

**Committee Report****Date: 01.09.2021**

<b>Item Number</b>	<b>03</b>
<b>Application Number</b>	<b>19/00860/OULMAJ</b>
<b>Proposal</b>	<b>Outline application for the erection of up to 350 dwellings, 1 hectare of employment land, a medical centre, a school, village hall and convenience store (all matters reserved)</b>
<b>Location</b>	<b>Land South Of A586 And North West Of Copp Lane Great Eccleston Lancashire</b>
<b>Applicant</b>	<b>Metacre Ltd</b>
<b>Correspondence Address</b>	<b>c/o De Pol Associates Mr Nathan Tonge Farington House Stanifield Business Park Stanifield Lane Farington, Leyland PR25 4UA</b>
<b>Recommendation</b>	<b>Permit</b>

**REPORT OF THE HEAD OF PLANNING SERVICES****CASE OFFICER - Miss Lucy Embery****1.0 INTRODUCTION AND ASSESSMENT (UPDATED FROM ORIGINAL REPORT FOR 28 APRIL 2021 COMMITTEE)**

1.1 This application is before the Committee for a second time. It was initially presented to the Committee on the 28 April 2021. The Committee resolved to grant outline planning permission subject to the satisfactory completion of the section 106 legal agreement.

1.2 Following the committee meeting and during ongoing negotiations with the applicant on the section 106 agreement, the applicant has queried the last sentence of condition 4 in respect of Green Infrastructure (GI) provision. Condition 4 is currently drafted as follows (relevant sentence underlined).

- As part of any reserved matters application where layout is applied for, green infrastructure shall be provided on site in accordance with the requirements of Policy HP9 of the Wyre Local Plan in accordance with the general locations and type shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan and any Masterplan approved by the Local Planning Authority for the site. The total amount of green infrastructure to be provided on the site shall be no less than 3.18 hectares.

Reason: In order to ensure adequate provision of green infrastructure is secured by this planning permission and to ensure sufficient green infrastructure is provided to ensure adequate ecological mitigation in accordance with the provisions of the NPPF and Policies SP8, HP9, CDMP4 and SA3/3 of the Wyre Local Plan.

1.3 Paragraph 9.28 of the committee report explains that the precise amount of GI is not usually determined until reserved matters stage when housing mix details are known. However as Natural England in their response stated the indicated amount of GI (3.18 hectares) should be provided to mitigate against the impacts of the development, it was considered justifiable to fix this amount at outline stage.

1.4 The applicant has highlighted that in fixing the amount irrespective of housing numbers or mix, this conflicts with Policy HP9 and the approved Masterplan as it could require a greater amount of GI than what is actually required by policy. Having reviewed the Natural England response it is clear they have based their recommendation on the summary findings of the Habitats Regulations Assessment (HRA), yet the HRA is also clear that the precise amount of GI would be secured at Reserved Matters stage. Therefore amending condition 4 to remove this last sentence will still require a policy compliant scheme and so will not materially affect the mitigation objective that Natural England were seeking to achieve.

1.5 As such members are being asked to grant outline planning permission subject to a s106 legal agreement (with the same s106 terms as previously presented) and subject to the same conditions previously presented but with an update to condition 4 as set out above removing the sentence underlined.

## **1.0 UPDATE SHEET FOR 28TH APRIL 2021 COMMITTEE**

### Great Eccleston Masterplan

1.1 As an update to paragraph 5.4.2 (page 44) of the main committee report, the Great Eccleston Masterplan Part 2 has now been approved by the Head of Planning Services under delegated authority. The approval of the Part 2 document means that there is now a complete masterplan for the allocation in line with the Local Plan requirement.

### Updated Consultee Response

1.2 Since the publication of the committee report Lancashire County Council (LCC) have provided a revised indicative Education Contribution Assessment (Dated 13th April 2021) which identifies that at this particular point in time and assuming a development of 4 bedroom dwellings (as is standard practice where housing mix is unknown at outline stage), then a financial contribution towards 131 primary school and 43 secondary school places is required.

1.3 LCC intend to use the primary education contribution to provide additional primary places at the new primary school linked to Land West of Gt Eccleston (identified as part of the Local Plan) and/or Inskip St Peter's Church of England School. LCC intend to use the secondary education contribution to provide additional secondary places at Hodgson Academy and/or Millfield Science and Performing Arts College. These are the closest schools to the development that have space to accommodate an expansion.

1.4 Should the primary places be an extension to an existing school this equates to a contribution of £2,194,244.76. Alternatively should these places be provided at the new primary school (indicated on the approved Great Eccleston Masterplan) then this equates to a contribution of £2,605,951.56. The 43 secondary school places would equate to a contribution of £991,655.25.

1.5 In terms of the new school site, LCC would be seeking a 1 form entry primary school site and request that the maximum site size of 1.36 ha be provided.

1.6 The response also states that in the event a new school site is needed then where the demand is generated by more than one development or phase, it may be that one developer would be required to provide the school land to address the collective demand. This would require applicants to provide a contribution towards the cost of the school site land, proportionate to the size of their development. LCC would seek to work with the Council to ensure that such equalisation arrangements are established prior to the approval of any of the developments affected.

#### Officer Response:

1.7 Members are advised that this updated response would not change how the Section 106 agreement was drafted, which would impose a mechanism for the precise contribution to be calculated at the time of any approval on the reserved matters application(s) when bedroom mix is known. In terms of a contribution towards the costs of the school site land, no such equalisation arrangements are in place and the Council does not consider this additional contribution request as being reasonable or in conformity with the CIL Regulations. It is suggested to amend condition 2 (below) to specify the amount of land required to be reserved for the new primary school.

#### Clarification in Section 9 of Report (Infrastructure provision and employment)

1.8 Paragraph 9.12 (page 55) of the main committee report documents that the application would secure the provision of the spine road linking from the A586 to Copp Lane and its timely delivery as an early phase of development would need to be secured through a Section 106 legal agreement. This would actually be secured by condition (condition 6 being relevant).

#### Amendments to conditions (amendments in bold and italics)

1.9 The following amendments are proposed to conditions 2, 5, 6 and 10, having been reviewed by officers, the applicant and the changes subsequently agreed by LCC Highways (where relevant):

2. (a) The total number of residential units to be provided on the site in the general locations shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan shall be up to 350;

(b) No less than 1.0ha of land shall be provided on the site in the general location shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan for the development of employment uses within classes Class B1 (now Class E (g)), B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended);

(c) No less than 2.43ha of land shall be reserved for the provisions of a Community Hub in the general location shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan comprising an A1 retail (convenience) store (now Classes E (a), (b) and (c)) and class D1 uses of a Village Hall (up to 0.4ha of land), a Medical Centre (0.49ha of land), and a Primary School (1.36ha of land), as per the Town and Country Planning (Use Classes) Order 1987 (as amended) unless written confirmation is provided in writing by the Local Planning Authority that some or all of this safeguarded land is no longer required;

(d) The total amount of floor area to be provided for the retail (convenience) store specified within (c) above shall not exceed 400m<sup>2</sup> (gross).

e) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2020 or Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any subsequent order amending or revoking and replacing that order, the units hereby permitted within (b) above shall only be used for the purposes of classes B1/B2/B8 (or class E(g) if that was to become the lawful use of any B1 use implemented) and the retail unit hereby permitted within (c) above shall only be used for the purposes of class A1 (convenience) retail (or class E(a) or F2(a) if that was to become the lawful use of the A1 use implemented), nor shall any mezzanine floor be installed in any of those units, without the express permission of the Local Planning Authority.

[NB: the transitional arrangements allowed by the Town and Country Planning (Use Classes) Order 2020 mean that the use classes specified by this condition are those applied for when the application was made]

Reason: To ensure the development delivers appropriate housing and employment growth whilst ensuring the uses are provided in the right location on the site and will not undermine the vitality and viability of nearby centres in accordance with Policies SP1, SP2, HP1, EP1, EP5 and SA1 of the Wyre Local Plan (2011-2031) and the approved Great Ecclestone Master Plan.

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

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 the provisions of the approved Great Ecclestone Masterplan (Parts 1 and 2), policies SP7, CDMP3, EP1 and SA3/3 of the Wyre Local Plan (2011-31).

6. Prior to, or simultaneously with the submission of any reserved matters application(s) relating to layout, a scheme and programme for the construction, and subsequent offer to the local highway authority for adoption, of the internal spine road between the A586 and Copp Lane, together with the access roads to the 1ha of employment land and to the 2.43ha Community Hub as identified of the approved - Drawing No. MA/GE/PP/01 Rev A - Parameters Plan and the approved Great Ecclestone Masterplan Part 1, shall be submitted to and be subject to the approval, in writing, of the local planning authority. These internal roads shall be constructed in accordance with the approved scheme(s) and programme(s) to an adoptable standard.

Reason: In order to ensure that there is adequate and early connectivity to the existing highway network and to ensure that the designated areas of employment land and Community Hub are accessible and available to be developed at an appropriate stage of the overall site development in the interests of highway safety and sustainability and in accordance with the provisions of the approved Great Ecclestone Masterplan (Parts 1 and 2) and Policies EP1 and SA3/3 of the Wyre Borough Local Plan 2011-2031.

10. Where any reserved matters application is submitted relating to layout on the part of the site which is located to the south of public right of way network (2-13-FP11) and east of the main spine road, the submitted details must provide for a continuous primary access road comprising a 5.5 metre wide carriageway and a footway 2 metres wide on each side of the carriageway from the spine across extending to the eastern site boundary as shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan (and to link to any similar road on the other side of the boundary if permitted or existing at the time the details are submitted). Prior to, or simultaneously with the submission of any such reserved matters application, a scheme and programme for the construction of this road and subsequent offer to the local highway authority for adoption shall be submitted to and be subject to the approval, in writing, of the local planning authority. The said primary access road shall thereafter be constructed to an adoptable standard for its entire length up to the site boundary. This primary access road shall be maintained and remain open and unobstructed at all times.

