

Committee Report**Date: 02.02.2022**

Item Number	01
Application Number	21/00750/FULMAJ
Proposal	Erection of 42 age-restricted specialist bungalows for people aged 55 and over (Use Class C3) with associated car parking, open space and vehicular access from Blackpool Road (re-submission of application 19/00809/FULMAJ)
Location	Land To The South Of Blackpool Road Poulton-Le-Fylde Lancashire
Applicant	Mr C Hetherington
Correspondence Address	c/o Mr Graham Love Rational House 32 Winckley Square Preston PR1 3JJ
Recommendation	Permit

REPORT OF THE HEAD OF PLANNING SERVICES**CASE OFFICER - Mr Karl Glover****1.0 INTRODUCTION**

1.1 This application is before the Planning Committee for consideration as the application site falls within an allocated site in the Wyre Local Plan and is of strategic importance. Also the previous application on the site was put before Members at the Planning Committee on the 28th April 2021. A site visit is recommended to enable Members to understand the proposal beyond the plans submitted and the photos taken by the Case Officer.

2.0 SITE DESCRIPTION AND LOCATION

2.1 The site which forms the subject of this application comprises 2.3 Hectares (5.7 Acres) of undeveloped agricultural land located on the southern side of Blackpool Road opposite the junction with Alisan Road in Carleton. The site forms part of the wider allocation for residential development within the Wyre Local Plan (Site SA1/6). Geographically the site lies approximately 0.7 miles to the north of Poulton Town centre and 200 metres south west of Carleton village centre. The surrounding area is mixed in character with residential properties of varying scale and architectural design located to the north and east. To the south is an expanse of Grade 3 (good to moderate quality) agricultural land which is defined by intercepting boundary hedgerows and rolling landscape.

2.2 The site itself is irregular in shape and wraps around to the south of / behind the residential properties located on Moorfield and Coniston Avenue. The site is bound by mature mixed species hedgerows, mature trees and vegetation with an existing gated field access onto Blackpool Road which crosses the adopted highway

verge. In terms of topography the site has a level range between 7.5m and 10.8m Above Ordnance Datum (AOD) and dips towards the centre. The site is located within Flood Zone 1 and there is a mature Beech tree located on the north western corner of the site which is subject to a Tree Preservation Order (ref 02/2019). There is also a group of trees located within the north eastern corner of the site which are subject to a woodland Tree Preservation Order (002/2019/TPO W1).

3.0 THE PROPOSAL

3.1 The application seeks full planning permission for the erection of 42 open market bungalows for people aged 55 and over with associated green infrastructure, landscaping and vehicular access taken from the southern side of Blackpool Road opposite the junction with Alisan Road. The proposed bungalows comprise 6 x 1 bed units, 26 x 2 bed units and 10 x 3 bed units of varying design and materials as demonstrated on the submitted elevation and materials plan. Four house types are proposed, the primary materials comprise of a mixture of render and red brick under a pitched concrete tile roof with either a tile hanging feature on the front gable or decorative Tudor style timber boarding. The units vary in scale with a range of 5.5m and 6m in height to the ridge and approximately 2.5m to the eaves. The majority of the bungalows have either integral garages or detached garage and a minimum of 2 car parking spaces per unit.

3.2 The proposed access utilises the existing field opening on the southern side of Blackpool Road including the existing hardstanding across the adopted grassed highway verge. The submitted access plan shows the access road to measure 5.5m wide with 2m pedestrian footpaths either side with a visibility splay of 2.4m x 60m towards the south west and 2.4m x 54.2m to the north eastern direction. The access road progresses into the site creating a main spine road with pedestrian footways either side. Private drives are shown to feed off with contrasting surfaced areas and service strips either side, creating 5 small cul-de-sacs.

3.3 Halfway along the southern boundary of the site within a landscaped area adjacent to the internal link road a foul water pumping station is proposed. Foul water is proposed to be connected to the existing public foul network with surface water proposed to be stored on site and discharged at a controlled greenfield run off rate into the Horsebridge Dyke watercourse via the surface water drainage scheme proposed on the adjacent development site to the south.

