised carriageway widening utilising the adopted verge on the southern side of the highway with a central pedestrian refuge. Visibility splays of 2.4m x 43m would be provided at each junction. The access on to Poulton Road proposes revised road markings and signage. Internally the layout provides a 6m wide spine road with a 2m wide footway on one side and a 3.5m wide shared footway/cycleway on the other. A pedestrian and cycle access is also shown to connect to land (also within the housing allocation) to the north of the site between plots 20 and 21.

3.6 The scheme proposes a sustainable surface water drainage system which would introduce two drainage pond features towards the north east of the site and one adjacent to the area proposed to be reserved for the 2 form entry Primary School. There would be 1.93 Ha of Green Infrastructure to the south of the site and east of the proposed school site which includes a children's locally equipped area of play (LEAP) facility.

3.7 The scheme also seeks outline permission (all matters reserved) for a new primary school on 2.1 Hectares of land within the southern part of the site. This would be sufficient to accommodate a 2 Form Entry Primary school. Indicative access to the school is shown to be taken from a link road off the main spine road running through the site.

3.8 The application is accompanied supporting documents as follows:

- Design and Access Statement
- Planning Statement and Addendum
- Heritage Statement
- Air Quality Assessment
- Archaeological Desk-Based Assessment
- Ecological Appraisal
- Landscape and Visual Assessment
- Noise Assessment Report
- Flood Risk Assessment and Drainage Strategy
- Tree Survey
- Arboricultural Impact Assessment
- Phase 1 and Phase 2 Site Investigation Studies
- Transport Assessment and Travel Plan
- Market Demand Report (Second revision)
- Sustainable Construction Statement

4.0 RELEVANT PLANNING HISTORY

4.1 Planning records show no history associated with the application site. Other relevant planning history which either relates to the wider site allocation or is in close proximity to the site is as follows:

4.2 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

4.3 17/00632/OUTMAJ - Outline application for a residential development comprising up to 48 dwellings with access applied for off Tithebarn Street and 100 space town centre carpark (all other matters reserved) - Pending consideration

4.4 19/00615/OULMAJ - Outline application for the erection of up to 330 dwellings and associated infrastructure (all matters reserved) - Pending 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 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:

- Policy SP1 Development Strategy
- Policy SP2 Sustainable Development
- Policy SP6 Viability
- Policy SP7 Infrastructure Provision and Developer Contributions
- Policy SP8 Health and Wellbeing
- Policy CDMP1 Environmental Protection
- Policy CDMP2 Flood Risk and Surface Water Management
- Policy CDMP3 Design
- Policy CDMP4 Environmental Assets
- Policy CDMP5 Historic Environment
- Policy CDMP6 Accessibility and Transport
- Policy HP1 Housing Land Supply
- Policy HP2 Housing Mix
- Policy HP3 Affordable Housing
- Policy HP9 Green Infrastructure
- Policy SA1 - Residential Development
- Site Allocation SA1/6 - South of Blackpool Road

5.2 NATIONAL PLANNING POLICY FRAMEWORK (NPPF) 2019

5.2.1 The revised 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 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
- Section 16 - Conserving and enhancing the historic environment

5.2.3 In accordance with the National Planning Practice Guidance (PPG) and National Planning Policy Framework (NPPF) §73, the council must be able to demonstrate a 5 year housing land supply position (with a 5% buffer) when dealing with applications and appeals. The latest available evidence on housing delivery is that set out in the council's APS submission for 2020 which demonstrates a deliverable housing land supply position of 5.9 years. The council's 5 years housing land supply position has recently been considered by an Inspector and even if the Inspector's conclusions were accepted in full there would be a housing land supply position of a minimum 5.2 years (including a 5% buffer). There is therefore full confidence that the council is able to demonstrate a deliverable 5 year housing land supply.

OTHER MATERIAL CONSIDERATIONS

5.3 WYRE SUPPLEMENTARY PLANNING GUIDANCE

5.3.1 The following is 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

5.4 LAND OFF BLACKPOOL ROAD MASTERPLAN

5.4.1 The Land off Blackpool Road Masterplan was approved on 13th January 2021 and represents a significant material planning consideration to this application.

5.5 NATIONAL PLANNING PRACTICE GUIDANCE

5.6 THE PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990 (PLBCA) S.66 AND S.72

5.7 HISTORIC ENGLAND, 'THE SETTING OF HERITAGE ASSETS, HISTORIC ENVIRONMENT GOOD PRACTICE ADVICE IN PLANNING NOTE 3 (SECOND ADDITION)

5.8 THE CONSERVATION OF HABITATS AND SPECIES REGULATIONS (AMENDMENT) (EU Exit) 2019

5.9 THE WILDLIFE AND COUNTRYSIDE ACT 1981 (AS AMENDED)

6.0 CONSULTATION RESPONSES

6.1 LANCASHIRE COUNTY COUNCIL (LOCAL HIGHWAY AUTHORITY)

6.1.1 No objections subject to conditions - Initially requested further information and updates to the submitted Transport Assessment (TA). The further technical note submitted addresses concerns and takes into consideration other committed developments. The proposal is considered to be acceptable in highway capacity and safety terms. In terms of highways impact LCC Highways are satisfied that the impact of this development on the highway network can be accommodated with mitigation through the provision of off-site highway works secured through a combination of planning conditions and s106 agreement. The two site accesses are considered to be acceptable and provide the required visibility splays. The proposed Blackpool Road access arrangement is satisfactory and does not prevent a second access to Blackpool Road from being provided to serve the development currently being promoted under application 19/00809/FULMAJ, which also forms part of the SA1/6 allocation. The spine road through the development is suitable to accommodate public transport. It is not a requirement of this developer to make contributions towards public transport services, however, bus stop locations should be identified and raised kerbs for the bus stops should be provided through the s38 process. The layout is suitable for adoption. An amendment to the internal layout to facilitate access to the school is suggested. No concerns about location of school site or access to it. Highway improvements and £323,000 financial contribution towards Poulton Mitigation Strategy and £12,000 contribution towards travel plan support requested. Conditions requested.

6.2 LANCASHIRE COUNTY COUNCIL (LOCAL EDUCATION AUTHORITY)

6.2.1 Latest assessment (02/02/2021) confirms LCC will be seeking a contribution towards 32 primary school places in line with their methodology and based upon the 2021 School Census and resulting projections. This equates to a financial contribution of £636,568.32 with the new primary school site on this allocation being identified as the likely named project. LCC will not be seeking a contribution for secondary school places. LCC would expect the LPA to assist in negotiations to secure the land for the new school site by use of equalisation arrangements.

6.3 LANCASHIRE COUNTY COUNCIL (LEAD LOCAL FLOOD AUTHORITY)

6.3.1 No objections subject to conditions requiring the development to be brought forward in line with the approved Flood Risk Assessment and final and full details of the sustainable urban drainage system (SuDS) to be submitted for approval.

6.4 LANCASHIRE COUNTY COUNCIL (ARCHAEOLOGY)

6.4.1 Advised that a programme of archaeological works is needed to include a watching brief during soil stripping and excavation for services, roads and foundations with a programme of "strip, map and record" for any features or deposits of archaeological significance which might be revealed and with provision made for any post excavation and reporting that may be needed. A condition has been recommended.

6.5 GREATER MANCHESTER ECOLOGY UNIT (GMEU)

6.5.1 Having sought input from the Lead Local Flood Authority have produced a Habitats Regulations Assessment (HRA) which concludes that subject to conditions the development is unlikely to have any adverse impacts upon statutory designated sites i.e. Morecambe Bay & Duddon Estuary SPA, or the Natural England SSSI Impact Risk Zones (IRZ) for the Wyre Estuary SSSI. Conditions are required to ensure that the development will not have any adverse impacts upon protected species in particular Great Crested Newts.

6.6 HIGHWAYS ENGLAND

6.6.1 No objections

6.7 LANCASHIRE FIRE AND RESCUE SERVICE

6.7.1 Highlighted the requirements for the proposed access and scheme to satisfy Document B Part B5 of Building Regulations and sets out the guidance on turning facilities for Fire Service Vehicles

6.8 UNITED UTILITIES

6.8.1 Require the site to be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Surface water will not be permitted to drain directly or indirectly to a public sewer. A condition requiring full details of the management and maintenance of sustainable drainage systems should be attached along with a condition requiring a surface water drainage scheme to be submitted and approved.

6.9 NHS FYLDE & WYRE CLINICAL COMMISSIONING GROUP (CCG)

6.9.1 Advised that to mitigate the impacts upon the delivery of general practice services a financial contribution of £55,698 towards the extension and/or reconfiguration of Queensway Medical Centre is required.

6.10 NATURAL ENGLAND

6.10.1 Advised that a Habitat Regulations Assessment (HRA) screening opinion is required to determine likely significant effects on the statutory designated sites. Following the submission of the HRA there are no objections subject to the mitigation measures being conditioned accordingly.