Reason: To ensure that the development provides appropriate and timely connections and sustainable linkages to neighbouring development and the wider highway network to enable the full development of site allocation SA3/3 and in accordance with the approved Great Ecclestone Masterplan (Parts 1 and 2), Policy CDMP3 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

## **ORIGINAL REPORT FOR 28 APRIL 2021 COMMITTEE**

### **1.0 INTRODUCTION**

Site Notice Date: 20/09/2019  
Press Notice Date: 09/10/2019

1.1 The application site forms part of a mixed use site allocation for housing and employment. Due to the strategic significance of the development and the proposed delivery of infrastructure requirements, the application is being presented to the Planning Committee for consideration. 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 application site comprises a number of agricultural fields to the south of the A586, and the north of Copp Lane, Great Ecclestone, which form a large part of Wyre Local Plan mixed use site allocation SA3/3 - Land West of Great Ecclestone. The main part of the site is immediately off the south side of the A586, however the site also continues southwards towards Copp Lane. The site area equates to 16 hectares. It is nearly half of the overall site allocation which totals 33.70 hectares.

2.2 There is a modest sized caravan site immediately to the east of the main part of the site, and an existing dwelling to the north west of the site. A public right of way runs east to west through the centre of the site. To the south west of the site are a short row of detached residential properties off Copp Lane. On the opposite side of Copp Lane are approved residential developments, also within the site allocation, which are currently under construction.

### **3.0 THE PROPOSAL**

3.1 The application seeks outline planning permission for the erection of up to 350 dwellings, 1 hectare of employment land, a medical centre, a school, village hall and convenience store. All matters are reserved, however, in accordance with the provisions of the Town and Country Planning (Development Management Procedure) Order 2015, the application does identify the areas where access points to the development proposed will be situated.

3.2 Illustrative plans have been provided. The 1 hectare of employment land is indicated to be located in the north west corner of the site adjacent to the A586. The medical centre, school, village hall, and convenience store (termed the community hub) are indicated to be on the north eastern extent of the site, and north of the existing public right of way that links to the village centre.

3.3 A 'spine' road is indicated running north-south through the site linking the A586 Garstang Road north of the site, and Copp Lane south of the site.

3.4 A green corridor is indicated running east to west through the centre of the site following the line of the existing public right of way.

### **4.0 RELEVANT PLANNING HISTORY**

4.1 There is no site history on the application site. However the following planning history relates to developments within the wider site allocation:-  
Land east of application site:

- 18/00540/FULMAJ - Proposed residential development of 16 dwellings, public open space, landscaping and associated infrastructure with vehicular access taken from West End. Committee resolution to approve application subject to conditions and S106 Legal Agreement. S106 Agreement currently pending.
- Land south of application site and Copp Lane:
- 18/01079/RELMAJ - Reserved matters application (relating to scale, layout, access, appearance and landscaping) for the erection of 93 dwellings, new vehicular access off Copp Lane with associated public open space (following outline application 16/00650/OUTMAJ). Application permitted.
- 16/00650/OUTMAJ - Outline application for the erection of up to 93 dwellings and up to 850sq m of D1 use (non-residential institution) with associated car parking, open space and landscaping (all matters reserved). Application refused. Appeal allowed.
- 16/00973/REMAJ - Reserved matters application for the access, layout, scale, appearance and landscaping for 90 dwellings, provision of a public car park, and associated open space and landscaping following on from planning permission for 15/00576/OUTMAJ. Application permitted.
- 15/00576/OUTMAJ - Outline application for a residential development of up to 90 dwellings, provision of public car park and associated open space and landscaping. Application permitted.

### **5.0 PLANNING POLICY**

#### **5.1 ADOPTED WYRE BOROUGH LOCAL PLAN**

5.1.1 The Wyre Local Plan 2011-2031 (WLP31) was adopted on 28 February 2019 and forms the development plan for Wyre. To the extent that development plan

policies are material to the application, and in accordance with the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

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

- SP1 - Development Strategy
- SP2 - Sustainable Development
- SP6 - Viability
- SP7 - Infrastructure Provision and Developer Contributions
- SP8 - Health and Well-Being
- CDMP1 - Environmental Protection
- CDMP2 - Flood Risk and Surface Water Treatment
- CDMP3 - Design
- CDMP4 - Environmental Assets
- CDMP5 - Historic Environment
- CDMP6 - Accessibility and Transport
- HP1 - Housing Land Supply
- HP2 - Housing Mix
- HP3 - Affordable Housing
- HP9 - Green Infrastructure in New Residential Development
- EP1 - Employment Land Supply
- EP4 - Town, District, Local and Neighbourhood Centres
- EP5 - Main Town Centre Uses
- SA3 - Mixed Use Development
- SA3/3 - Land West of Great Ecclestone, Great Ecclestone

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

## 5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

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

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

Section 2: Achieving sustainable development

- Section 3: Plan - Making, paragraph 20
- Section 4: Decision-making, paragraphs 47-50, and 54-55
- Section 6: Building a Strong, Competitive Economy
- Section 8: Promote healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment
- Section 16: Conserving and enhancing the historic environment

## OTHER MATERIAL CONSIDERATIONS

5.3 WYRE SUPPLEMENTARY PLANNING GUIDANCE NOTES (SPG's)  
 Supplementary Planning Guidance Note 2: Trees and Development  
 Supplementary Planning Guidance Note 4: Spacing Guidance for New Housing Layouts  
 Supplementary Planning Guidance Note 9: Designing Out Crime

## 5.4 GREAT ECCLESTON EXTENSION MASTERPLAN

5.4.1 PART 1 - The Great Eccleston Extension Masterplan was approved by the Council on 4th December 2019 and represents a significant material planning consideration to this application.

5.4.2 PART 2 - The Part 2 document was recently consulted on, and considered by the Planning Policy Working Group on 13 April 2021, where Members commended the document for formal approval by the Head of Planning Services in consultation with the Planning and Economic Development Portfolio Holder.

## FURTHER RELEVANT PLANNING POLICIES/LEGISLATION/GUIDANCE

5.5 National Planning Policy Guidance (NPPG)

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

5.7 The Conservation of Habitats and Species Regulations (Amendment) (EU Exit) 2019

5.8 The Wildlife and Countryside Act 1981 (as amended)

5.9 Planning (Listed Buildings and Conservation Areas) Act 1990

## 6.0 CONSULTATION RESPONSES

6.1 GREAT ECCLESTON PARISH COUNCIL: No observations to make at this stage.

6.2 LANCASHIRE COUNTY COUNCIL LOCAL HIGHWAY AUTHORITY (LCC HIGHWAYS):

6.2.1 First response:

The housing density suggested in this application together with the other approved developments on the allocation and the remaining land could result in 689 dwellings coming forward on the allocation, which exceeds the housing capacity figure. The scheme does not account for the potential increase in development and so will have severe impact on highway safety and fails to adequately promote safe and sustainable travel by modes other than car.

Whilst the available sight lines from the new site access onto A586 are acceptable and achievable, the new junction onto the A586 needs a pedestrian refuge at both sides of the new access on the A586 to further reduce speeds to improve vehicular safety at the junction. The proposed geometry of the site access onto Copp Lane is to prescribed design standards for vehicles. But to provide safe facilities for pedestrians, children and the mobility impaired the applicant should provide a 2m wide footpath for the full frontage of the site with Copp Lane.

Public Right of Way 2-13-FP11 should be upgraded to provide a lit shared surface cycle/footpath link through the site to High Street, to access the existing facilities within Great Ecclestone and also allow existing residents to access the new facilities within the site allocation SA3/3.

The agreed Masterplan relating to the principles of development indicates an emergency link onto the A586, Highways recommend this access is a shared 3.5m cycle / pedestrian link. The route would improve the sustainability of the site by allowing better sustainable access to the bus stops on the A586.

#### 6.2.2 Final response:

Following receipt of Curtins Technical Notes and Curtins drawings 'Copp Lane Access Arrangements' and 'Swept Path Analysis 11.2m Refuse Vehicle Copp Lane Access' LCC Highways do not have any objections to the proposed development and are of the opinion the development will not have a significant impact on highway capacity and a safe access can be provided from the A586 Garstang Road, and Copp Lane.

Highways have reassessed the results from the Transport Assessment and consider there is sufficient capacity at key junctions for the potential development of site allocation SA3/3 for 689 dwellings.

It is accepted that a safe access can be provide onto the A586 with the provisionally recommended off site works. In terms of sustainable links the existing shared surface cycle lane fronting the site with Garstang Road is acceptable and a scheme to connect the site with this route can be provided as part of any future planning application.

The required emergency access will need to be considered as part of a reserved matters planning application. The recommended pedestrian refuge on the A586 and the existing bus stop locations may limit the choice of locations for the link.

A scheme to improve Public Right of Way 2-13-FP11 from the site to High Street (including street lighting) is required, with a section 106 contribution in the region of £38,709 being requested. A section 106 contribution of £24,000 is also being requested towards Travel Plan support where a standard Travel Plan cannot be provided for the whole site allocation SA3/3.

The applicant should provide a scheme to upgrade the two bus stops to the west of the junction onto the A586 to Quality Bus Stops with a new bus shelter. Highways are not seeking any section 106 contributions to make any improvement to the existing bus service passing the site. The new access link road through the site is suitable to use as a bus route and there is a potential for the existing bus service to be diverted along the new access road and to serve the community hub, with details to be considered as part of any reserved matters applications.

A number of conditions are suggested as follows:

- -Layout to ensure vehicles can leave the site in a forward gear with turning space laid out for construction vehicles before development commences
- Submission of a Construction Management Plan
- No commencement until the required visibility splays to Copp Lane are provided
- No commencement until scheme of site access and off-site highway works submitted and agreed (street lighting, tactile paving, and S278 works)
- No commencement until site access and site lines provided
- No occupation of site until off-site highway works have been provided
- No commencement until details of improvements to Public Rights of Way 2-13-FP11 have been submitted

### 6.3 HIGHWAYS ENGLAND:

#### 6.3.1 First response:

Require further information including provision of raw survey data within the TA for review; clarification on year 1 scenario; TRICS database revisited for the B1 employment element of the site; assessment of B5269 / A585 Thistleton junction; detailed accident analysis for the A585 / Windy Harbour junction, M55 Junction 3, and B5269 / A585 Thistleton junction; capacity assessment of M55 Junction 3.

