

**Committee Report****Date: 06.01.2021**

<b>Item Number</b>	<b>01</b>
<b>Application Number</b>	<b>19/00615/OULMAJ</b>
<b>Proposal</b>	<b>Outline application for the erection of up to 330 dwellings and associated infrastructure (all matters reserved)</b>
<b>Location</b>	<b>Land South Of Blackpool Road Poulton-Le-Fylde</b>
<b>Applicant</b>	<b>Blackpool Council</b>
<b>Correspondence Address</b>	<b>c/o De Pol Associates Ltd Farmington House Stanifield Business Park Stanifield Lane Leyland Preston PR25 4UA</b>
<b>Recommendation</b>	<b>Permit</b>

**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)**

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 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.

## **2.0 RECOMMENDATION**

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. 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 the 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 (suggested 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 routing of construction traffic and measures to ensure that drivers use these routes as far as is practicable
- (h) external lighting of the site during the demolition / construction period
- (i) erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- (j) recycling / disposing of waste resulting from demolition / construction work
- (k) measures to protect watercourses against spillage incidents and pollution
- (l) how biodiversity would be protected throughout the construction period
- (m) the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify appropriate mitigation measures necessary to protect and prevent pollution of these waters from sediments entering the river Wyre

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

Reason: In order to safeguard the biodiversity of the site, protect the water environment and public drinking water supplies, and to maintain the operation and safety of the local highway network, during site preparation and construction, in

accordance with Policies CDMP1, CDMP4 and CDMP6 of the Wyre Local Plan and the provisions of the NPPF.

10. No development shall commence until a Framework Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Framework Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority. The Framework Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe such as on first occupation or other identifiable stage of development. Where the Local Planning Authority agrees a timetable for implementation of a Framework or Full Travel Plan, the elements are to be implemented in accordance with the approved timetable unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

Reason: To promote sustainable development by encouraging sustainable travel modes and reducing dependence on private motor vehicles in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

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

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

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

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

13. The development shall incorporate suitable gas protection measures, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The measures shall include as a minimum: ventilation of confined spaces within the building, a ground slab of

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23. Prior to the installation of any external lighting within the development a scheme for the provision of external lighting together with an Artificial Lighting Assessment for that shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall demonstrate that artificial lighting will be designed so that it is not intrusive to visual amenity or illuminate potential habitat for bats (e.g.



hedgerow, trees) and or/ bird breeding places. The assessment shall demonstrate that the lighting will be installed in accordance with the Institution of Lighting Professionals' Guidance Notes for the Reduction of Obtrusive Light GN01:2011 and the Bat Conservation Trust and Institution of Lighting Engineers guidance Bats and Lighting in the UK, 2009 (or any subsequent replacement guidance).

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

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

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

For the purposes of this condition the scheme shall identify:

- the retention of hedgerows and trees, or where this is not possible, sufficient replacement native tree and hedgerow planting;
- the removal of any trees, with those which have the potential for bat roosting to have been inspected for the presence of bats. Should any bats be found these trees shall be either retained or compensation put forwards for the potential harm to bats;
- provision of bird, bat, beetle and hedgehog boxes within the development;
- details of elements to mitigate for loss of any hedgerows, trees and bird nesting habitat;
- continuous terrestrial connectivity along the boundaries of the development for species movement and ecological connectivity across the site;
- opportunities to enhance the value of the site for wildlife through, for example, new structure planting;
- opportunities for the road infrastructure to include amphibian friendly features such as off-set gully pots and dropped kerbs and locations between ponds and adjoining hedgerows/green infrastructure;
- The use of locally native species planting specification;
- Design of attenuation ponds to hold water under normal circumstances and to include amphibian protection measures to outflows and flow control mechanisms and;
- The use of ecologically permeable boundary treatments across the site to allow the movement between green infrastructure and gardens of amphibians and small mammals such as hedgehog;
- Full details of informative signage in relation to North Blackpool Pond Trail and any new countryside furniture/path/surfacing details; and
- Full details of management and maintenance arrangements of each of the above.

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

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

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

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

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