6.11 BLACKPOOL BOROUGH COUNCIL

6.11.1 No objections

6.12 POULTON HISTORICAL AND CIVIC SOCIETY

6.12.1 Object to the proposal on the following grounds:

- Development is far too dense and will impact upon local amenities
- Land was former Green Belt, further development will have adverse impacts upon ecology and will erode the character of Poulton
- Increase in traffic congestion
- Increase in traffic flow towards Poulton

- Site should be developed in line with a Masterplan
- Design and layout fails to achieve an organic extension to the Town centre
- Impacts upon ecology and wildlife
- Difficult to see how the development contributions towards the Poulton Mitigation Strategy would benefit and mitigate the problems caused
- The retention of hedgerows would see the setting of the Poulton Conservation Area preserved as they provide a natural setting on the approach into Poulton

6.13 ENVIRONMENT AGENCY

6.13.1 First two responses objected to the proposal. However following the submission of the revised flood risk assessment (FRA) and revised plans these address the previous objections. A condition requiring the development to be carried out in accordance with the revised FRA is required including the mitigation outlined.

6.14 HISTORIC ENGLAND

6.14.1 Advised that on the information available there is no requirement to consult as a statutory consultee.

6.15 WYRE BC HEAD OF ENGINEERING SERVICES (DRAINAGE)

6.15.1 No objections subject to surface water discharge from the site based on SuDS hierarchy, to be limited to Qbar with on-site attenuation provided to 1 in 100 year plus 40%. No surface water shall discharge in to the public sewer and full surface water drainage plans to be submitted. Run off should meet the requirements set out in the FRA.

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

6.16.1 No objections subject to a Post Phase 1 and a Watching Brief condition being attached. The Post Phase 1 condition has been recommended primarily in order to deal with the proposed remediation and validation. However, further information regarding the gas risk assessment is also required to be submitted.

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

6.17.1 Require internal noise levels to comply with WHO guidance and details of any school extraction system. No objections received in relation to Air Quality matters.

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

6.18.1 The soft landscaping proposals include sufficient detail in terms of plant schedule and specifications provided for the various components such as native trees, shrubs, ornamentals, hedging, hedgerow, climbers, wildflower and grasses mix. The submitted Tree Protection Plan and Arboricultural Impact Assessment is appropriate. The northern boundary hedgerow is considered an important Hedgerow and it appears to be retained which is reassuring.

6.19 WYRE BC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (PUBLIC OPEN SPACES/GREEN INFRASTRUCTURE)

6.19.1 The Local Equipped Area of Play (LEAP) is suitably located.

6.20 WYRE BC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (WASTE MANAGEMENT)

6.20.1 Highlighted some concerns with regards to the presentation of bins.

7.0 REPRESENTATIONS

7.1 The application has generated 42 letters of objection based on the following (summarised) concerns:

- Vehicular congestion on the local highway network and local junction in the immediate vicinity in particular during rush hour
- Pedestrian safety concerns
- Lack of Employment opportunities in the area and infrastructure
- Ecological/Biological impacts and impacts upon Wildlife/protected species (Video evidence submitted of Deer within the site)
- Visual harm
- Inaccuracies on the plans submitted and lack of detail
- Increase in flood risk
- Over Shadowing and Loss Of privacy, loss of light
- Failure to have a masterplan in place
- Design and Layout concerns
- Development too dense
- Lack of screening from road
- Impacts upon the countryside
- Noise and air pollution impacts
- Development will merge Poulton and Carleton
- Historic impacts
- Impacts upon local amenities i.e. NHS and emergency services
- Wider highway concerns on strategic network - Impacts upon Norcross roundabout
- Impacts upon the PROW
- Drainage concerns - Blocking of the main Horsebridge Dyke
- Development will create a Rat run for vehicles
- Significant Environmental Impacts
- Loss of Greenfield (Former Greenbelt)
- Dwellings are too tall
- Schools are oversubscribed in the locality
- Impacts upon trees and hedgerows
- Impacts upon human rights
- Impacts upon Climate Change
- Impacts upon the River Wyre
- Existing condition of roads is poor this will increase with more vehicles
- 2 storey dwellings backing on to the bungalows will be overbearing
- Cumulative impact with the other applications submitted will be harmful upon the local highways

8.0 CONTACTS WITH APPLICANT/AGENT

8.1 Throughout the application process there have been a number of meetings as well as E-mails and telephone discussions, mainly in relation to the following matters:

- Masterplan requirements and progression
- Housing mix and density
- Development description updates
- Design and Layout of the whole site
- School and education requirements
- Highways requirements
- Financial contributions and other section 106 requirements
- Consultee issues raised on drainage, flood risk, ecology, trees, Green Infrastructure and Affordable Housing
- Site levels including sections and street scene plans
- Materials and boundary treatments
- Details on climate change and sustainability

8.1.1 As a result of discussions numerous amended plans and supporting documents have been submitted. An extension of time on the application has been agreed until the 4th March 2021.

9.0 ISSUES

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

- Principle of Development
- Primary School Site and other Infrastructure
- Housing Mix and Affordable Housing
- Visual impacts, Design and Layout
- Green Infrastructure
- Impact on Residential Amenity
- Impact on Highway Safety, Access and Highway network
- Flood Risk and Drainage
- Trees and Ecological Matters

Principle of Development

9.2 The application site falls within the settlement boundary of Poulton as defined in the Adopted Wyre Local Plan (WLP31). Policy SP1 of WLP31 directs new development to within settlement boundaries and states 'development within settlement boundaries will be granted planning permission where it complies with the other policies of this Local Plan'. The majority of the site is allocated for housing development as part of site allocation 'South of Blackpool Road' (SA1/6). The total allocation consists of 19.54Ha with a housing capacity of 300 dwellings. This application site makes up 1 of 4 parcels in different land ownership within the allocation. Two of the remaining three parcels are currently the subject of pending applications (land to the north ref: 19/00809/FULMAJ and land to the south ref: 17/00632/OUTMAJ). The remaining parcel, a smaller area of land immediately to the north of Berry Lane has not been subject to any application. Any loss of agricultural land within the allocation site has already been considered and accepted as part of the Local Plan making process. The application site also includes (where the school

site is proposed) undesignated land in the WLP31. This part of 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.

9.3 Site allocation SA1/6 contains 11 Key Development Considerations (KDCs) which are policy requirements that have to be satisfied. KDC1 states 'this site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the Local Planning Authority prior to the granting of planning permission for any part of the site'. The 'South of Blackpool Road' Masterplan was formally approved by the Council on 13th January 2021. Although the Masterplan itself does not create new policy, it does create a development framework, including vision, objectives and design principles that each planning application within the allocation should adhere to. The Masterplan area includes SA1/6 but also additional land to the south which is the subject of this application for the new school site. The application proposal including locations of the housing, accesses and main highway network, Green infrastructure (GI) and the primary school site aligns with the Masterplan Framework (Section 4 of the masterplan document). Specific KDCs and masterplan matters are subsequently discussed in each relevant section of this report.

9.4 Policy SP2 of WLP31 requires all new development to be sustainable. Relevant matters in this case would be to ensure housing provision meets the needs of all sections of the community; provision of strategic and local infrastructure and services; ensure accessible places and minimise the need to travel by car; reduce and manage flood risk; protect and enhance biodiversity, landscape and cultural heritage and green infrastructure assets; and achieve safe and high quality designed local environments which promote health and well-being. How the proposal achieves these sustainability considerations is discussed in turn in each relevant section of this report.

9.5 Policy SP2 (Criteria 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. The applicant has submitted a climate change / sustainability statement to demonstrate how the development will satisfy this criteria. A summary of the statement includes the following:

- Orientation of buildings where they can optimise energy efficiency, solar gain and maximise daylight levels and compliance of Part F and L of the Building Regulations
- Inclusion of low energy lighting
- Sustainable Transport - Contribution to the Poulton Mitigation Strategy and encouragement of sustainable modes of transport
- Inclusion of Suds features throughout the site
- Biodiversity enhancements
- Maximum and practical use of sustainable and reused and recycled locally sourced building materials - re use of existing materials during site preparation and retention of boundary treatments and;
- Water saving devices

9.6 The applicant has demonstrated that the proposal would satisfy this criteria of Policy SP2 of the Local Plan.

Primary School Site and other Infrastructure

9.7 Policy SP7 of WLP31 requires contributions towards infrastructure and in some cases new infrastructure on site. This includes affordable housing, green infrastructure, education, highway improvements and health care provision. The 'South of Blackpool Road' Masterplan also identifies a number of infrastructure requirements that are integral to the creation of sustainable development and sets out the principles in which these should be delivered.

9.8 KDC8 of SA1/6 requires the allocation to make land available for a new primary school which will form part of the financial contributions towards education. The Masterplan considers the appropriate location for the primary school. It identifies 2.11 hectares of land to the south of SA1/6 of flat agricultural land for the two form entry primary school. Its location, including the fact that it is outside of the allocation, has been accepted as part of the Masterplan process. As part of this Hybrid planning application, outline planning permission is sought for the school site in the same location identified within the approved Masterplan. The layout of the proposed residential development would allow for reasonable vehicular and pedestrian access to it. Access to the school from the development is indicative however the plans suggest 2 points of access. A section of hedgerow along the northern boundary of the school site would need to be removed to accommodate this however this could be suitably mitigated. Lancashire County Highways have raised no objection in this application to the location of the school. The site plan identifies an open attenuation balancing pond as part of the wider SuDS drainage infrastructure in close proximity to the school, however the plans identify that this would be enclosed accordingly with rescue equipment and signage to be in place. Full details of boundary treatments for the school site would be part of the reserved matters application. The new primary school site in the location proposed is in line with the provisions of Policy SP7 and the Masterplan as well as KDC8 of SA1/6 and the adjacent residential development proposed would not prejudice it from being delivered at a future date.