#### 6.3.2 Second response:

No objection following the submission of additional information (Curtins Technical Letter - October 2019 and letter dated 15th November 2019). Overall, on comparison of observed queue length data with the modelled queue lengths at M55 Junction 3, B5269 / A585 Thistleton, and A585 / A586 Garstang Road / Windy Harbour, Highways England are satisfied that there are no significant differences.

In regard to the B5269 / A585 Thistleton Junction, Curtins conclude that the junction will have sufficient capacity to accommodate the proposed development in the opening year that there would be a minimal increase in queue and delay. Overall, Highways England are able to accept this conclusion and consider that the impact of the proposed development in the opening year will be relatively minor.

In regard to the A585 / A586 Garstang Road / Windy Harbour Junction, the results of the modelling indicate that the junction will perform within capacity in the opening year, in both the existing road layout scenario, and the 'with bypass' scenario. In addition, Curtins results show that the impact of the development at the junction is minimal.

### 6.4 LANCASHIRE COUNTY COUNCIL (LOCAL EDUCATION AUTHORITY):

6.4.1 At September 2019 350 No. 4 bedroom dwellings would be required to provide financial contributions of £1,011,184.02 towards 63 primary school places at St Mary's Catholic Primary School Great Eccleston, and Great Eccleston Church Of England Primary School, and £1,281,813.48 towards 53 secondary school places at Hodgson Academy. These are indicative figures applicable at that particular point in time.

### 6.5 HISTORIC ENGLAND: No comments to make.

### 6.6 LANCASHIRE COUNTY COUNCIL (ARCHAEOLOGICAL ADVISORY SERVICE):

The site lies on the western side of Great Eccleston, in an area classified as 'Ancient Enclosure' (i.e. enclosed before c. 1600) on the Lancashire Historic Landscape Characterisation. Some fields may be of medieval origin and show evidence of fossilised former strip fields. There are also significant numbers of ponds in the area, most of which probably originated as marl pits of the later 17th to early 19th centuries. One of these ponds can be found within the proposed site boundary. There is a potential for significant remains, particularly of later prehistoric or Romano-British date to be present here. Professional judgement would suggest that the probability of their existence is low, but it is impossible to be sure without a degree of field assessment.

A condition is recommended requiring the applicants to undertake a programme of post-permission archaeological assessment of the site, in the form of implementation of a programme of archaeological work in accordance with a written scheme of investigation, before any development takes place on the site.

## 6.7 NATURAL ENGLAND:

### 6.7.1 First response:

Further information required to determine the impacts upon designated sites, including The Wyre Estuary SSSI, Morecambe Bay and Duddon Estuary Special Protection Area (SPA) and Morecambe Bay Ramsar, in the form of a Habitat Regulations Assessment (HRA) which gives consideration to Functionally Linked Land, recreational disturbance and construction related impacts.

### 6.7.2 Second response:

Following submission of the required information Natural England has no objections provided that the following mitigation measures are secured in any planning permission:

- The reserved matters application shall provide the agreed amount of Public Open Space as shown in the indicative layout (3.18ha).
- The reserved matters application shall provide the detail of countryside furniture, path way marking and interpretative panels within the Site and links to the Public Rights of Way network adjacent to the site.
- Submission of a Home Owners Pack to include responsible behaviour in the vicinity of the housing development, on Public Rights of Way and at the coast.
- The production and implementation of a CEMP and Construction Phase Surface Water Management Plan specifically incorporating measures to demonstrate how surface water and changes to water courses will prevent pollution and sediments from entering the River Wyre/adjacent watercourses.
- Details of a surface water attenuation scheme to include the elements shown via indicative plans (attenuation basins, cellular storage and over-sized pipes to achieve greenfield run-off rates and prevent pollution and sediments entering the River Wyre.

## 6.8 GREATER MANCHESTER ECOLOGY UNIT (GMEU):

### 6.8.1 First response:

Strongly recommend that additional information is sought from the Applicant and a parameters approach adopted to guide a future Reserved Matters layout design and landscape proposals.

The key areas where more work is needed is include: -

- Hedgerows assessment of the double hedges adjacent to the PRoW against the Hedgerow Regulations using a recognised methodology.
- Clear identification of each hedgerow, its length and species composition. Where necessary assessment against the Hedgerow Regulations.
- Provision of the survey detail which sits behind the bat foraging conclusions.
- An agreed approach to how PRF (plot radius factor) in trees will be dealt with via any Reserved Matters application.
- Agreed mechanism and mitigation design for common toad.
- Address the matters raised by Natural England in respect of functionally linked land and recreational disturbance of features of interest in European designated sites.
- The LPA to consider the provision of a Habitats Regulation Assessment either as a standalone or as a shadow HRA.
- Agree details of a biodiversity parameters approach to no net loss and biodiversity net gain to guide the Reserved Matters application formulation of a landscape strategy, its layout and the quantum of POS/green infrastructure. This may need to be adjusted depending on the results of the other additional information that is necessary.

#### 6.8.2 Second response:

GMEU have not reverted on their original comments in terms of the indicative loss of hedgerows and the importance of the hedgerow along the PRoW that bisects the site. However, would advise that it is not an issue which is likely to stand in isolation, now that GMEU have produced a HRA for the scheme and purchased the available bird information to the satisfaction of Natural England.

The Parameters Plan is not entirely satisfactory and retained features should be reinforced. Under Reserved Matters design, the proposal should include a landscape scheme that includes gapping up of retained and new hedgerows, this is supported by the final point in the previous response that the biodiversity enhancement scheme needs to include recreated habitats. It is GMEU's view that the final scheme should provide for replacement of hedgerows lost. At Reserved Matters stage there will need to be calculation of current hedgerow lengths against those that are retained/new within the scheme design.

For the avoidance of future doubt in order to ensure no net loss/biodiversity enhancement and provide the LPA necessary confidence that it can be achieved, the LPA may wish to secure this habitat type (hedgerow) specifically within the wording of a condition. With the LPA being able to secure compensation for hedgerow loss then there are no matters outstanding in relation to biodiversity.

### 6.9 NHS FYLDE AND WYRE CLINICAL COMMISSIONING GROUP (CCG)

6.9.1 This proposal will generate approximately 819 new patient registrations based on average household size of 2.4 ONS 2017. The proposed development falls within the catchment area of Great Eccleston Medical Centre. This need, with other new developments in the area, can only be met through the development of a new practice premises in order to ensure sustainable general practice. A financial contribution of £202,849.00 is required towards the provision of this new infrastructure.

6.10 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE): No objection.

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

6.11.1 First response:

Recommended that the Council's standard desk study condition, as well as a Watching Brief condition should be attached should the planning application be granted.

6.11.2 Second response:

Following submission of further information the potential gas risk appears relatively low. The desk study and site investigation requirements are satisfied. A watching brief condition is recommended.

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

6.12.1 The site is bounded by Garstang Road on its eastern most boundary with noise implications from traffic. There are several residential dwellings in close proximity to the Northernmost and Eastern boundaries, again with noise implications. Satisfied with the applicants noise assessment with the exception of predicted noise levels of 56 -60 dB for the external areas of certain dwellings, notably on the north east boundary facing onto Garstang Road. This is an excessive amount of noise for an external amenity area for these houses. As the layout is only an illustrative outline the applicant may need to look at the layout and design of these dwellings.

Conditions recommended as follows:

- Construction Environmental Management Plan
- Controlled levels for cumulative noise from all plant and machinery serving commercial units, including deliveries to these premises
- Restriction on deliveries and collections of goods to / from the commercial premises
- Written scheme of works to demonstrate dispersion of cooking fumes
- Controlled levels for external lighting

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

6.13.1 First response:

Concern about the potential impact on Leckonby Street, and issues including vehicle speeds on approach to junctions, a potential canyon effect on Leckonby Street and the weather data used in the modelling.

6.13.2 Second response:

Following submission of further information the concerns raised have been addressed. Require dwellings and commercial units to be provided with electric vehicle charging points.

6.14 WYRE BC CORPORATE DIRECTOR ENVIRONMENT (PUBLIC OPEN SPACES/GREEN INFRASTRUCTURE)

6.14.1 The indicative layout appears satisfactory and the amount of green infrastructure (3.18 hectares) appears in accordance with the guidelines for 350 properties. The masterplan consultation established a preference for natural and semi natural green space and amenity space on the site which is presented in the documents provided.

## 6.15 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY. (TREES)

6.15.1 The tree report fully covers expectations for an outline application of this scale and the details therein are concurred with. Has previously visited the site in 2017 and made Tree Preservation Order 10 of 2017 relating to most trees that are covered within the tree report. The illustrative layout provides ample Green Infrastructure (GI) and indicates incorporation of all existing trees (subject to the low numbers identified within the tree report requiring removal for arboricultural reasons). The GI / wider layout indicated provides good opportunity for retention and enhancement of existing natural features. Potential future opportunities could be many new native trees, shrubs, ornamentals, meadow, amenity grass areas.

## 7.0 REPRESENTATIONS

7.1 Twenty-one letters of objection have been received. The issues raised by objectors can be summarised as follows:

Highway matters:

- The roads are inadequate to cope with the extra traffic.
- Traffic congestion and safety problems
- Copp Lane is a country lane. The footpaths are already inadequate and very narrow.
- Additional traffic onto Copp Lane would be dangerous and potentially cause accidents especially for children going to the primary school.
- Copp Lane will become the new rat-run used by the new residents.
- The villages of Elswick and Thistleton will be blighted as this additional traffic heads towards junction 3 of the M55.
- The proposed link road will have little, if no effect on the existing traffic congestion in the village.
- Bus services are not frequent or reliable. These subsidised services may be further reduced or removed, leaving limited or no access to public transport in the future.
- It is not safe to have a school near to the A586.