3.4 The application is accompanied by a range of supporting documents as follows:

- Air Quality Assessment
- Archaeological Desk-Based Assessment
- Ecological Appraisal
- Landscape and Visual Assessment
- Noise Assessment Report
- Flood Risk Assessment
- Tree Survey
- Arboricultural Impact Assessment
- Phase 1 Geo-Environmental Desk Study
- Phase II Interpretative Ground Assessment
- Transport Assessment, Transport Assessment Addendum
- Material Schedule
- Financial Viability Assessment and supporting documentation

4.0 RELEVANT PLANNING HISTORY

4.1 The site has the following relevant planning history:

4.2 19/00809/FULMAJ - The erection of 42 bungalows for people aged 55 and over (Use Class C3) with associated car parking, public open space and vehicular access from Blackpool Road - Refused by the Planning Committee on the 28.04.2021 for the following reason:

"The proposal would involve the provision of 42 bungalow units for people aged 55 and over, thereby impacting on existing social infrastructure. Policy SP7 of the Adopted Local Plan requires proposals to mitigate any adverse impacts of a development on existing infrastructure, by making a financial contribution where this is deemed necessary. Where appropriate, developments may be required to incorporate new infrastructure on site. In this instance the development is required to make 30% affordable housing provision (or off-site contributions in lieu of on-site provision). The Council disagrees with the applicant's position and considers that some affordable housing could be provided whilst still making the development viable. The significant harm caused by the development in failing to provide affordable housing in accordance with Policy HP3 of the Wyre Local Plan (2011-31) would outweigh any benefits to the development. Therefore the proposal would form an unsustainable development contrary to policies SP2, SP6, SP7, SP8 and HP3 of the Wyre Local Plan (2011-31), the approved Blackpool Road Masterplan and the NPPF".

4.3 83/01014 - Proposed residential development for 50 dwellings including roads, sewers and landscaping - Refused

4.4 Whilst not directly related to this site, the following planning history is relevant for adjacent sites:

4.5 19/00551/FULMAJ - Hybrid planning application seeking detailed planning permission for the development of 202 dwellings including associated access, highway works, open space provision and landscaping and outline planning permission for the development of a two form entry primary school (all matters reserved) - Permitted subject to conditions and S106 Agreement

4.6 17/00632/OUTMAJ - Outline application for a residential development comprising up to 48 dwellings with access applied for off Tithebarn Street and 100 space town centre carpark (all other matters reserved) - Resolution to grant permission subject to completion of S106 agreement.

4.7 19/00615/OULMAJ - Outline application for the erection of up to 330 dwellings and associated infrastructure (all matters reserved) - Refused (appeal pending).

5.0 PLANNING POLICY

5.1 ADOPTED WYRE BOROUGH LOCAL PLAN

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

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

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

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

5.2 NATIONAL PLANNING POLICY FRAMEWORK 2021

5.2.1 The revised National Planning Policy Framework (NPPF) was published by the Government on 20th July 2021. 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 2021 NPPF are material considerations which should also be taken into account for the purposes of decision taking.

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

- Section 2 - Achieving Sustainable Development
- Section 3 - Plan - Making
- Section 4 - Decision Making
- Section 5 - Delivering a sufficient supply of homes
- Section 8 - Promoting healthy and safe communities
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 - Achieving well designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

5.2.3 In accordance with the National Planning Practice Guidance (PPG) and National Planning Policy Framework (NPPF) §74, 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 Housing Implementation Strategy (published 30 September 2021) which demonstrates a deliverable housing land supply position of

6.4 years. The council's position therefore is that it is able to demonstrate a deliverable 5 year housing land supply.