9.9 The Local Education Authority's (LEA) response confirms that in the event a new school site is needed to accommodate the number of housing developments coming forward in Poulton then applicants may be required to provide a contribution towards the purchase cost of the school site land. The LEA would seek to work with the Council to ensure such equalisation arrangements are established prior to the approval of any of the developments affected. There have been some discussions with the LEA and developer however no such equalisation arrangements are in place and having regard to the LEA's methodology for seeking contributions the Council does not consider this additional contribution request is reasonable or in conformity with the CIL Regulations. Furthermore KDC8 of SA1/6 requires land being made available to be part of the financial contributions, not as well as. The financial contribution being requested to mitigate the number of pupil places generated by this development (which would go towards construction of the new school site or expansion of an existing school as an alternative) is £636,568.32. This has been agreed by the applicant and is to be secured by Section 106 Agreement. The LEA have made it clear in discussions that expanding existing schools is their preference and a new school would be a last resort. Therefore they would not wish to be given the land in lieu of a contribution. Any contributions collected from this development and other developments in the area could go towards this new school site, if required, with any shortfall for school delivery to be met from other funding sources. For the avoidance of doubt the purpose of the outline application is to reserve land for the school site and is not proposing to deliver it.

9.10 The Clinical Commissioning Group (CCG) has advised that to mitigate the impact of this development on local health care facilities, a financial contribution of £55,698 towards the extension and reconfiguration of Queensway medical centre in Poulton is required. This has been agreed by the applicant and is to be secured by Section 106 Agreement.

9.11 Policy HP9 of the WLP31 requires developments resulting in a net gain of 11 dwellings or more to make appropriate provision of green infrastructure (GI) on site. In this instance based on the housing mix proposed for 202 dwellings, a total of 2ha of GI is required to be provided. The application would provide 1.93ha of GI on site comprising of informal green space and a local equipped children's play area (LEAP) which is located to the south of the site and also to the entrances to the site on to Blackpool Road and Tithebarn Street. This location and amount reflects that as set out within the masterplan. Whilst the amount being provided falls marginally short of the required 2ha the application does also propose some landscaped areas and landscape enhancements. Full details of the LEAP including its equipment and surfacing has not been submitted however this can be conditioned and the management and maintenance of all GI is to be incorporated into the Section 106 agreement. The location of the GI is considered to be acceptable as it is close to the proposed dwellings offering good levels of security and surveillance. To the south of the main area of GI it will be fenced off by a stock proof fence to prevent access onto the agricultural land and Horse Bridge Dyke beyond. Based on the information provided the proposal complies with KDC2 of SA1/6 and Policy HP9 along with the parameters set out within the masterplan.

9.12 Reference to highways and drainage infrastructure will be outlined in relevant section of the report. In terms of utilities the development would introduce a new sub-station, gas governor and foul water pump station.

Housing Mix and Affordable Housing

9.13 Policy HP2 of the WLP31 requires new housing developments to widen the choice of housing types 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 setting out a need for 38% 1 and 2 beds, 43% 3 beds and 18% 4+ bed units (subject to a consideration of local need and demand). Out of the 202 units proposed, 21% would be 1 and 2 beds, 35% 3 bed and 44% 4 & 5 bed. The mix proposed is not in accordance with the SHMA as it comprises a higher proportion of larger units compared to the smaller 1, 2 and 3 bed units. The applicant has provided a Market Demand report which suggests there is a local demand for the larger bed properties in Poulton. However officers consider this should be given limited weight given its scope and content. Initially the housing mix weighed even more in favour of the larger bed units and officers advised that this was not acceptable. As such the mix highlighted above is a result of the inclusion of more two bed units which ultimately increased the overall dwellings proposed (from 197 to 202). A further increase of smaller properties would likely increase the density of development which would be unlikely to be visually acceptable in this edge of settlement location. It is acknowledged that in addition to the bedroom mix, the development is providing a wide choice of house types (detached, semi-detached, terraced and apartments) and floorspace sizes to appeal to different households. It is also of note that the other pending applications within the allocation suggest these will deliver a larger number of smaller properties which would help to rebalance the overall housing mix within the allocation, although because of the uncertainty as to what exactly will come forward

on these other sites limited weight should be given to this. On balance, the proposed housing mix is considered to be acceptable.

9.14 Also within Policy HP2 it sets out that to help meet the needs of an aging 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. This equates to 40 suitable or adaptable units in this case. No details have been provided showing how this criteria will be satisfied. This can be conditioned to be provided.

9.15 Policy HP3 of the WLP31 requires 30% affordable housing on Greenfield sites in Poulton. This equates to 61 on site dwellings. The submitted plans identify 61 units which comprise of 8 x 1 bed apartments, 26 x 2 bed dwellings and 27 x 3 bed dwellings. These are spread out throughout the site and are not all contained in one area. The design of the affordable dwellings is similar to the open market dwellings and is not compromised. The Councils Affordable Housing Officer has confirmed that the proposed 50% tenure split between affordable rent and shared ownership is appropriate and as such the scheme would comply with Policy HP3 of the WLP31. The amount and tenure along with the timing and delivery is to be secured by S106 agreement.

Visual impacts, Design and Layout

9.16 KDC3 of SA1/6 sets out that the design of the development should provide an organic extension to the town. Particular attention should be given to the nature and quality of boundary treatments. Policy CDMP3 of the WLP31 also requires new development to be of a high standard of design. 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.

9.17 The development will inevitably transform the appearance of the landscape by introducing built form into an undeveloped area of agricultural land. It is therefore important to ensure the relevant policy requirements are met and that the development follows the design principles established by the Masterplan, which officers consider it does do. The layout is considered to provide an organic extension to the town with the 'arrival greens' at both site entrances where the built form is set back from the highway and new landscaping is proposed. Also the retention of the majority of the existing trees and hedgerows assists in providing soft edges to the site. The location of the GI will provide a visual buffer across the allocation and reduce the visual prominence especially when travelling north along Tithebarn Street. Lower density development on the western boundary will afford some views into the site.

9.18 In terms of design and layout during the course of the application numerous amendments have been made, in particular to address the spacing requirements outlined in Supplementary Planning Guidance 4 (SPG4). Amendments have been made to the layout of dwellings which front on to the main arterial route through the site to ensure there is acceptable visual breaks and active frontages with no blank featureless gable elevations on prominent corner plots. This has also reduced the amount of frontage parking which initially dominated the street scene. An overhaul of

the layout to the affordable dwellings located towards the north eastern area of the site has been made again improving spacing and preventing excessive frontage parking. Whilst during the application the numbers of units has increased this has not compromised the site layout and the required spacing distances in SPG4 can still be achieved. The submitted design and access statement sets out how the design and layout follows the design approach as set out by 'Building for Life 12' Guidance which concludes that the scheme provides a suitable and sustainable residential development that exhibits best practice and respects its context and surroundings.

9.19 The topography and levels across the site do vary and generally rise towards the north of the site and decrease towards the centre of the site before rising again to the west. With the exception of the north eastern corner the land levels are no higher than the surrounding residential properties to the north and east. The submitted topographical survey demonstrates the Finished Floor Levels (FFLS) compared to that of the existing ground levels range from approximately 8.1m to 10.7m AOD depending on the change in levels and location within the site. Having reviewed the overall height of the submitted house types and the FFL set out in conjunction with the submitted site section drawings the development is not considered to have any significant adverse visual impacts upon the character of the area and the development will integrate with the surrounding built form. The applicant has advised that the finished ground levels will be set approximately 150mm below the FFL of the dwellings. A condition is to be imposed requiring the development to be carried out in accordance with the levels plans submitted.

9.20 The overall design and appearance of the house types proposed is considered to be acceptable. The dwellings will be constructed using various materials including render and brick with a variety of decorative heads and cills, stone surrounds and feature boards to gable ends. An elevation materials layout plan has been submitted which identifies the external materials finish. This includes Wylam Olde Blend, Newfiled Multi a Heritage Blend and a Runswick Red in conjunction with white K render. The submitted materials layout is considered to be acceptable as it provides a variety and visual interest to each of the new street scenes and also provides assistance in visually breaking up the massing of the units. The materials proposed are considered to be acceptable and are to be conditioned.

9.21 The application has been accompanied by a boundary treatment plan. The boundary treatment plan submitted demonstrates that the proposed boundary treatments will comprise of 1.8m high close boarded fencing along the majority perimeter boundaries and the plot dividing boundaries and a 1.8m high brick wall and 0.6m high knee rail on specific plot boundaries. All site frontages are proposed to remain open plan, this too is to be conditioned. A landscaping plan has been submitted which demonstrates new areas of planting and green spaces and includes the retention of existing trees and the provision of new hedge and tree planting along with wildflower mixes throughout. The Council's Tree Officer has advised that the planting specifications are adequate.

9.22 Following further amendments the site layout is now considered to provide sufficient parking provision to satisfy the requirements of Appendix B of the WLP31 and also bin storage proposed is agreed by the Councils Waste Management Officer. A foul water pumping substation is shown towards the south of the site and to the north of the school site. No elevation details have been provided for this and as such full details are to be conditioned. Overall the layout and design of the development including materials are considered to be acceptable and would sit well within the context of the surrounding area. In turn the proposal is seen to satisfy Policy CDMP3 of the WLP31 and design guidance set out within SPG4 along with KDCs 1, 2 and 3

of SA1/6 as well as the 8 key points within the block structure (page 10) of the masterplan.