Housing need:

- There is no need for the housing.
- Nearby developments struggling to sell.
- The village is already being over populated and changed by the amount of new housing being built which far outweighs the local demand.
- The housing won't help those that cannot afford to buy.
- Start-up homes and homes for the elderly are needed not luxury 4 beds.

Employment and facilities:

- Limited infrastructure and shops in the area and things for young people to do. Schools are bursting at the seams.
- Employment can be satisfied by other industries elsewhere
- The future employment needs of the borough can be met from brown field sites and sites adjacent to larger conurbations with good transport links
- There are still plenty of spaces at the existing school.
- The village already supports two village halls including the Women's Institute hall in the village centre that could be bought and extended.
- Building a health centre out of the village makes it difficult for the elderly in the village.
- A garage/convenience store is of no help to the main population of Great Eccleston.
- The medical centre should be built first.
- No mention of financial funding for the new medical centre and school, only that building space has been allocated.

Sustainable development:

- This is not a sustainable development.
- Loss of much needed agricultural land.
- The scale and location, and the village's limited existing local services, means the proposal would not constitute sustainable development or support the community's health, social and cultural well-being.

Size and scale of development/ Impact on character of Great Eccleston:

- The scale of the development is excessive and disproportionate to the size of Great Eccleston increasing the population by 50%
- A development of this size will destroy a pleasant small village.
- Against the wishes of the majority of village residents.
- Will create undesirable ribbon development along Copp Lane which would harm the visual amenity of the area and landscape character.
- Inadequate green buffers around existing property.
- The community cannot take even more houses, cars, people, noise or pollution.

Impact on amenity:

- The proposal will overlook and overshadow existing properties resulting in significant loss of privacy, sunlight and daylight and a real sense of enclosure.
- The proposal will increase noise and pollution to existing properties.
- Allowing the application will be a breach of Human Rights forcing residents to change how they use their properties.
- Drainage:
- The run-off from the developed areas will cause flood risk to the surrounding areas, particularly at Thistleton Brook, which is tidal and takes the increase in surface water drainage
- Further consideration needs to be given to the surface water drainage and the potential impact on the downstream water courses.
- There will be increased foul water outfall.
- There is an existing septic tank in the site serving an existing dwelling. It is unclear what will happen to this.

- Three properties off the A586 drain under the road into the site. There is concern there would be drainage problems regarding waste water.
- There are existing sewage problems in the area. Serving 350 houses extra will add to the problem.

#### Heritage:

- The proposal will cause substantial harm to the setting of the Dovecote which is a Scheduled Monument and Grade II listed building.
- As the application is in outline the Council is unable to see whether substantial harm is being caused to a Scheduled Monument.
- The development will not conserve or enhance the heritage asset or its setting.

#### Ecology:

- Loss of natural habitat of wild animals (including owls, pheasants, grouse, hare, woodpecker, eider ducks, herons and other wading birds, deer, hedgehogs, jays and native birds such as sparrows, tits, swallows, house martins).
- The hedgerow along the A586 should be retained and tree planting and hedgerows proposed.
- Matters raised which are not material planning considerations and so cannot be taken into account in considering this application.
- Loss of view from existing properties
- Depreciation of value of existing properties
- Property purchasers around the site were told land around them would not be built on

7.2 A letter has been received from St. Michael's Flood Action Group (FLAG). The matters raised can be summarised as follows:

- Extremely concerned about disposal of foul sewage from this development. This has not been highlighted in any of the consultee responses, nor in the Developers' FRA. For some 40 years Great Eccleston sewage has been taken to Churchtown (Garstang Waste Water Treatment Plant) carried by means of a combined sewer. In recent years there have been at least 11 occasions of leaks and burst of the pipe. The most serious and repetitive problem is where raw sewage bubbles up through manholes and floods Rawcliffe Road. Other effects of the sewer incapacity result in backing up of sewage in domestic properties locally. UU have no firm proposals to cure the problem. The addition of some 550 houses in Great Eccleston) will greatly exacerbate the problem even if surface water from the new properties is excluded from the system. This is a present and future public health hazard and until resolved, no permission should be granted.

## **8.0 CONTACTS WITH APPLICANT/AGENT**

8.1 Various, including discussions regarding the progression of the masterplan, delivery of infrastructure, and further information requested / provided in respect of consultation responses from LCC Highways, Highways England, Environmental Health Air Quality, and Natural England. Request for hedgerow plan. Relaying of contribution requirements.

## **9.0 ISSUES**

9.1 The main issues in this application are as follows:

- Principle of development
- Infrastructure Provision and Employment
- Flood Risk and Drainage
- Housing Mix
- Visual and Landscape Impacts
- Impact upon Highways
- Impact Upon the Historic Environment
- Impact on Residential Amenity
- Trees and Ecology

Principle of development

9.2 Planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The primary development plan document for Wyre is the Wyre Local Plan (WLP31). There are a number of housing, employment and mixed-use allocations identified in WLP31 which will provide the majority of the Local Plan housing and employment requirements. Delivery of these sites is also critical to ensure a 5 year housing land supply is maintained. The site is allocated for housing and employment development as part of mixed use site allocation SA3/3 Land West of Great Eccleston. Objectors have raised concerns about the principle of developing the site for housing and employment however this has been established and accepted through the Local Plan process.

9.3 The site allocation sets a site capacity of 568 dwellings, and 1 hectare of employment land. Planning permission has already been granted for two sites within the allocation on land to the south of Copp Lane for 183 dwellings. A site to the east also within the allocation has a resolution to grant permission for 16 dwellings. This proposal seeks outline permission for up to 350 dwellings, which if approved would take the number of approved dwellings within the allocation to 549 dwellings. Based on this density, remaining land within the allocation to the south-east of the site could potentially deliver a further 140 dwellings, which could result in 689 dwellings coming forward in total on the allocation. Whilst this exceeds the site capacity figure for this allocation, the housing requirements in the WLP31 are expressed as a minimum figure, and therefore the site capacity for allocations are also treated as minimum figures which can be exceeded subject to all other policy requirements being met. Therefore a housing scheme of up to 350 dwellings on this part of the allocation would not be contrary to the WLP31 in principle. Nor would it prejudice the remaining development of the site allocation from coming forward.

9.4 The proposal also seeks outline consent for 1 hectare of employment land, meeting the full employment land capacity for the site allocation.

9.5 Site allocation SA3/3 contains 11 'Key Development Considerations' (KDCs) which are policy requirements. KDC1 states 'this site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the Local Planning Authority prior to the granting of planning permission for any part of the site'. As the two housing sites to the south of Copp Lane were approved prior to the WLP31 they were not subject to a masterplan, however being within the allocation these are fixed elements for any masterplan being developed to take into account. In this instance the masterplan for SA3/3 has been designed in two parts. Part 1 which was approved in December 2019 provides the physical and policy context, describes a vision and objectives for development of

the allocation and establishes the framework which identifies the broad location of the different land uses and indicates how the movement network will function. Therefore the location of the community hub, spine road, employment area, and main area of Green Infrastructure, buffers and areas of lower density housing, and internal walking/cycling routes, have been agreed through Part 1 of the masterplan. Part 2 which has now been approved provides the delivery framework in particular delivery of the spine road, medical centre, village hall, shop site and school site, and considers issues of phasing and funding. Officers are satisfied this outline application is not in conflict with Part 1 and Part 2 as drafted. Therefore the proposal satisfies KDC1 of SA3/3.

9.6 KDC8 of SA3/3 requires the development of the allocation to include land for a new primary school, health centre, community hall, and a small convenience store of not more than 400 sqm floor area. These are termed as the 'community hub' and their location has been considered and determined through the masterplan process. This application includes the reservation of land for each of these community hub elements and their location in the north eastern part of the site is in line with the approved Phase 1 masterplan. Therefore it is considered the proposal satisfies KDC8. Other specific KDCs and masterplan matters are subsequently discussed in relevant sections of this report.

9.7 Policy SP1 of WLP31 seeks to deliver and direct new development in line with the settlement hierarchy. The site falls within the newly defined settlement boundary of Great Eccleston. Great Eccleston is listed as a Rural Service Centre within the settlement hierarchy of this Policy where 18.5% of housing growth and 23.3% of employment growth is expected during the plan period. Therefore in terms of location the proposed development would also satisfy the development strategy of Policy SP1.

9.8 Policy SP2 of WLP31 sets out that new development should be sustainable and contribute to the continuation or creation of sustainable communities in terms of location and accessibility. Sustainability is also a material consideration requirement of the NPPF. Relevant matters in this case would be to ensure housing provision meets the needs of all sections of the community, provision of strategic and local infrastructure and services, ensure accessible places and minimize the need to travel by car, reduce and manage flood risk, protect and enhance biodiversity, landscape and cultural heritage and green infrastructure assets, and achieve safe and high quality designed local environments which promote health and well-being. Many objectors have raised concerns about the sustainability of the proposed development.

9.9 Matters of sustainability were considered when allocating the site. The Local Plan process considered Great Eccleston to be a sustainable location to support this scale of development, and the site in conjunction with adjoining land to be sustainably located and well related to the existing settlement of Great Eccleston subject to new infrastructure provision requirements including measures to improve pedestrian and cycle links and encourage sustainable travel. Therefore the principle of development satisfies policy SP2 of WLP31.

9.10 Paragraph 170 of the NPPF states that Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. The north part of the application site is Grade 2 agricultural land which is of very good quality, whilst the south of the site is Grade 3 agricultural land which is only of moderate quality. This loss of good quality agricultural land is a matter that has already been considered and accepted as part of the Local Plan

making process. The proposal would not lead to the loss of any highest value agricultural land, or a significant amount of Grade 2 land, and therefore the proposal would not conflict with Paragraph 170 of the NPPF.