OTHER MATERIAL CONSIDERATIONS

5.3 WYRE SUPPLEMENTARY PLANNING GUIDANCE

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

- Supplementary Planning Guidance 2 - Development and Trees
- Supplementary Planning Guidance 4 - Spacing Guidelines for New Housing Layouts

5.3.2 The following guidance is also relevant:-

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

5.4 LAND SOUTH OF BLACKPOOL ROAD MASTERPLAN

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

5.5 NATIONAL PLANNING PRACTICE GUIDANCE

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

5.7 THE WILDLIFE AND COUNTRYSIDE ACT 1981 (AS AMENDED)

6.0 CONSULTATION RESPONSES

6.1 LANCASHIRE COUNTY COUNCIL (LOCAL HIGHWAY AUTHORITY)

6.1.1 No objection to the proposal. The proposed access as shown on plan is considered to be acceptable which shows a pedestrian refuge on Blackpool Road, southwest of Alisan Road. This refuge provides an important link to local bus stops and is deemed necessary. To ensure the development is sustainable the following highway improvements and financial contributions are required:

Off Site Highway Works:-

- Site Access to Blackpool Road prior to development
- Blackpool Road/Poulton road traffic signal upgrade to MOVA with Puffin crossing facilities
- Upgrade to the 2 bus stops on Blackpool Road
- Tithebarn Street/Queensway traffic signal upgrade to MOVA with the introduction of puffin crossing facilities
- Queensway existing Pelican upgrade to Puffin facilities
- Financial Contributions:-
- £67,000 towards the Poulton Highways Mitigation Strategy
- £6,000 towards Travel Planning

6.1.2 Amendments have been requested to the parking provisions for plots 24-27 to ensure that there is sufficient room for vehicles to enter and leave safely. This amendment has been made by the applicant as requested and is acceptable to LCC Highways.

6.2 LANCASHIRE COUNTY COUNCIL (LOCAL EDUCATION AUTHORITY)

6.2.1 As the proposal is for over 55s then there is no requirement for Education contributions

6.3 LANCASHIRE COUNTY COUNCIL (ARCHAEOLOGY)

6.3.1 No observations received as part of this application, however on the previous submission it was stated that following further consideration no onsite archaeological investigation is required.

6.4 LANCASHIRE COUNTY COUNCIL (LEAD LOCAL FLOOD AUTHORITY)

6.4.1 No objections subject to conditions

6.5 GREATER MANCHESTER ECOLOGY UNIT (GMEU)

6.5.1 No objections subject to conditions, GMEU have advised that the previous response and assessment set out below remains the same for this application:

No objections having assessed the submitted ecology reports and revised landscaping plan. Satisfied that all biodiversity matters have been addressed. The council can report the conclusions of the Habitat Regulations Assessment (HRA) screening assessment. Conditions should be secured for drainage and recreational features. Great Crested Newts have been mitigated for by the use of RAMS site preparation and clearance, the retention of the on-site pond and the preparation and implementation of a LEMP for the site all of which can be conditioned accordingly. A number of other conditions are also recommended to be attached.

6.6 HIGHWAYS ENGLAND

6.6.1 No objections

6.7 LANCASHIRE FIRE AND RESCUE SERVICE

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

6.8 UNITED UTILITIES (UU)

6.8.1 No objections in principle. UU initially requested further details in relation to site levels, however following the submission of further details UU have are satisfied with the information subject to conditions. On the previous submission UU responded advising that the Drainage Strategy submitted is acceptable in principle as the surface water is to ultimately discharge into the watercourse to the south of the site. Surface water will not be permitted to drain directly or indirectly to a public sewer. A condition requiring full details of the management and maintenance of sustainable drainage systems should be attached along with the levels of the site being set out in accordance with the submitted plans.

6.9 NHS FYLDE AND WYRE CLINICAL COMMISSIONING GROUP (CCG)

6.9.1 To mitigate against the development a financial contribution of £21,132 is required which will go towards the refurbishment and/or reconfiguration of Queensway Medical centre.

6.10 NATURAL ENGLAND

6.10.1 A Habitat Regulations Assessment (HRA) screening is required for the determination of likely significant effects on the coastal designated sites. Should the LPA be satisfied that there will be no likely effects then there is no requirement to re consult Natural England.

6.11 BLACKPOOL BOROUGH COUNCIL

6.11.1 No objections

6.12 POULTON HISTORICAL AND CIVIC SOCIETY

6.12.1 No observations received as part of this application previous comments set out the following concerns:

- The effect of increased traffic and impacts upon Blackpool road
- Ecological impacts
- The effects on local services and amenities
- A condition requiring archaeological evaluation and mitigation should be attached

6.13 WYRE BC HEAD OF ENGINEERING SERVICES (DRAINAGE)

6.13.1 No objections, surface water drainage discharge should drain to the proposed development to the south. The Development should continue to use the existing watercourse to the south of the site until such time that the surface water drain on the adjacent site has been constructed.