Impact on Residential Amenity

9.23 Policy CDMP3 of the WLP31 sets out that new development must not have an adverse impact on the amenity of occupants and users of nearby properties and must provide a good standard of amenity for the occupants of the development itself. Concerns have been raised by local residents as to the potential impacts arising as a result of overlooking, loss of light and overbearing impact in particular along the northern and eastern boundaries where existing properties back on to the site. In response to the concerns the Case Officer has undertaken a site visit taking into consideration the variation in levels along the site boundaries. In the north eastern corner the levels are higher than that of the bungalows which back on to the site from Maycroft Avenue (approximate 9.6m AOD). Whilst the levels are higher the interface distances from the rear elevation of plots 62 - 68 to the rear elevation of these properties is approximately 24m which would exceed the 21m requirement set out within SPG4. Plot 48 sides onto the rear garden of number 11 Maycroft Avenue and also exceeds the 13m stipulated interface distance in SPG4 where a side elevation faces a rear elevation. Plot 48 is a Spencer House type which has an en suite first floor side elevation, this is to be conditioned to be obscure glazed to prevent any overlooking and loss of privacy. Given the separation distances involved it is not considered that there will be any harmful adverse impacts arising from the loss of light, loss of privacy or overbearing impacts.

9.24 Plot 109 sits to the rear but adjacent to number 101 Poulton Road, given the scale of the proposed garden for this plot and the separation distance demonstrated there is not considered to be any adverse impacts on this property. A number of dwellings within The Crescent are also located in close proximity to the new dwellings in particular numbers 4, 5, 6 and 7. In this particular area of the site there is a depression and the boundary treatment comprises of a low level 1.5m high timber fence. Numbers 6 and 7 The Crescent have windows and openings which overlook this area of the site. Plot 97 has a side to side relationship with number 7 and is not considered to result in any adverse impacts subject to imposition of obscure glazing on the side elevation at first floor. Plot 98 shares a splayed relationship with number 6 which backs right up to the boundary given the orientation of the dwellings it is considered that on balance any overlooking and loss of privacy can be adequately mitigated by reason of obscure glazing and the securing of new 1.8m boundary treatments.

9.25 Plots 34- 47 are sited along the northern boundary of the site. The neighbouring properties which could be affected are numbers 11 and 14 Coniston Avenue and 9 and 12 Thirlmere Avenue. These properties are all at the head of their respective cul de sacs and side on to the northern boundary of the site. The 13m interface distance from a side elevation to a two-storey rear elevation as set out within SPG4 is achieved in this instance with approximately 20m from the rear elevations of the new properties. The proposed dwellings along the northern boundary are not considered to adversely affect the private amenity of these neighbouring dwellings or result in harmful overbearing impacts.

9.26 Whilst the parcel of land to the north of the site remains in agricultural use a detailed planning application for 42 'over 55s' bungalows is currently pending consideration (application number 19/00809/FULMAJ). The layout and relationship of the proposed bungalows has been assessed against the siting of the proposed dwellings which make up this application and it is considered that there will be no

adverse impacts upon the amenity of the potential future occupants on either site should the applications both be approved.

9.27 The only other neighbouring residential property which has potential to be adversely impacted upon is number 76 Blackpool Road which is a large detached dwelling located adjacent to the proposed access on to Blackpool Road. There will be approximately 10m from the side elevation of this dwelling and Plot 197. Subject to the first floor window being conditioned to be obscure glazed it is not considered that there will be any adverse impacts upon residential amenity.

9.28 Turning to impacts upon occupants of the proposed dwellings, initial concerns were raised during the application in relation to some of the plots being too close which resulted in an unacceptable relationship between dwellings. Following a number of revisions the proposed layout achieves the interface distances within SPG4. Overall having assessed the full impacts of the proposed development on the surrounding residential properties it is considered that the development would not result in any adverse impacts on neighbouring amenity and would comply with the provisions of Policy CDMP3 of the WLP31 and the spacing guidance set out within SPG4.

Impact on Highway Safety, Access and Highway network

9.29 In assessing the highway impacts arising from the development the application is assessed against the provisions of Policy CDMP6 of the WLP31 and KDCs 1, 2, 8 and 9 of SA1/6 and the National Planning policy Framework (NPPF). Given the scale of the development a Transport assessment (TA) has been submitted in support of the application. LCC Highways having assessed the TA required further information to be submitted and as such a Technical Note was provided and subsequently agreed by the Highways Officer.

9.30 In terms of highway capacity the Highways Officer has agreed the trip rates the development would produce which equates to an additional 2 vehicular movements in the AM and 26 in the PM peak. The TA and subsequent Technical Note takes into consideration all of the other committed developments within the locality including the site capacity of SA1/6 and assesses the junction capacities at both of the site accesses and at Blackpool Road/Blackpool Old Road, Tithebarn Street/Queensway and other junctions in the locality. The TA and subsequent technical note includes an assessment of road safety and accidents on the surrounding highway network. Lancashire County Highways and Highways England have confirmed that they are satisfied that the impacts arising from this development on the highway network can be accommodated with mitigation through the provision of offsite highway works secured through a combination of planning conditions and section 106 agreement.

9.31 An assessment of the site accesses has been undertaken by LCC Highways who have confirmed that they are both satisfactory and both provide site visibility splays of 2.4m x 43m. The site access to Blackpool Road as shown on the revised plan does not prevent a second access to Blackpool Road from being provided to serve the development currently being considered under application 19/00809/FULMAJ which also forms part of SA1/6 allocation.

9.32 The spine road which runs through the site is considered to be suitable to accommodate public transport provision should bus services be routed through here in the future. This application is not required to provide any financial contributions towards sustainable transport however the Highways Officer has advised that

locations for bus stops should be identified, ideally between plots 114 and 120. The applicant has amended the plan accordingly to annotate the bus stop locations. Raised platforms in these locations can be secured through the Section 38 process. The timely delivery of the spine road can be secured through the provision of a phasing plan which can be conditioned accordingly. A pedestrian and cycle link is to be provided linking into the site to the north between plots 20 and 21 this would satisfy the requirements of KDC2 and can be conditioned to be provided up to the boundary of the site. So too can the provision of a vehicular link and footway linking into the school site.

9.33 In terms of the internal layout LCC Highways have advised that it is suitable for adoption under a section 38 agreement however to ensure access to the school site is not compromised a number of amendments are required at the cul de sacs of plots 144 - 155 and 145-152. The applicant has provided this amendment as requested. At least two off road parking spaces would be provided for each property and one per one bed apartment. This would comply with the Council's parking standards set out in Appendix B of the WLP31. The parking generally provides one space to the side/rear or to the front of the dwellings. Policy CDMP6 (point 2) requires the appropriate provision for Electronic Vehicle Charging points to be provided for each dwelling. This can be conditioned.

9.34 KDC9 of SA1/6 requires development to contribute to the delivery of the Poulton Mitigation Strategy including any future updates as set out within Appendix C of the Local Plan. To fully deliver the measure set out within the Poulton Mitigation Strategy it is estimated that a total of £800,000 will need to be secured from developments in the SA1/6 allocation. Financial contributions have already been secured from a number of developments within Poulton leaving a shortfall of £490,000 which equates to £1,600 per dwelling. As such the contribution towards the Poulton Mitigation Strategy from this development equates to £323,200. LCC Highways have also requested a £12,000 contribution towards Travel Plan support. The applicant has agreed to pay these contributions which are to be secured via the Section 106 legal agreement.

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

- Site Accesses to both Blackpool Road and Poulton Road to be secured by condition and delivered via Section 278 works
- Completion of the internal Spine Road to be conditioned
- Blackpool Road/Poulton Road traffic signal upgrade to MOVA with Puffin crossing Facilities to be conditioned and
- Tithebarn Street/Queensway traffic signal upgrade to MOVA with the introduction of Puffin crossing to be conditioned
- Queensway existing Pelican upgrade to Puffin also to be conditioned
- Travel Plan financial contribution of £12,000 to be conditioned and secured via S106 agreement

9.36 Subject to conditions it is considered that the proposal satisfies Policy CDMP6 of the WLP31 and SPG4 along with the KDCs set out above.

Flood Risk and Drainage

9.37 The area of the application site where the proposed dwellings are to be located all fall within Flood Zone 1 (FZ1) which is defined as having a low probability

of flooding. Within the location of the GI and to the south of the site where the lowest areas bound Horsebridge Dyke this is identified as being located within Flood Zone 2 and 3. The site layout plan submitted annotates the parameters of the flood zones. Along the eastern boundary of the school site a small section is also located within Flood Zone 2 and 3. Horsebridge Dyke is classified as a Main River with the watercourse flowing south emerging beneath the railway line and running along the southern boundary of the site before flowing beneath Tithebarn Street. The watercourse then continues to flow north and discharges to the River Wyre at Skippool Creek approximately 2km north of the site.