Infrastructure provision and employment:

9.11 Policy SP7 of WLP31 requires contributions towards infrastructure and in some cases new infrastructure on site. This includes affordable housing, green infrastructure, education, highway improvements and health care provision where appropriate. KDCs for SA3/3 also identify specific infrastructure requirements that are integral to the delivery of sustainable development within the allocation, further detail of which is set out in the approved Part 1 Masterplan and draft Part 2 document.

9.12 KDC2 of SA3/3 requires the provision of a vehicular through route from Copp Lane to the A586. The matter of access has not been applied for in this application however the submitted plans show a proposed road linking through the site between Copp Lane and the A586 as required. This route is also shown within the approved Part 1 Masterplan. The application would secure the provision of this road link, and its timely delivery as an early phase of development would need to be secured through a Section 106 legal agreement.

9.13 KDC8 of SA3/3 requires development of the allocation to include a new primary school, health centre, community hall, and a small convenience store of not more than 400 sqm floor area. This community hub will require an estimated 2.43ha of land (Part 1 of the masterplan incorrectly refers to 2.18ha). Of this 2.43ha, 0.49ha of land is required for the Health centre, 1.36ha for the primary school, up to 0.4ha for the community hall, leaving sufficient remaining land for the convenience store plus associated servicing/parking area. The location of the hub in the approved masterplan is the land within the north eastern part of the site as it would be nearest to the existing centre of Great Eccleston and can be safely accessed from the village centre. This same location is proposed in the application on the indicative layout.

9.14 The Local Education Authority's (LEA) response confirms the financial contribution to mitigate the number of pupil places generated by this development could equate to approximately £1million towards primary school places at St Mary's Catholic Primary School Great Eccleston, and Great Eccleston Church Of England Primary School, and approx. £1.2million towards secondary school places at Hodgson Academy. However, these are purely indicative figures applicable at that particular point in time and a detailed calculation would be undertaken at reserved matters stage once bedroom numbers are known. A revised response has been requested by the LEA which is expected to also refer to a new school as an alternative to expending existing schools should this be needed. This can be reported on the update sheet. For the avoidance of doubt contributions will be sought towards construction of the new school within the site or expansion of existing schools as an alternative and not towards purchase of the land. This application would reserve land for the school site to be delivered by the LEA should this be required.

9.15 The NHS Fylde and Wyre CCG have been consulted and have stated that the proposed development falls within the catchment area of Great Eccleston Medical Centre and will generate approximately 819 new patient registrations based on average household size of 2.4 ONS 2017. They advise that this need, with other new developments in the area, can only be met through the development of a new practice premises in order to ensure sustainable general practice. A financial contribution of £202,849.00 is requested towards the provision of this new infrastructure. The new practice will be a replacement facility to the existing facility at

Great Eccleston Medical Centre. This contribution will not fully fund the new scheme, but is considered by the CCG to be a proportionate request from this development. This application would reserve land for the medical centre to be delivered by the CCG. The financial contribution would need to be secured by means for a S106 legal agreement should Members resolve to approve the application.

9.16 In terms of the community hall, the developer is required to make a contribution towards the cost of delivering this. Similar to the LEA methodology, the precise amount would be dependent on the number of units and housing mix to come forward at reserved matters stage, but also on the amount of land required (up to 0.4ha). Assuming a (maximum) land take requirement of 0.4ha (as set out in the masterplan) and village hall construction costs of £1.4million, an indicative figure at this stage based on 350 dwellings coming forward with a housing mix in line with the SHMA methodology, suggests a contribution from this development could be in the region of £1,474,453. Alternatively the payment may involve land in lieu of a contribution, on the assumption the contribution amount is greater than the value of the land required. For example if the land is worth £200,000 then this could be deducted from the contribution payable. Any monies (and potentially land) would be held by the council and made available to appropriate bodies (such as the Parish Council) wanting to deliver the community hall. The financial contribution would need to be secured by means of a S106 legal agreement should Members resolve to approve the application. This application would also reserve land for the community hall to be delivered. Full details of its appearance, scale etc. would be provided at reserved matters stage or via a separate full planning application.

9.17 In terms of the convenience store, the application would also reserve land for this to be provided at a future date, and require a serviced plot to be provided. Conditions could secure the scale of the convenience store to have a gross internal floor space of no more than 400sqm in line with SA3/3. Full details of its appearance, scale etc. would be provided at reserved matters stage or via a separate full planning application.

9.18 In terms of affordable housing, Policy HP3 of WLP31 requires new residential development of 10 dwellings or more on greenfield sites in Great Eccleston to provide 30% affordable housing on site. Assuming a reserved matters application came forward for all 350 dwellings, 30% would equate to 105 affordable units on site. The applicant has agreed to provide the required 30% affordable housing on the site. Full details including phasing, layout, tenure, type, local connection criteria etc. would be secured by a Section 106 agreement.

9.19 Policy SA3/3 identifies an employment capacity of 1 hectare. The approved Masterplan Part 1 identifies an area of 1 hectare of employment land in the north west of the site adjacent to the A586. This location, which has previously been accepted through the masterplan process, is also shown on the indicative layout plan submitted with this application. The application would reserve land for this to be provided at a future date, and require a serviced plot to be provided. Full details of the appearance, scale etc. of the employment units would be provided at reserved matters stage or via one or more separate full planning applications.

9.20 KDC3 of SA3/3 states that the development should be supported by a landscape and green infrastructure (GI) framework incorporating structured tree planting, on-site open space to include formal and informal play, and pedestrian and cycle connectivity within and where possible outside the site (in particular the village centre). Policy HP9 of WLP31 requires an appropriate quantity of GI to be provided on developments of 11 dwellings or more. It also states that the most appropriate

types of GI provision need to be determined, and the policy seeks to create meaningful GI as open space makes an important contributing to the health and wellbeing of communities. Therefore the aims of Policies SP8 and CDMP4 are also relevant.

9.21 The illustrative layout plan indicates GI within the site amounting to 3.18 hectares. This is illustrated to be located primarily within the centre of the site along the extent of the existing public right of way with three ponds either side of the right of way, and also immediately to the west of, and around, the proposed community hub. A strip of GI is also indicated further north of the community hub running north to south adjacent to hedgerows and between two indicated sections of housing on the northern part of the site. Hedgerows are also indicated as the boundary treatments along the north, north-west, and south eastern boundaries of the site.

9.22 The Parks and Open Spaces Officer has noted that the indicative layout and amount appears satisfactory. Furthermore the masterplan consultation established a preference for natural and semi natural green space and amenity space on the site, and these typologies are presented in the documents provided. Notwithstanding the amount of GI shown on the indicative plan, the precise amount is dependent upon the number of people the development would serve. This is not usually determined until reserved matters stage when housing mix details are known. However in this case Natural England require the indicated amount of GI (3.18 hectares) to be provided to mitigate against the impacts of the development. It is considered from the illustrative plans provided that this would not prejudice the required number of houses or community hub from coming forward. Therefore this amount can be secured with a condition, expressed as a minimum amount in the event the resultant housing mix required in excess of this. Specific details of how the GI is to be provided and laid out to satisfy policies SP8, KDC3 of SA3/3 and HP9 is a matter for any reserved matters application relating to layout and landscaping.

Flood risk and drainage:

9.23 The Masterplan Part 1 identifies the need for Sustainable Drainage Systems (SuDS) features and a foul water pumping station within the allocation as a whole. Part 2 states it is expected these will be delivered across different land parcels in accordance with the principles and plans set out in the masterplan (parts 1 and 2). The development of SuDS features and the foul pumping station must be planned and delivered in such a way as to negate the risk of local flooding from the site and ensure the appropriate delivery of water services. A condition could ensure the details of such features are submitted concurrently with, or part of, any reserved matters submission relating to layout.

9.24 The whole of the site is located within Flood Zone 1 and therefore has the lowest probability of fluvial flooding. As the site exceeds 1 hectare in area, a Flood Risk Assessment (FRA) has been submitted. The FRA states this development would provide a foul water pumping station. There is no requirement for the applicant to demonstrate accordance with the sequential or exceptions tests with regard to flood risk.

9.25 KDC5 of SA3/3 requires that residual surface water should drain into the River Wyre (near Cartford Bridge) via Thistleton Brook and existing watercourses. Improvements to existing watercourses will be required.

9.26 Objectors have raised concerns about foul and surface water drainage. The council's Drainage Engineer has been consulted on this proposal and has raised no

objections. United Utilities have also been consulted and have suggested a pre-commencement condition requiring details of sustainable surface water drainage to be submitted for approval. United Utilities have also requested a condition securing the provision of one foul water pumping station and details of foul drainage including the point of connection to the public sewer, the storage requirements and rate of discharge, and details of any temporary arrangements during the construction of the development. Foul and surface water would have to be drained on separate systems. This condition would also require that no dwellings be occupied until these measures have been provided. This condition is considered necessary, to ensure foul drainage is adequately dealt with. Subject to the aforementioned conditions it is considered that the site could be adequately drained in accordance with Policy CDMP2 and KDC5 of SA3/3.

Housing mix and adaptable housing:

9.27 Policy HP2 of WLP31 requires that developments provide an appropriate mix in terms of size, type and tenure of housing to meet identified need and demand to accord with the most recent SHMA. The Policy also requires that developments exceeding 20 no. dwellings should make provision for at least 20% of dwellings on site to be designed to be adaptable to meet the needs of older people and people with limited mobility. Both of these elements could be secured by condition, with full details to be considered at reserved matters stage.

Visual and landscape impact

9.28 From views along the A586 north of the site, and from views along Copp Lane south of the site, the application site is read as an agricultural field behind hedging along the roadside and pavements, with a backdrop of wider open land to the west. Boundary hedges currently form the boundaries of the site. There are no existing wide open views of the site from the centre of Great Eccleston, to the east of the site. The site itself is comprised of undulating land.

9.29 The applicant has submitted a Landscape and Visual Appraisal (LVIA). This includes details of the visual effects of the development, including a landscape character assessment, and any important designations such as the existing Dovecote east of the site, the existing right of way network, and key viewpoints within and outside of the site. The LVIA concludes that the site is generally well contained in landscape and visual terms by the built form of Great Eccleston and surrounding topography, and that visual effects are considered to be limited to short and medium distance receptors, and that overall, a well-considered development could be readily assimilated into the receiving landscape.