6.14 WYRE BC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (ENVIRONMENTAL PROTECTION - LAND CONTAMINATION)

6.14.1 No objections subject to post phase 1 contaminated land and watching brief conditions being attached

6.15 WYRE BC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (ENVIRONMENTAL PROTECTION - AMENITY CONSIDERATIONS)

6.15.1 No objections subject to conditions in relation to dust mitigation and Construction Management plan

6.16 WYRE BC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (TREES)

6.16.1 No objections

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

6.17.1 No objections the GI provision provided is sufficient

7.0 REPRESENTATIONS

7.1 At the time of compiling this report there has been 7 letters of objection received. The primary reasons for opposition are:

- Impacts upon Wildlife, biodiversity and ecology in particular impacts upon local deer and great crested newts
- Increase in flood risk
- Impacts upon highway capacity
- Loss of open greenspace
- Impacts upon infrastructure including hospitals and emergency services
- Highway and pedestrian safety impacts
- Impacts upon pollution and climate change
- Visual impacts
- Noise impacts

8.0 CONTACTS WITH APPLICANT/AGENT

8.1 Discussions in relation to Affordable Housing provision and viability has been undertaken. Amended plans have been requested and provided in relation to the internal layout and discussions regarding a number of consultation responses has taken place along with Section 106 requirements. An extension of time has been agreed until the 03/02/2022 and the applicant has agreed to the pre commencement conditions.

9.0 ISSUES

9.1 The key considerations in the assessment of this application are:

- Principle of Development
- Infrastructure Provision
- Housing Mix
- Visual Impact, Design and Layout
- Impact on residential amenity
- Impact on Highway Safety, Access and Highway network
- Flood Risk and Drainage
- Ecology, nature conservation and trees

Principle of Development

9.2 As set out in paragraph 4.2 of this report this application and proposal was considered by Members of the Planning Committee on the 28th April 2021 and was subsequently refused on the basis that there would be significant harm caused by the development as it failed to provide any affordable housing in accordance with Policy HP3 of the Wyre Local Plan (2011-31). With the exception of a few slight amendments to improve the layout within the site and a reconsidered position in relation to Affordable Housing (which is addressed within the report) the principle of the development on this site remains unchanged.

9.3 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 for Wyre is the Wyre Local Plan (WLP31). A number of housing allocations identified in Policy SA1 will provide the majority of the Local Plan housing requirement. Delivery of these sites are also critical to ensure a 5 year housing land supply is maintained. The application site falls within the settlement boundary of Poulton-le-Fylde as defined in the WLP31. Policy SP1 of WLP31 directs new development to within settlement boundaries and states 'development within settlement boundaries will be granted planning permission where it complies with the other policies of this Local Plan'. The site is allocated for housing development as part of site allocation 'South of Blackpool Road' (SA1/6). The total allocation consists of 19.54Ha with a housing capacity of 300 dwellings. This site makes up 1 of 4 parcels in different land ownership within the allocation. Of the remaining 3 parcels, 1 is subject to an application for 48 dwellings and a town centre car park which has had a resolution to grant planning permission subject to the completion of the Section 106 and is located to the south of the application site. Another parcel comprises land immediately to the southern boundary, on which this Planning Committee resolved to grant full planning permission for 202 dwellings and outline permission for a primary school subject to a Section 106 legal agreement. The remaining parcel, a smaller area of land immediately to the north of Berry Lane has not been subject to any application. Any loss of agricultural land within the allocation site has already been considered and accepted as part of the Local Plan making process.

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

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

Infrastructure Provision

9.6 Bungalows for people aged 55 and over are not exempt from providing the necessary developer contributions and mitigation required to make the development acceptable in planning terms. In this case the necessary infrastructure to mitigate the impacts of the development is affordable housing, green infrastructure, highway

improvements and health care, in line with the overarching requirements of Policy SP7 of the Local Plan and SA1/6. The masterplan also identifies a number of infrastructure requirements. LCC Education have confirmed no education contributions are required due to the age profile of the occupants.