9.38 KDCs 5, 6 and 7 of SA1/6 are relevant. KDC 5 sets out that no housing will be permitted within Flood Zones 2 or 3. Compliance here is achieved as the site plan identifies that all dwellings are sited within Flood Zone 1. KDC 6 and 7 sets out that residual surface water should drain in to Horsebridge Dyke and consent from the Environment Agency is required and that an 8m buffer from the top of the bank of the water course should be provided. This is also satisfied as the submitted drainage strategy and plans demonstrate surface water is to be drained in to the watercourse and an 8m buffer is provided along the watercourse.

9.39 In terms of Flood risk the application has been accompanied by a site specific Flood Risk Assessment (FRA). Amendments have been made in consultation with the Environment Agency. Following a number of revisions the EA have now confirmed that the latest revision addresses previous concerns and subject to conditions requiring finished floor levels not to be lower than 7.23m AOD and that the flood compensatory storage area is provided prior to any changes in the site levels then they have no objections to the proposal. Informatives have been requested to bring to the attention of the applicant the requirement to apply for an Environmental permit. Also the Lead Local Flood authority have also removed their initial objections subject to conditions. As the dwellings are located within Flood Zone 1 there is no requirement for the applicant to satisfy the sequential or exceptions tests.

9.40 The masterplan sets out the Blue Infrastructure and Drainage Strategy for the allocation as a whole, this also reflects the requirements of the KDCs with surface water from the development and allocation to drain to Horsebridge Dyke and that compliance with Policy CDMP2 of the WLP31 should be demonstrated. CDMP2 establishes a hierarchy of methods for managing surface water. The development should provide onsite attenuation ponds which would prevent flooding and provide ecological benefits and provide a level of treatment before discharging into the Horsebridge Watercourse. Foul water drainage should be discharged to the existing public sewer network located in Tithebarn Street and Blackpool Road to the north via pumping station. The submitted Drainage strategy sets out that the surface water for the site will follow the directions of the masterplan and KDC6 of SA1/6 and surface water will be attenuated within the 3 open water attenuation ponds. These are located to the northern boundary, to the centre/east of the site and also within the land identified for the primary school. The water will then be discharged at a greenfield run off rate into the Horsebridge Watercourse to the south. One of the concerns previously raised by the LLFA was that a number of existing water courses and ditches were to be culverted to accommodate the development this includes a watercourse to the northern boundary of the site. Following site meetings with the LLFA and the submission of a technical note the LLFA have removed their objection and have agreed with the drainage strategy submitted. Foul water for the site will be pumped via a new pumping station located to the south of the site into the existing public sewers located within Tithebarn Street and Blackpool Road. The Council's Drainage Engineer has raised no objections to the drainage strategy submitted

subject to full details of surface water plans being submitted for approval along with the surface water discharge rates reflecting that set out within the submitted FRA.

9.41 As the site adjoins the land to the north a joint drainage strategy has been provided from the applicant and the adjoining applicant for the pending application for the 42 bungalows (19/00809/FULMAJ) to allow the development to the north to connect to the applicants surface water drainage network and it has been confirmed that there is the required capacity to accommodate this within the site. A condition is proposed to be attached to require this to be delivered in a timeframe to be agreed as part of the overall phasing plan.

9.42 Whilst the local concerns in relation to flooding have been acknowledged, based on the development satisfying policy CDMP2 of the WLP31 the relevant KDCs and the parameters set out within the masterplan, and 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 conditions, no unacceptable drainage issues are anticipated.

Trees and Ecological Matters

9.43 The application is accompanied by an Ecological Survey and Assessment including great crested newt surveys and breeding bird surveys which have been assessed by Greater Manchester Ecological Unit (GMEU) and Natural England. The application itself is not a specific designation however Horsebridge Dyke runs to the south of the site which connects to the wider river network. GMEU advised that the development of this site may result in indirect impacts as the site is within 1.8km 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 Appropriate Assessment has been undertaken to assess any impacts on these wider designations. The HRA takes into consideration the pending application adjacent to the site to the west (application 19/00615/OUTMAJ) and also the other pending applications within site SA1/6 in order to assess the cumulative impacts of development.

9.44 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 site layout to be provided
- Directional signage to the PROW adjacent to the site and details of the countryside furniture, pathway marking
- 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
- The implementation of the drainage scheme, the Flood Compensation Scheme and the submitted culvert plan joint statement. As per conditions provided by Environment Agency and Lead Local Flood Authority recommendations.

9.45 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.

9.46 Observations have been received by members of the public as to the potential impacts upon wildlife and protected species which currently utilise the site, this includes video and photographic evidence. All of these localised ecological impacts have been considered and assessed by GMEU. This includes the impacts upon Great Crested Newts (GCN) which have been identified within some of the existing water features within the site. During the course of the application mitigation measures have been agreed with the applicant's consultant which includes two compensation ponds to support the habitat of GCN. This is not currently shown on the submitted landscaping plans and as a condition requiring this detail to be agreed and provided is necessary. Two additional conditions relating to headwall and outfall designs to prevent trapping and killing of amphibians and road scheme design to show off set gully pots and dropped kerbs shall be attached. The Construction Environmental Management Plan (CEMP) should also include Reasonable Avoidance Measures (RAMS) for site preparation and vegetation clearance.

9.47 GMEU have advised that on top of the mitigation measures set out within Section 5 of the Ecology report an array of conditions should also be attached including conditions relating to external lighting, a resurvey of trees for bats and nesting birds, a biodiversity enhancement plan to require details of bat boxes throughout the site, and a pre commencement condition in relation to water voles using Horsebridge Dyke watercourse.

9.48 In terms of tree cover the site does have mature hedge lines and matures trees located along the boundaries and interconnecting field boundaries. The submitted landscaping plans does demonstrate that some of these are to be removed to accommodate the development and also new privacy screening boundary treatments however in large a proportion are also proposed to be retained. The Council's Tree Officer agrees to the landscaping proposals along with the tree protection measures proposed. The Tree Officer noted that the retention of the hedgerow along the northern boundary adjacent to Blackpool Road access point is reassuring as this is considered to be an important Hedgerow under the hedgerow regulations. A Tree Preservation Order (TPO2 of 2019) is also attached to a large Beech Tree located in the north eastern corner of the site which is shown on the submitted site plan as being retained. Whilst a number of trees and hedgerows are noted for removal the landscaping plans illustrate a good level of mitigation planting throughout the site which provides visual and ecological enhancements. Overall the proposed development complies with the parameters of the masterplan and satisfies KDC2 and 4 of the site allocation SA1/6 and also accords with paragraphs 174 - 177 of the NPPF and Policy CDMP4 of the WLP31.

Other Matters

Contamination

9.49 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

9.50 The Council's Conservation Officer has advised that the proposed development lies some considerable distance from, approximately 200m to the west of, Poulton -le Fylde Conservation Area boundary and as such the development is not considered to have any material impacts upon the appearance or setting or the Conservation Area and is considered to sustain the significance of this designated heritage asset, thus complying with the NPPF and Policy CDMP5 of the WLP31.

9.51 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 a late bronze age human skull along with beaver activity at a nearby site of the former Briarfield Nurseries site on Blackpool Old Road. 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.

Public Right of Way & Footpath Link (PROW)

9.52 Along the southern boundary of the site is public right of way (PROW) FP2-2-FP 13 which runs from Woodhouse Farm to the west across to Berrys Lane to the east and on to Tithebarn Street. To accommodate the school the PROW may be required to be diverted. To ensure that the site is sustainable and offers pedestrian links through, the application proposes a connection to this footpath from the internal access point into the school and runs south forming a connection point to the FP. No observations have been received by the LCC PROW Officer or the Ramblers Association. Full details of the new connection is to be conditioned accordingly.

Noise and Air pollution

9.53 The application has been accompanied by Air Quality and Noise Assessments. Whilst there was no objections from the Council's Environmental Health officer in relation to the noise assessment clarification was requested in terms of internal noise standards. The applicant has provided a response to this and subject to the mitigation measures proposed being secured by condition it is not anticipated that the development will be adversely impacted from noise arising from nearby receptors. Construction noise is to be considered accordingly within the Construction Environmental Management Plan which is to be provided prior to development commencing. The Environmental Health officer has advised that the development is unlikely to give rise to additional impacts upon air quality and that the assessment methodologies are appropriate and reasonable assumptions have been made

10.0 CONCLUSION

10.1 The proposal would be in accordance with the approved 'South of Blackpool Road' masterplan and would comply with the relevant planning policies of WLP31 including the key development considerations set out in site allocation (SA1/6). It would secure the relevant infrastructure necessary to mitigate the development including land for a new primary school if required. The submitted layout, design and appearance of the development is considered to be acceptable and subject to conditions would not result in any adverse or detrimental impacts upon neighbouring amenity.

10.2 The new access points onto Poulton Road and Blackpool Road are considered acceptable. The application is to provide the necessary financial contributions towards the Poulton Mitigation Strategy and Travel Plan support and the required off site highway improvement works are also to be secured via condition.

10.3 It is not considered that the proposal will be harmful to biodiversity or trees and would involve additional habitat features and tree planting. All other relevant planning matters have been assessed to be acceptable subject to conditions. Overall, the proposal has been assessed to comply with the NPPF, relevant policies of the Adopted Local Plan and the 'Land South of Blackpool Road' Masterplan subject to a section 106 legal agreement and the imposition of a number of 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 outline planning permission for the provision of the primary school subject to conditions; and grant full planning permission for 202 residential dwellings subject to conditions and a S106 legal agreement to secure on-site affordable housing (30%) and green infrastructure and financial contributions towards the Poulton Mitigation Strategy, travel plan support, health care and Education. That the Head of Planning Services be authorised to issue the decision following the satisfactory completion of the S106 agreement.