9.30 The proposed development would undoubtedly be widely visible from the A586 running along the north of the site, Copp Lane along the south of the site, and from existing residential properties surrounding the site, and the existing public right of way that runs east to west through the centre of the site. The development would significantly change the current character of the site. However, as an allocated site the visual effects of a development of this scale have already been considered and accepted in principle as part of the Local Plan process. It would be read as an extension immediately west of Great Eccleston, and along the A586 it would also be read opposite the length of existing residential properties on the north side of the A586 at Little Eccleston. In similarity to this, the proposal would viewed along Copp Lane as immediately opposite housing development. As seen from either the A586 or Copp Lane it would not therefore be viewed as a sole projection of housing into the countryside. Any visual and landscape impacts resulting from introducing an urban

development onto this undeveloped site are not therefore considered to be unduly harmful.

9.31 KDC4 of SA3/3 requires that the design of the development should provide an organic extension to the village. It should utilise important key vistas into the adjoining countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to boundary treatments. Part 1 of the Masterplan went onto identify key design principles / parameters such as scale, density, landscape buffers and open space in order to achieve this KDC. The illustrative plan submitted demonstrates that the totality of development proposed is physically achievable on this site and capable of achieving the key design principles / parameters outlined in the Masterplan. Whilst details of access, landscaping, scale, layout and appearance are reserved matters, these will nevertheless be important considerations to enable the development to sit comfortably in the surrounding landscape. These will be duly considered against the Masterplan requirements at reserved matters stage.

#### Impact upon highways

9.32 Objectors have raised concerns about the impact of the proposed development upon the highway network, including capacity and suitability of the network, increase in traffic and congestion, highway safety particularly location of the indicated school near the A586, and increase in traffic on Copp Lane both for vehicles and pedestrians, impact upon nearby villages, and lack of public transport. The applicant has submitted a Transport Assessment (TA) and an Interim Travel Plan as part of this application. Highways England and Lancashire County Council (LCC) Highways have been consulted.

9.33 As mentioned above in this report (section on the principle of the development) the site capacity of 568 dwellings does not prevent additional dwellings being proposed which exceed this figure, subject to all other policy requirements being met. The proposal if approved would take the number of houses on the allocation to 533, however could potentially result in the provision of 689 dwellings coming forward if a similar density of development were to come forward on the adjacent site to the south-east. As such this potential increase in capacity has been considered by both LCC Highways and Highways England. Following submission of further information by the applicant Highways England are satisfied the extra number of trips from development beyond the minimum housing figure stated would not result in an unacceptable impact on the wider strategic road network. They would still require a developer on the remaining parcel to provide a TA to demonstrate this at the time of any application submission. LCC Highways have reassessed the results from the TA and now consider that there would be sufficient highway capacity at the nearby junctions to the site to accommodate this upper level of development should it come forward. Therefore it is considered that the proposed development of the site would not result in unacceptable impact upon the capacity of the highway network. A financial contribution of £24,000 is required for this phase of the development where a standard Travel Plan cannot be provided for the whole site allocation SA3/3, and should Members resolved to approve the application this would need to be secured by a S106 agreement.

9.34 LCC Highways confirm the access road indicated through the site linking A586 Garstang Road to Copp Lane is in line with the requirement of KDC2 of SA3/3. This link road through the site could be used as a bus route to the community hub uses. They originally responded requiring pedestrian refuges for the junction with the A586, and there were concerns that the access to Copp Lane would not be safe for

pedestrians. Following the submission of further information and plans showing refuges and footpaths, LCC Highways are now of the opinion that safe access can be provided from both the A586 and Copp Lane. To achieve safe access at Copp Lane LCC suggest a condition securing the visibility splays on the submitted indicative plans, however as access is not a matter applied for at stage this is not considered necessary. Conditions are however necessary to secure delivery of the spine road including connections to the employment land, community hub and eastern boundary (linking with adjoining land within the allocation), as these links are all identified in the approved part 1 masterplan.

9.35 In terms of sustainable transport LCC Highways state the applicant should provide a scheme to upgrade the two bus stops to the west of the junction onto the A586 to Quality Bus Stops with a new bus shelter. This requirement could be secured at this stage by condition.

9.36 LCC's Public Right of Way team via the LCC Highway response has stated that upgrades to the public right of way network (2-13-FP11) will be required through the site, including resurfacing to 3m width and replacing the existing stile at the western boundary with a pedestrian gate, and resurfacing and new street lighting provision between the development and High Street. A contribution of £38,709 is requested for these works. This contribution could be secured through a S106 agreement. LCC Highways also suggest a condition requiring agreement of a scheme for the upgrades to the public right of way. However as the applicant is making a payment to LCC to undertake the works this condition is not considered necessary.

#### Impact upon historic environment

9.37 There are existing historic assets adjacent to the application site. As KDC9 of SA/3 sets out, there is an existing Dove Cote within a field to the north of Copp Lane (and east of this application site) which is Grade II listed and also a Scheduled Monument. KDC9 requires there to be an appropriate buffer to protect its setting. There is also a Grade II listed Pinfold to the north east of the site and on the south side of High Street. KDC11 of SA3/3 required the masterplan process to take into account this Grade II listed Pinfold, and also the Grade II listed church of St. Anne south of the site at Copp Lane, as well as the existing public right of way through the site.

9.38 The applicant has submitted a Heritage Statement as part of the application which confirms the approach taken via the masterplan process. The masterplan Part 1 took into account the location of these heritage assets. The Conservation Officer advises that given the separation distances, the development is considered to make no contribution to the appearance, setting or significance of these nearby designated heritage assets and is therefore considered to sustain their significance. The site is located more than 200metres from the Dove Cote and there is considerable existing development in the space between. Furthermore the application proposes the retention of planting and a green corridor along the existing public right of way through the site (north of the Dovecote) and the retention of this planting and provision of a green corridor is considered an appropriate buffer. Given this the proposed development would not cause any harm thereto it is considered to be acceptable and in conformity with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF and policy CDMP5 of the WLP31 as well as KDC9 and KDC11 of SA3/3.

9.39 The applicant has submitted an Archaeological Desk-based study. LCC Archaeology have responded that some fields may be of medieval origin and there is a potential (albeit low) for significant remains. As such LCC Archaeology suggest a condition be attached requiring the applicants to undertake a programme of archaeological assessment prior to commencement of development in accordance with a written scheme of investigation. Subject to this condition it is considered the proposal would not have an unacceptable impact on the historic environment and would fulfil the requirements of Policy CDMP5 of WLP31.

#### Impact on residential amenity

9.40 The proposal has been submitted in outline with all matters reserved. Therefore issues relating to impacts on privacy, overlooking, loss of light and overshadowing cannot be properly assessed at this stage, but would be considered by way of a reserved matters application. However, in considering the illustrative plans 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 adopted 'Spacing Guidance for New Housing Layouts' SPG and so impact on residential amenity is not a cause for concern.

9.41 The relationship between the proposed dwellings along the southern boundary with existing dwellings adjacent can be given particular attention at the reserved matters stage should outline permission be granted. The indicative access demonstrates that a safe access could be achieved away from existing dwellings off the A568, and to the east of the existing row of dwellings adjacent the site on Copp Lane, and therefore it is considered it would be possible to site the access at reserved matters stage so as not to result in unacceptable adverse impact on these existing properties by noise and disturbance from vehicles entering and leaving the development.

9.42 Environmental Health have advised that whilst they have no objections in terms of impact upon amenity a condition should be attached requiring a Construction Environmental Management Plan (CEMP) to be submitted to protect existing residents during any construction period. A number of conditions have also been suggested specifically relating to the commercial uses proposed, including setting maximum levels for cumulative noise from all plant and machinery serving commercial units, including deliveries to these premises, restricting deliveries and collections to these units, controlling external lighting, and requiring details of dispersion of any cooking fumes. It is considered that all of the suggested conditions are necessary should Members resolve to approve the application. With such conditions it is considered that the proposed development would not cause unacceptable harm to existing residents by way of noise, odour, or light pollution.

9.43 The applicant has submitted a Noise Assessment. This has been assessed by Environmental Health. The submitted assessment concludes that internal noise levels of the proposed houses with recommended mitigation are expected to be within the internal noise limits as recommended by British Standard and WHO Guidelines. Environmental Health have commented that noise levels of 56-60dB predicted for the external areas of certain dwellings, notably on the north east boundary facing onto Garstang Road, would be excessive. However at this stage the layout is only indicative and the orientation of dwellings together with appropriate noise attenuation can be considered in any reserved matters application.

#### Trees and ecology

9.44 The application site does not have any ecological designations. KDC6 however states that potential ecological impacts should be considered due to the greenfield nature of the site, and important features such as hedgerows, trees and ponds. Whilst the application is submitted in outline it is clear the proposal would require the removal of sections of hedgerows on the north and south boundaries to provide for the new link road between the A568 and Copp Lane, and to provide access to the site. KDC6 also states that a Habitat Regulations Assessment (HRA) may also be required.

9.45 The applicant has submitted a Biodiversity Survey, and an Extended Phase 1 Habitat Survey as part of the application. Natural England originally responded that a HRA was required. A HRA has been carried out by the Greater Manchester Ecology Unit (GMEU) as the Council's ecological consultee, and this was provided to Natural England for further assessment. Natural England has responded with no objections provided that mitigation measures are secured in any planning permission, including that any reserved matters application shall provide details of a surface water attenuation (basins and cellular storage), the amount of public open space as shown in the indicative layout (3.18ha), the detail of countryside furniture, path way marking and interpretative panels within the Site and links to the Public Rights of Way network adjacent to the site, and home owners packs highlighting the sensitivity of Morecambe Bay. Natural England also require mitigation in the form of a Construction Environmental Management Plan (CEMP) and Construction Phase Surface Water Management Plan. It is considered that with the suggested mitigation measures the proposal would not result in significant effects on nearby designated sites. These measures can be required by condition. The provision of home owner packs is also a requirement of KDC7 of SA3/3.