Recommendation: Permit

CONDITIONS RELATING TO FULL PLANNING PERMISSION

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 17/06/2019 including the following plans/documents:

- Site Location Plan (BRP-LP Rev C)
- General Arrangement Layout (Planning NTS) (40039.03.01FS Revision P)
- General Arrangement Plan (40039.03.01 Rev Y)
- Boundary Treatments Plan (40039.03.03 Rev M)
- Standard Boundary Details Plan (40039.03.03 Rev A)

- Elevational Treatments Plan (40039.03.02 Revision M)
- Hard Surfaces Plan (40039.03.04 Rev L)
- Refuse Collection Layout (40039.03.12 Rev D)
- Land Disposal Plan (40039.03.12 Rev H)
- Landscaping Full Site with LEAP Plan (5974.06 Rev I)
- Landscaping Full Site Plan at 1.200 (Drawing number 5974.07 Rev H)
- Landscaping Proposals Sheet 1 of 5 (Drawing number 5974.01 Rev I)
- Landscaping Proposals Sheet 2 of 5 (Drawing number 5974.02 Rev I)
- Landscaping Proposals Sheet 3 of 5 (Drawing number 5974.03 Rev I)
- Landscaping Proposals Sheet 4 of 5 (Drawing number 5974.04 Rev I)
- Landscaping Proposals Sheet 5 of 5 (Drawing number 5974.05 Rev I)

House types

Butterworth floor and elevations plan

- Butterworth Layout 1 - BWH-PLP1
- Butterworth Elevation 1/1 - BWH-PLE1/1
- Butterworth Elevation 1/2 - BWH-PLE1/2

Bailey floor and elevations plan

- Bailey Layout 1 - BAY-PLP1
- Bailey Elevation 1/1 - BAY-PLE1/1 Rev A
- Bailey Elevation ½ - BAY-PLE1/2 Rev A

Charlton floor and elevations plan

- Charlton Layout 1 - CRN-PLP1
- Charlton Elevation 1/1 - CRN-PLE1/1
- Charlton Elevation 2 - CRN-PLE1/2
- Charlton Elevation 3 - CRN-PLE1/3

Emmerson floor and elevations plan

- Emmerson Layout 1 - EMN-PLP1
- Emmerson Elevation 1/1- EMN-PLE1/1
- Emmerson Elevation 1/2 EMN-PLE1/2

Fraser floor and elevations plan

- Fraser Layout 1 - FRR-PLP1 Rev A
- Fraser Elevation 1/1 - FRR-PLE1/1 Rev B
- Fraser Elevation 1/2 - FRR-PLE1/2 Rev B

Harper floor and elevations plan

- Harper Layout 1 - HPR-PLP1 Rev A
- Harper Elevation - 1/1 HPR-PLE1/1 Rev B
- Harper Elevation - 1/2 HPR-PLE1/2 Rev B

Harrison floor and elevations plan

- Harrison Layout 1 - HRN-PLP1
- Harrison Elevation 1/1 - HRN-PLE1/1
- Harrison Elevation 1/2 - HRN-PLE1/2
- Harrison Elevation 1/3 - HRN-PLE1/3

Hewson floor and elevations plan

- Hewson Layout 1 - HWN-PLP1
- Hewson Elevation - 1/1 HWN-PLE1/1
- Hewson Elevation - 1/2 HWN-PLE1/2
- Hewson Elevation - 1/3 HWN-PLE1/3

Jefferson floor and elevations plan

- Jefferson Layout 1 - JFN-PLP1
- Jefferson Elevation - 1/1 JFN-PLE1/1
- Jefferson Elevation - 1/2 JFN-PLE1/2
- Jefferson Elevation - 1/3 JFN-PLE1/3

Masterton floor and elevations plan

- Masterton Layout - MTN-PLP1
- Masterton Elevation 1/1 - MTN-PLE1/1
- Masterton Elevation 1/2 - MTN-PLE1/2

Oxley floor and elevations plan

- Oxley Layout 1 - OXY-PLP1 Rev A
- Oxley Elevation 1/1 - OXY-PLE1/1 Rev A
- Oxley Elevation 1/2 - OXY-PLE1/2 Rev A

Spencer floor and elevations plan

- Spencer Layout 1 - SPR-PLP1
- Spencer Layout 2 - SPR-PLP2
- Spencer Elevation 1/1 - SPR-PLE1/1
- Spencer Elevation 1/2 - SPR-PLE1/2
- Spencer Elevation 2/1 - SPR-PLE2/1
- Spencer Elevation 2/2 - SPR-PLE2/2

Sanderson floor and elevations plan

- Sanderson Layout - SAN-PLP1
- Sanderson Elevation 1/1 - SAN-PLE1/1
- Sanderson Elevation 1/2 - SAN-PLE1/2
- Sanderson Elevation 1/3 - SAN-PLE1/3

Wilson floor and elevation plan

- Wilson Layout 1 - WLN-PLP1
- Wilson Elevation 1/1 - WLN-PLE1/1
- Wilson Elevation 1/2 - WLN-PLE1/2
- Wilson Elevation 1/3 - WLN-PLE1/3
- Wilson Layout 2 - WLN-PLP2

- Wilson Elevation 2/1 - WLN-PLE2/1
- Wilson Elevation 2/3 - WLN-PLE2/3
- Wilson Elevation 2/4 - WLN-PLE2/4

Garage Booklet

- Single Garage 1 Drawing GB-CPE1
- Double Garage 1 Drawing GB CPE2

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. No development above ground level shall be commenced until a phasing programme for the whole of the application site has been submitted to and approved in writing by the Local Planning Authority. This phasing plan shall include delivery of:-

- the main spine road
- the dwellings and their respective spur roads
- all green infrastructure including children's play facility (LEAP) and landscaping (to include two compensation ponds)
- boundary treatments outside of private curtilages (as shown on the approved Land Disposal Plan)
- pedestrian/cycle access link to the northern boundary
- pedestrian link to the existing public right of way to the southern boundary
- the drainage system including drainage connection to the northern boundary
- provision of the spur road/pedestrian link to the school site

The 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: In the interests of the proper development of the site, to ensure the timely delivery of supporting infrastructure and to ensure the development provides appropriate connections and sustainable linkages to neighbouring development and the wider highway network in accordance with policies SP7, CDMP3, CDMP6 and SA1/6 of the Wyre Local Plan (2011-31)

4. Prior to commencement of the development, a construction phasing programme for delivery 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) namely:-

- Blackpool Road - new priority junction the scope of which is shown on plan 2566-F01 Rev B
- Poulton Road - new priority junction the scope of which is shown on plan 2566-F02 Rev A
- 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.
- Queensway Pelican Crossing upgrade to PUFFIN Crossing.

shall be submitted to and approved in writing by the Local Planning Authority. The site accesses and off-site highway works shall be delivered in accordance with the agreed phasing programme, unless any alternative phasing programme is subsequently submitted to and approved in writing by the Local Planning Authority.

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

5. The development shall be carried out strictly using those materials specified on approved plan ref: Elevations Treatments Plan Drawing Number 40039.03.02 Rev M 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.

Reason: To safeguard the visual amenities of the locality and in accordance with Policy CDMP3 of the Wyre Local Plan (2011-3)

6. The approved boundary treatments (as shown on Boundary Treatment Plan ref 40039.03.03 Rev M and Boundary Treatment elevation 40039.03.03 Rev A) within private curtilages (as shown within the approved Land Disposal Plan) shall be completed prior to first occupation of the respective dwelling(s). The approved details 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).

7. The ground, slab and finished floor levels shall be constructed and completed in accordance with the approved details as shown on the following plans:

- External Works Sheet 1 of 4 Drawing Number 40-25-01 REV P5
- External Works Sheet 2 of 4 Drawing Number 40 -25 -02 Rev P5
- External Woks Sheet 3 of 4 Drawing Number 40-25-03 Rev P5
- External Works Sheet 4 of 4 Drawing Number 40-25-04 Rev P5

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.

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

8. Prior to the commencement of development, a drainage scheme 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 and shall follow the parameters as set out within the Drainage strategy and Flood Risk assessment submitted with the planning application (RSK Flood Risk Assessment 881703-R1(09)-FRA, September 2020, drainage technical note and the proposed culvert

plan, drawing 40039/ENG700, 21/10/2020) including any mitigation measures set out within.

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 + 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 separately 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.

No part of the development (or approved phase of the development) shall be first occupied or brought into first use until the drainage works and levels have been completed (for that phase) 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 in that specific area 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.

9. 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.

10. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (RSK Flood Risk Assessment 881703-R1(09)-FRA, September 2020, drainage technical note and the proposed culvert plan, drawing 40039/ENG700, 21/10/2020, prepared by Ironside Farrar Limited) and the following mitigation measures detailed within the FRA:

- Finished floor levels shall be set no lower than 7.23 metres above Ordnance Datum (mAOD) or 300mm above the ground level, whichever is higher, as stated in section 10.2.
- Compensatory storage shall be provided on a level for level basis for the loss of floodplain resulting from raising ground levels, based on Section 10.5 and the Flood Compensation Strategy - Whole Site Overview' plan (dated 16 December 2019) in Appendix I.