9.46 GMEU's original response required further information in relation to hedgerow assessment, survey details behind the bat foraging conclusions, an agreed mechanism for the common toad, and agreed approach to how the plot radius factor will be for trees will be dealt with any reserved matters application. The applicant's Ecologist provided a Technical Note in response which GMEU are satisfied with. They confirm that indicative loss of hedgerows and the importance of the hedgerow along the PRoW that bisects the site is not an issue which is likely to stand in isolation, and advise that the LPA may wish to secure this habitat type (hedgerow) within a condition, and with the LPA being able to secure compensation for hedgerow loss then there are now no matters outstanding in relation to biodiversity. A condition is therefore considered necessary to ensure that at reserved matters stage compensation for any amount of existing hedgerow lost is provided. The applicant has been asked to provide a hedgerow plan so the length and location of existing hedgerows is known at this stage so that it is clear at reserved matters stage what hedgerow mitigation is required.

9.47 The applicant has submitted a Tree Survey covering the site. The survey shows that trees along the centre of the site (i.e. along the line of the public right of way) are classed as Category A (high quality and value) trees. There is also one category A Tree (T10) to the northern part of the site near the employment area, and a category A tree on the north west boundary with the existing caravan site. There are three category B (moderate quality) trees scattered in the northern extent of the site, and on the boundary to the existing caravan site north west of the site. Category B trees are also to the southern extent of the site running between the existing row of dwellings at the southern end of the site, as well as a cluster of category B trees (G3 and T4) just south of the existing PRoW through the site. The only Category C tree is on the western boundary of the site. Four trees in the northern part of the site are

Category U (T2, T3, T6 and T9) which are classed as dead and to be removed. Therefore the proposal would result in the loss of four Category U trees.

9.48 The council's Tree Officer concurs with the Tree Survey. The Tree Officer has previously visited to the site and made Tree Preservation Order 10 of 2017 relating to most trees that are covered within the tree report. He states Tree T6 (beech) in the applicant submitted report is T3 in the Tree Preservation Order (TPO 10 of 2017). He also considers the illustrative layout provides ample GI and incorporates all existing trees, subject to the low numbers identified within the tree report requiring removal for arboricultural reasons. The Tree Officer is therefore accepting the removal of one TPO Tree (T6 on the submitted plans) as this tree is dead. Overall it is considered that the proposal would not result in the removal of any important TPO trees that are still of high quality and should be retained. The Tree Officer has also commented that the GI and wider layout indicated provides good opportunity for retention and enhancement of existing natural features, and potential future opportunities for many new native trees, shrubs, ornamentals, meadow and amenity grass areas, to be secured at reserved matters stage.

#### Other issues

9.49 Contamination:- The NPPF states that where a site is affected by contamination, responsibility for securing a safe development rests with the developer/ landowner. The NPPG also states that local authorities should use conditions to secure the adequate remediation of contaminated land. Adequate information should be submitted by the applicant to show that the site is suitable for its new use. The applicant has submitted a Geo-environmental Assessment report desk study and amended desk study, and the Environmental Health Officer has responded that the potential gas risk appears relatively low from the desk study information, and therefore the amended desk study is considered acceptable. Given the lack of potential sources identified on the site, the site investigation is also considered satisfactory. No remediation is therefore necessary. The Environmental Health Officer has advised that a condition should be attached requiring a watching brief.

9.50 Climate change:- Policy SP2 part 6 requires proposals to demonstrate how they 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 efficient measures and the reuse and recycling in construction. Details of any proposed landscaping, such as tree planting, would be a reserved matter. Policy CDMP6 requires development proposals involving car parking provision to be supported by electric vehicle recharging points (EVCP) unless demonstrated to be impractical e.g. in communal parking areas. This infrastructure could be secured by condition. Furthermore the development would involve the retention and provision of new tree and hedgerow planting which can help to mitigate against climate change. This would help satisfy the climate change requirements of policy SP2.

9.51 Air quality:- The applicant submitted an Air Quality Assessment including revised document responding to the Environmental Health Officer's original comments. The Environmental Health Officer has reviewed this information and advises that there are no objections to the proposal subject to conditions requiring the provision of electric vehicle points for both the residential and the commercial uses. Subject to these conditions it is considered that the proposal would be acceptable in terms of impact upon air quality.

9.52 Waste management:- The National Planning Policy for Waste (NPPW) seeks to ensure that new development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities, for example by ensuring there is discrete provision for bins to facilitate a high quality, comprehensive and frequent collection service. The application is currently at outline stage where details of layout are currently unknown. However it is suggested a condition should be attached to ensure that any reserved matters application for the relevant phases of development include details of waste management proposals. Subject to this condition it is considered the proposal would accord with the NPPW.

## **10.0 CONCLUSION**

10.1 The proposal would bring forward an appropriate mix of uses on an allocated site in the Wyre Local Plan and is considered to be in accordance with the development plan and NPPF, as well as being in accordance with the approved Great Eccleston Extension Masterplan. There are no adverse impacts identified that would outweigh the benefits to development and so the application is recommended for approval subject to conditions and a S106 Legal Agreement

## **11.0 HUMAN RIGHTS ACT IMPLICATIONS**

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

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

## **12.0 RECOMMENDATION**

12.1 Grant outline planning permission subject to conditions and a S106 Legal Agreement to secure 30% on-site affordable housing provision, delivery of the link road between the A586 and Copp Lane, and financial contributions towards health care, community hall, education, public right of way improvements and travel plan support. That the Head of Planning Services be authorised to issue the decision following 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 20.08.2019 including the following plans/documents:

- Drawing No. MA/GE/LP/01 - Site Location Plan
- Drawing No. MA/GE/PP/01 Rev A - Parameters Plan

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

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

3. (a) The total number of residential units to be provided on the site in the general locations shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan shall be up to 350;

(b) No less than 1.0ha of land shall be provided on the site in the general location shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan for the development of employment uses within classes Class B1 (now Class E (g)), B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended);

(c) No less than 2.43ha of land shall be reserved for the provisions of a Community Hub in the general location shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan comprising an A1 retail (convenience) store (now Classes E (a), (b) and (c)) and class D1 uses of a Village Hall (up to 0.4ha of land), a Medical Centre (0.49ha of land), and a Primary School (1.36ha of land), as per the Town and Country Planning (Use Classes) Order 1987 (as amended) unless written confirmation is provided in writing by the Local Planning Authority that some or all of this safeguarded land is no longer required;

(d) The total amount of floor area to be provided for the retail (convenience) store specified within (c) above shall not exceed 400m<sup>2</sup> (gross).

(e) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2020 or Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any subsequent order amending or revoking and replacing that order, the units hereby permitted within (b) above shall only be used for the purposes of classes B1/B2/B8 (or class E(g) if that was to become the lawful use of any B1 use implemented) and the retail unit hereby permitted within (c) above shall only be used for the purposes of class A1 (convenience) retail (or class E(a) or F2(a) if that was to become the lawful use of the A1 use implemented), nor shall any mezzanine floor be installed in any of those units, without the express permission of the Local Planning Authority.

[NB: the transitional arrangements allowed by the Town and Country Planning (Use Classes) Order 2020 mean that the use classes specified by this condition are those applied for when the application was made]

Reason: To ensure the development delivers appropriate housing and employment growth whilst ensuring the uses are provided in the right location on the site and will not undermine the vitality and viability of nearby centres in accordance with Policies SP1, SP2, HP1, EP1, EP5 and SA1 of the Wyre Local Plan (2011-2031) and the approved Great Ecclestone Master Plan.

4. As part of any reserved matters application where layout is applied for, green infrastructure shall be provided on site in accordance with the requirements of Policy HP9 of the Wyre Local Plan in accordance with the general locations and type shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan and any Masterplan approved by the Local Planning Authority for the site. The total amount of green infrastructure to be provided on the site shall be no less than 3.18 hectares.

Reason: In order to ensure adequate provision of green infrastructure is secured by this planning permission and to ensure sufficient green infrastructure is provided to ensure adequate ecological mitigation in accordance with the provisions of the NPPF and Policies SP8, HP9, CDMP4 and SA3/3 of the Wyre Local Plan.

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

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 the provisions of the approved Great Eccleston Masterplan (Parts 1 and 2), policies SP7, CDMP3, EP1 and SA3/3 of the Wyre Local Plan (2011-31).

6. Prior to, or simultaneously with the submission of any reserved matters application(s) relating to layout, a scheme and programme for the construction, and subsequent offer to the local highway authority for adoption, of the internal spine road between the A586 and Copp Lane, together with the access roads to the 1ha of employment land and to the 2.43ha Community Hub as identified of the approved - Drawing No. MA/GE/PP/01 Rev A - Parameters Plan and the approved Great Eccleston Masterplan Part 1, shall be submitted to and be subject to the approval, in writing, of the local planning authority. These internal roads shall be constructed in accordance with the approved scheme(s) and programme(s) to an adoptable standard.

Reason: In order to ensure that there is adequate and early connectivity to the existing highway network and to ensure that the designated areas of employment land and Community Hub are accessible and available to be developed at an appropriate stage of the overall site development in the interests of highway safety and sustainability and in accordance with the provisions of the approved Great Eccleston Masterplan (Parts 1 and 2) and Policies EP1 and SA3/3 of the Wyre Borough Local Plan 2011-2031.

7. 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

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

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

8. The new estate road for each approved development phase shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any other development takes place within that phase.

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

9. Prior to first occupation or first use of any part of the development hereby approved the following off-site works of highway improvement shall be completed, unless an alternative timetable for implementation is submitted to and approved in

writing by the Local Planning Authority (in which case the works shall be completed in accordance with the alternative timetable approved):

- Upgrade the two bus stops to the west of the junction onto the A586 to Quality Bus Stops with a new bus shelter

Reason: In order to ensure the timely delivery of the necessary off-site highway works which can be identified at outline stage in the interests of highway safety / to encourage sustainable travel in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31). Additional off-site works of highway improvement will likely be identified at reserved matters stage when the detailed matter of access is applied for.

10. Where any reserved matters application is submitted relating to layout on the part of the site which is located to the south of public right of way network (2-13-FP11) and east of the main spine road, the submitted details must provide for a continuous primary access road comprising a 5.5 metre wide carriageway and a footway 2 metres wide on each side of the carriageway from the spine across extending to the eastern site boundary as shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan (and to link to any similar road on the other side of the boundary if permitted or existing at the time the details are submitted). Prior to, or simultaneously with the submission of any such reserved matters application, a scheme and programme for the construction of this road and subsequent offer to the local highway authority for adoption shall be submitted to and be subject to the approval, in writing, of the local planning authority. The said primary access road shall thereafter be constructed to an adoptable standard for its entire length up to the site boundary. This primary access road shall be maintained and remain open and unobstructed at all times.

Reason: To ensure that the development provides appropriate and timely connections and sustainable linkages to neighbouring development and the wider highway network to enable the full development of site allocation SA3/3 and in accordance with the approved Great Eccleston Masterplan (Parts 1 and 2), Policy CDMP3 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

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

The scheme details shall include, as a minimum:

- a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change as set out within the Environment Agency's advice on Flood risk assessments: climate change allowances' or any subsequent replacement EA advice note), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the measures taken to

prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;

- b) Demonstration that the surface water run-off would not exceed the pre-development greenfield runoff rate;
- c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing as applicable;
- f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable.

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

Each reserved matter relating to layout should demonstrate compliance with the agreed drainage scheme.

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

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

12. 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.

13. No development shall commence until details of how surface water and pollution prevention will be managed during each construction phase have been submitted to and approved in writing by the local planning authority.

Those details shall include for each phase, as a minimum:

a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are shown to be at a restricted rate; and

b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses.

The development shall be constructed in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere; and to ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

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

Reason: In order to safeguard human health and the environment against potential contamination and in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31), and as the submitted site investigation report recommends that further work is undertaken particularly in the area of the sign.

15. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a phased programme of archaeological investigation, recording and analysis. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. The programme of works should comprise an initial phase of archaeological trial excavation, followed by the production of an appropriate report. Should significant archaeological remains be encountered then a further phase of mitigation works should be designed and implemented in accordance with a further written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. All such works should be undertaken by an appropriately qualified professional archaeological contractor to the standards and guidance of the Chartered Institute for Archaeologist ([www.archaeologists.net](http://www.archaeologists.net)).

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance in accordance with Policy CDMP5 of the Adopted Wyre Local Plan (2011-31).

16. 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.

17. Prior to the commencement of each approved residential phase of 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.

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

Reason: In order to ensure that communal areas of open space and planting are managed in such a way as to safeguard their public access and usability and/or

ecological benefits in the interests of health and wellbeing and biodiversity and the appearance of the site in accordance with the provisions of paragraphs 17 and 118 of the NPPF and Policies SP8, CDMP3, CDMP4 and HP9 of the Wyre Local Plan 2011-2031. The condition is required to be approved prior to commencement of development to ensure that full details are provided, that have not been forthcoming with the application.

19. 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.

20. Prior to the first occupation of each approved residential phase of development, details of home-owner information packs to include responsible behaviour in the vicinity of the housing development, on Public Rights of Way and at the coast shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the home-owner information packs shall highlight the conservation value of Morecambe Bay (a European protected nature conservation site) and its sensitivity to recreational disturbance, the potential impacts that can arise from residential development, and the responsible behaviours that would be required from residents to avoid undue ecological impact. The details shall also include 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 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 the Morecambe Bay and Duddon Estuary Special Protection Area (SPA), in accordance with the provisions of Policy CDMP4 of the Wyre Local Plan 2011-31.

21. Prior to commencement of the development a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organisation responsible for implementation of the plan.

h) Ongoing monitoring and remedial measures.

The LEMP shall include all details of the legal and funding mechanisms by which the long term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The LEMP shall be implemented in accordance with the approved details.

Reason: To mitigate against the loss of existing biodiversity and nature habitats, in accordance with Policy CDMP4 of the Adopted Wyre Local Plan and section 15 of the National Planning Policy Framework.

22. No development shall commence on site, including any vegetation clearance, earth moving or other enabling works, until such time as a Reasonable Avoidance Measures Strategy for amphibians (common toad) has been submitted to and agreed in writing by the Local Planning Authority. The method statement shall include the following measures:

- Location of suitable protective fencing
- Details of management of habitats and supervised (Ecological Clerk of Works) hand-searching of features to be removed.

The development shall be undertaken in accordance with the agreed details.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework.

23. No development shall commence on site, including any vegetation clearance, tree works, earth moving or other enabling works, until such time as details of temporary fencing protection of retained features with suitable construction stand-off has been submitted to and agreed in writing by the Local Planning Authority. This shall include details of a Tree Protection Plan for the retained tree(s), methods and positioning of tree protection measures such as ground protection (where necessary), Heras protective fencing and details of any specialist demolition or construction methods if appropriate. The development shall be undertaken in accordance with the agreed details.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars.

Reason: In order to protect trees from damage or loss in the interests of the amenity of the area in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981, and section 15 of the National Planning Policy Framework. The details are required to be approved prior to commencement of development to ensure timely tree protection measures are in place.

24. Prior to the submission of the first reserved matters application(s) relating to layout and landscaping, or simultaneously with that first reserved matters application a scheme including the following matters shall be submitted for ecological purposes:

- Lighting strategy to provide wildlife dark corridors on key habitat features.
- Highways scheme which is amphibian friendly at key crossing points, such as the spine road as it crosses public open space area(s) and secondary route to north of public open space. To include dropped kerbs and off-set gully pots, use of gully pots that allow amphibian escape.
- Internal boundary treatments designed to provide ecological permeability and allow for passage of small mammals (eg hedgehog) and amphibians.
- countryside furniture, path way marking and interpretative panels within the Site and links to the Public Rights of Way network adjacent to the site.
- Landscape scheme to include a planting pallet of locally native species appropriate to the local context. This shall include gapping up of retained hedgerows and details of new hedgerows together with mitigation for any lengths of existing hedgerows to be lost, planting of trees, and grassland creation.
- A biodiversity enhancement scheme to include recreated habitats and installation of biodiversity features (e.g. bat bricks, bird boxes and amphibian hibernacula etc.).

Reason: To protect and prevent unnecessary disturbance of protected species, and to ensure provision of biodiversity enhancement, in accordance with the provisions of the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework, and in accordance with Policy CDMP4 of the Adopted Wyre Local Plan 2011-31.

25. Prior to the commencement of each approved development phase a re-survey of the site and adjoining land / ditches (within a 30metre buffer of the site) shall be undertaken for the presence of badgers and water voles together with proposals for mitigation/compensation, if required, shall be submitted to and approved in writing by the Local Planning Authority. Those approved mitigation measures shall then be implemented.

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

26. Prior to the commencement of each approved development phase a re-survey of the trees (to be removed and pruned) for potential bat roost features, including aerial inspection and/or activity surveys, to be carried out by a suitably qualified ecologist, shall be submitted to and agreed in writing by the Local Planning Authority. If bats are found to be present by the ecology survey then it shall also be accompanied by a Method Statement giving details of measures to be taken to avoid any possible harm to bats during tree works. If required, the approved Method Statement must be implemented in full.

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

27. The measures contained within the approved Tree Survey and Arboricultural Impact Assessment, (Tree Survey (BS5837: 2012) and Arboricultural Impact Assessment by Cameron S Crook & ASSOCIATES Dated June 2019 Version: 1.1, received 28th August 2019) with respect to those trees shown as being retained shall be implemented in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the Local Planning Authority.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars.

Reason: In order to protect trees from damage or loss in the interests of the amenity of the area in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981.

28. An electric vehicle recharging (EVCP) scheme shall be submitted for all dwellings, commercial and community uses with parking provision, for 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 or premises shall be first used until the electric vehicle recharging point has been provided for the dwelling or use to which it relates. 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).

29. 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, and to ensure the appearance of the development is acceptable in accordance with Policy CDMP3 of the Wyre Local Plan 2011-2031.

30. The development hereby permitted shall be designed so that the rating levels for cumulative noise from all noise sources associated with the development (namely the Community Hub) shall not exceed the existing background noise level (LA90) at the external façade of nearby noise sensitive premises as assessed in accordance with British Standard 4142 (2014) or any subsequent replacement national standards.

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

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

31. (A) The residential development hereby permitted shall be designed so that noise levels at each dwelling does not exceed the following levels as assessed in accordance with British Standard 8233 (2014) and WHO guidelines (or any subsequent replacement national standards / guidance):

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

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

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

(B) Where noise mitigation measures are required to ensure compliance with the noise levels specified above e.g. acoustic glazing, noise barrier fencing and ventilation, such mitigation details shall be submitted in the first reserved matters application(s) relating to layout or appearance, demonstrating how they would mitigate noise to the approved levels together with a timetable for implementation. The approved noise mitigation measures shall be implemented in accordance with the approved timescale and shall thereafter be maintained and retained.

Reason: To ensure there is no adverse effect on the health and quality of life of future occupiers of the proposed dwellings 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).

32. As part of any reserved matters application relating to layout or appearance for each approved development phase, details of refuse storage provision (including location, design and materials of construction), waste collection point, and means of collection (e.g., Council or private), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the appearance of the site and locality and the residential amenity of occupants and neighbours, in accordance with Policies CDMP1 and CDMP3 of the Wyre Local Plan (2011-31).

33. Prior to the installation of any external lighting within each approved development phase a scheme for the provision of external lighting together with an Artificial Lighting Assessment for that phase 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; and shall demonstrate that light intrusion into the windows of any sensitive premises will not exceed 10 Lux before 23.00, and 2 lux after 23.00 (Environmental Zone E3). 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.

**Notes: -**

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