The mitigation measures shall be fully implemented prior to first occupation of the development or subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be approved in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy CDMP2 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

11. No development approved by this planning permission shall commence until such time as a scheme for the provision and implementation of compensatory flood storage in accordance with the approved Flood Risk Assessment (referenced 881703-R1(09)- FRA; dated September 2020; RSK) has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding to the development and elsewhere by ensuring that compensatory storage of flood water is provided.

12. Prior to the commencement of development 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. On completion of any remediation works deemed necessary, a verification scheme shall be submitted to and agreed in writing by the Local Planning Authority.

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. A watching brief shall be undertaken during the course of the development works. The watching brief shall be undertaken by a suitably qualified person, with any significant contamination discovered reported immediately to the Local Planning Authority. The findings of the watching brief shall be reported in writing and submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Reason: In order to safeguard human health and the environment against potential contamination and in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

14. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a phased programme of archaeological investigation, recording and analysis. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. The programme of works should comprise either targeted trial trenching (with a minimum 5% sampling strategy of the site) or an archaeological watching brief on the preliminary stages of topsoil stripping and excavation for services, roads and foundations on the site. Should significant archaeological remains be encountered then a further phase of mitigation works should be designed and implemented in accordance with a further written scheme of investigation, which shall first have been submitted to and agreed

in writing by the Local Planning Authority. All such works should be undertaken by an appropriately qualified professional archaeological contractor to the standards and guidance of the Chartered Institute for Archaeologists (www.archaeologists.net).

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.

15. Prior to the commencement of development, including any demolition works and site clearance, 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 routeing of construction traffic and measures to ensure that drivers use these routes as far as is practicable
- (h) external lighting (including timing) 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

(n) A Reasonable Avoidance Method Statement (RAMS) for site clearance including details of site preparation and vegetation clearance to prevent harm to great crested newts and exclusion fencing and supervised destructive search of specific high quality habitat features.

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.

16. Prior to the first occupation of any of the dwellings hereby approved, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan (and an associated Travel Plan Co-ordinator as specified in the approved Travel Plan) shall be implemented and operational from the point of the first occupation of any of the dwellings hereby approved for a period of not less than five years from the date of full occupancy of the development.

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.

17. (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.

(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 of any estate roads not being 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).

18. 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).

19. The scheme of noise insulation measures set out in the supporting Noise Assessment submitted with the application [report by RSA Acoustic Engineering dated 174/2019] shall be implemented for those plots identified within Figure 4.1 of the report prior to first occupation of each of these dwellings. The approved noise insulation measures shall thereafter be retained.

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).

20. An electric vehicle recharging (EVCP) scheme shall be submitted for all dwellings with parking provision 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).

21. 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.

22. Prior to the first occupation of any of the Sanderson and Spencer house types, the first floor side windows 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 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).

23. 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 (as amended) (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, or along the side or rear boundaries of the curtilage of any dwelling beyond the rear elevation where that elevation directly faces a highway; and

(b) no areas of soft landscaping to the front of properties shall be removed to make provision for additional car-parking,

without express planning permission from the local planning authority.

Reason: To safeguard the appearance of open plan development and junction highway visibility in accordance with Policies CDMP3 and CDMP6 of the Adopted Wyre Borough Local Plan.

24. The pedestrian/cycle connection shown linking to the northern boundary and footpath shown linking to the existing Public Right of Way on the southern boundary as shown on the approved site layout plan shall be constructed up to the respective site boundary in surface materials that have first been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the approved phase they fall within. The pedestrian/cycle connection and footpath link shall thereafter be maintained and remain open and unobstructed at all times.

Reason: In order to ensure that the links are appropriately designed and managed, and are provided to the boundary with any adjacent land to ensure access is not prejudiced in accordance with the provisions of Policies CDMP3, CDMP6 and SA1/6 of the Wyre Borough Local Plan 2011-2031.

25. The measures contained within the approved Arboricultural Impact Assessment, Method Statement and 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.

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.

26. The approved landscaping proposals outlined below shall be implemented in full in accordance with the approved phasing plan, with the addition of two compensation ponds to be provided within flood zone 2, details of which (including cross-sections and scheme details for creation of terrestrial habitat to support a population of great crested newts) shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any development and the two ponds shall be implemented in accordance with the approved phasing plan:-

- Landscaping Full Site with LEAP Plan (5974.06 Rev I)
- Landscaping Full Site Plan at 1.200 (Drawing number 5974.07 Rev H)
- Landscaping Proposals Sheet 1 of 5 (Drawing number 5974.01 Rev I)
- Landscaping Proposals Sheet 2 of 5 (Drawing number 5974.02 Rev I)
- Landscaping Proposals Sheet 3 of 5 (Drawing number 5974.03 Rev I)
- Landscaping Proposals Sheet 4 of 5 (Drawing number 5974.04 Rev I)
- Landscaping Proposals Sheet 5 of 5 (Drawing number 5974.05 Rev I)

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: The details are required to be approved prior to commencement of development to ensure landscaping is implemented at an appropriate time during the development.

27. Prior to first occupation of any dwelling, a scheme for the provision of home-owner information packs 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.

28. 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 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.

29. No tree felling, tree works or works to hedgerows including grass sward removal or earth moving 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.

30. Prior to the commencement of development a water vole survey shall be undertaken by a suitably qualified ecologist and submitted to the Local Planning Authority for written approval including a full assessment of the Horsebridge Watercourse together with any mitigation measures deemed necessary as a result of the survey. The approved mitigation measures shall be undertaken in accordance with the agreed details.

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.

31. 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 to include the mitigation measures set out within section 5 of the Ecological Appraisal submitted with the planning application [Erap Limited May 2019 Updated - Including licensed great crested newt surveys and breeding birds survey,]

For the purposes of this condition the scheme shall identify:

- Design of attenuation ponds to hold water under normal circumstances and to include amphibian protection measures through headwall and outflow designs and flow control mechanisms;
- The road infrastructure design to include amphibian friendly features such as off-set gully pots and dropped kerbs in locations between ponds and adjoining hedgerows/green infrastructure;
- Details of long term management for the water bodies and terrestrial habitat specifically for great crested newts along with other retained or recreational habitats;
- The erection of temporary protection fencing to retained trees, shrubs and hedgerows (section 5.2.1). Protection measures to also include Pond 5 and the ditches within the public open space (Ditches 9 and 10) (section 5.2.5 and Figure 8.2, Phase 1 Habitat & Vegetation Map);
- Details of how the scheme is designed to maintain connectivity and ecological permeability such as supplementary native species planting as identified within section 5.2.8 a - c and section 5.6.2 and boundary fencing details to allow habitats connectivity (section 5.2.8) and ecological movement of small mammals and amphibians to be applied to the 1.8m boundary fencing as shown on Boundary Treatments plan 40039.03.03 revision M). The specification and location of the ecological permeability measures to be shown on plan;
- A re survey of trees 2 & 3 as set out in Section 5.3.5 prior to commencement to include updated condition assessment, aerial inspection and/or activity surveys and identification of any additional mitigation or need for licence;
- Provision of bat, bird, beetle and hedgehog boxes within the development;
- Details of informative signage and any new countryside furniture/path/surfacing details in relation to North Blackpool Pond Trail.

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.

32. Details of the appearance (size, materials and external colour finish) of the Pumping Station as shown on the approved Proposed Site Layout Plan, shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. The development shall be carried out and retained thereafter in accordance with the approved details.

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

33. Prior to first occupation of any dwelling, details of the Local Equipped Area for Play (LEAP) shown on the approved site layout plan 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 LEAP area and any other associated equipment including benches and waste bins. The LEAP shall be provided in accordance with the approved details.

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.

CONDITIONS RELATING TO OUTLINE PLANNING PERMISSION

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 17/06/2019 including the following plans/documents (in so far as this defines the application site area):

- Site Location Plan (BRP-LP Rev C)
- General Arrangement Layout (Planning NTS) (40039.03.01FS Revision P) (in so far as this plan outlines the site area of this outline planning permission)
- General Arrangement Plan (40039.03.01 Rev Y) (in so far as this plan outlines the site area of this outline planning permission)

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. Prior to the commencement of development a drainage scheme 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 + 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.
- h) Full details of headwall and outfall designs to prevent trapping and killing of amphibians

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.

No part of the development 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 in that specific area 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.

4. 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.

- 5. Prior to the submission of a reserved matters application relating to layout, or simultaneously with that reserved matters application, details of the existing and proposed ground, slab and finished floor levels 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.

- 6. Prior to the commencement of development, including any demolition works and site clearance, 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
- (n) the submission of a Reasonable Avoidance Methodology Statement (RAMS) for site clearance including details of site preparation and vegetation clearance to prevent harm to great crested newts and exclusion fencing and supervised destructive search of specific high quality habitat features.

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.

7. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (RSK Flood Risk Assessment 881703-R1(09)-FRA, September 2020, drainage technical note and the proposed culvert plan, drawing 40039/ENG700, 21/10/2020, prepared by Ironside Farrar Limited) and the following mitigation measures detailed within the FRA:

- Finished floor levels shall be set no lower than 7.23 metres above Ordnance Datum (mAOD) or 300mm above the ground level, whichever is higher, as stated in section 10.2.
- Compensatory storage shall be provided on a level for level basis for the loss of floodplain resulting from raising ground levels, based on Section 10.5 and the Flood Compensation Strategy - Whole Site Overview' plan (dated 16 December 2019) in Appendix I.

The mitigation measures shall be fully implemented prior to first occupation of the development or subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be approved in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy CDMP2 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

8. No development approved by this planning permission shall commence until such time as a scheme for the provision and implementation of compensatory flood storage in accordance with the approved Flood Risk Assessment (referenced 881703-R1(09)- FRA; dated September 2020; RSK) has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding to the development and elsewhere by ensuring that compensatory storage of flood water is provided.

9. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a phased programme of archaeological investigation, recording and analysis. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. The programme of works should comprise either targeted trial trenching (with a minimum 5% sampling strategy of the site) or an archaeological watching brief on the preliminary stages of topsoil stripping and excavation for services, roads and foundations on the site. Should significant archaeological remains be encountered then a further phase of mitigation works should be designed and implemented in accordance with a further written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. All such works should be undertaken by an appropriately qualified professional archaeological contractor to the standards and guidance of the Chartered Institute for Archaeologists (www.archaeologists.net).

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.

10. 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).

11. A noise assessment in relation to any noise sources e.g. extraction equipment associated with the development shall be submitted with the first reserved matters application relating to layout. This shall demonstrate that development has been designed so that the level of noise emitted from the site does not exceed the following levels as assessed in accordance with British Standard 8233 (2014) and WHO guidelines (or any subsequent replacement national standards / guidance) when measured at nearby noise-sensitive premises:

- LAeq 55 dB 16 hours - gardens and outside living areas, daytime (07.00-23.00)
- LAeq 35 dB 16 hours - indoors, daytime (07.00-23.00)
- LAeq 30 dB 8 hours - indoors, night-time (23.00-07.00)
- LAFmax 45 dB 8 hours - indoors night-time (23.00-07.00)
- LAFmax 45 dB 4 hours - indoors evening (19.00-23.00)*
- LAFmax 60 dB 8 hours - façade level night time (23.00-07.00)
- LAFmax 60 dB 4 hours - façade level evening (19.00-23.00)

*The evening standard LAFmax will only apply where the evening LAFmax significantly exceeds the LAeq and the maximum levels reached are regular in occurrence, for example several times per hour.

Alternative levels and monitoring locations may be used subject to the prior written approval of the Local Planning Authority.

Reason: To minimise the risk of noise pollution that may cause nuisance and harm the amenity and/or health of occupiers of nearby buildings, in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

12. 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 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.

13. A watching brief shall be undertaken during the course of the development works. The watching brief shall be undertaken by a suitably qualified person, with any significant contamination discovered reported immediately to the Local Planning Authority. The findings of the watching brief shall be reported in writing and submitted

to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Reason: In order to safeguard human health and the environment against potential contamination and in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

14. No tree felling, tree works or works to hedgerows including grass sward removal or earth moving 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.

15. Prior to the commencement of development a water vole survey shall be undertaken by a suitably qualified ecologist and submitted to the Local Planning Authority including a full assessment of the Horsebridge Watercourse. Any mitigation measures identified as being required as a result of the survey shall be submitted to the Local Planning Authority for approval in writing and be fully undertaken in accordance with the agreed details.

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).

16. 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. This includes the measure set out within the Ecological Appraisal submitted with the planning application [Erap Limited May 2019 Updated - Including licensed great crested newt surveys and breeding birds survey,] including all the mitigation measures set out in that report within Section 5 (as referenced below)

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;
- opportunities to enhance the value of the site for wildlife through, for example, new structure planting;
- the use of locally native species planting specification;
- the erection of temporary protection fencing to retained trees, shrubs and hedgerows;
- Provision of bird, bat, beetle and hedgehog boxes within the development;
- Continuous terrestrial connectivity along the boundaries of the development for species movement;

- Ecological connectivity across the site, such as the road infrastructure design to include amphibian friendly features and ecologically permeable boundary treatments designed to allow habitats connectivity and ecological movement of small mammals and amphibians through boundary features.

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.

Notes: -

1. It is an offence to disturb, harm or kill any species specifically protected under the Wildlife and Countryside Act 1981. In the event of any such species being unexpectedly encountered before and during site clearance or development work, then work shall stop immediately until specialist advice has been sought from a suitably qualified Ecologist regarding the need for additional survey(s), a license from Natural England and/or the implementation of necessary mitigation measures.

2. Horsebridge Dyke, adjacent to the application site is designated a main river. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal);
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal);
- on or within 16 metres of a sea defence involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert;
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

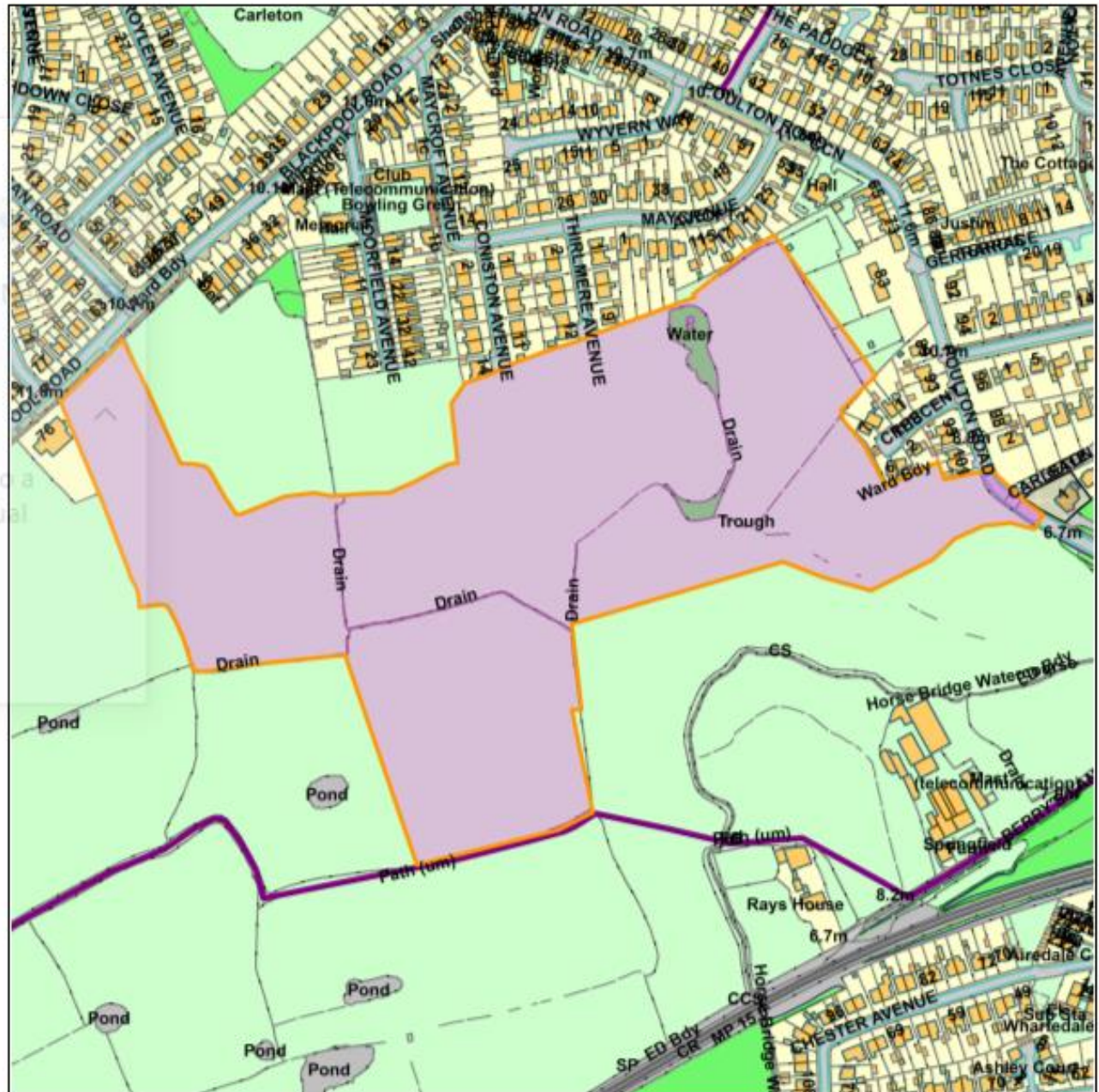
For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03702 422 549. The applicant should contact CMBLNC-PSO@environment-agency.gov.uk to discuss permitting requirements for the proposed site. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

3. This grant of planning permission will require an appropriate legal agreement to be entered into with Lancashire County Council as the Local Highway Authority. The Highway Authority reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Before any works begin Lancashire County Council should be contacted to ascertain the details of such an agreement and the information to be provided by telephoning 0300 123 6780 or writing to Lancashire Highways Services, Cuerden Way, Bamber Bridge, Preston, PR5 6BS quoting the planning application number.

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Planning Committee

19/00551/FULMAJ - Land to the south of Blackpool Road Poulton



Scale: 1:3928

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Organisation	Wyre Council
Department	Planning Department
Comments	Item 3
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