9.7 In terms of affordable housing, Policy HP3 of WLP31 requires new residential development of 10 dwellings or more on greenfield sites in Poulton to provide 30% affordable housing on site. Based on the proposed development of 42 dwellings this would equate to 13 on site units. Whilst as part of the previous application (19/00809/FULMAJ) the applicant stated that it would not be viable to provide any on site provision or off site financial contribution towards affordable housing, this position has now changed and as part of this submission the applicant has advised that the development can now accommodate 6 onsite affordable dwellings. 6 Affordable dwellings is what the council's independent financial advisor (Keppie Massie) has advised the development can financially support. Whilst the full amount affordable housing provision is not proposed to be provided the 6 units which are to be provided does carry some weight which is to be considered as part of the wider planning balance, in particular when considering the benefits the development would deliver.

9.8 Policy HP9 of the WLP31 requires developments resulting in a net gain of 11 dwellings or more to make appropriate provision of green infrastructure (GI) on site. In this instance based on the housing mix proposed, a total of 0.3ha of GI is required to be provided. The submitted plans demonstrate that the proposal would provide 0.29ha of GI including an arrival green to the north/north east of the site which incorporates the existing pond and group of TPO Trees. The submitted landscape plan also identifies new planting and vegetation to be provided. Whilst it is acknowledged the amount of on-site GI falls marginally short of the policy requirement, this shortfall of 0.01ha is not considered material to justify a refusal reason. The location of the GI reflects the area shown in the masterplan and is considered to be in an accessible location, close to and overlooked by the proposed dwellings offering good levels of security and surveillance. The type of the GI (natural and semi-natural GI) is considered appropriate for the age profile of the occupants and the site characteristics. Based on the information provided the proposal would satisfy KDC2 of SA1/6 and Policy HP9 as well as the masterplan.

9.9 To accommodate the development a range of improvements are required to be delivered towards the local highway network. KDC9 of the site allocation sets out that development should contribute to the delivery of the Poulton Highway Mitigation Strategy. Lancashire County Highways have confirmed that this application would be required to provide £67,200 towards the Poulton Highways Mitigation Strategy and a further £6,000 towards Travel Planning in conjunction with a range of off-site highway improvement Section 278 works. Further details on these requirements are set out in the highways section of this report below (Paragraph 9.26-9.32). The applicant has agreed to provide these financial contributions as requested. This can be secured via the provision of a Section 106.

9.10 To mitigate the impact of this development on local health care facilities, a financial contribution of £21,132 towards the refurbishment and reconfiguration of Queensway medical centre in Poulton is required. This has been agreed by the applicant and is to be secured by Section 106 Agreement.

9.11 Policy SP6 of the WLP31 sets out that the council's overarching objective is to ensure that development is viable. Where a developer seeks to negotiate a reduction in infrastructure requirements that would normally apply to a development,

the council will require the developer to supply a financial appraisal demonstrating the costs to be incurred, the financial return and the profit expected. This is in accordance with the NPPF which requires viability to be a material consideration in decision making. In this instance as part of the previous identical application the applicant submitted a Financial Viability Statement (FVS) along with various supporting documentation. The submitted FVS report was reviewed by the council's independent advisor, financial and property surveyors Keppie Massie (KM). KM disagree with the applicant's benchmark land value and were of the view that the development is capable of providing 6 No. on site affordable units and the £67,200 Poulton Highway Mitigation Strategy and £6,000 Travel Plan and the £21,132 towards health contributions being requested.

9.12 In response to the KM findings and following the subsequent refusal of the previous application the applicant has agreed to provide all of the necessary and required financial contributions set out above including 6 onsite affordable dwellings. The shortfall of the additional 7 affordable dwellings weighs against the proposal as part of the overall planning balance. In this instance Officers are of the opinion that the benefits of the development outweigh the loss of the 7 affordable units. The proposed 42 age restricted bungalows would provide a specialist form of accommodation for persons over the age of 55. The National Planning Policy Guidance (NPPG) sets out different types of specialist housing for older people which specifically includes age restricted general market housing. It sets out that this type of housing is generally for people aged 55 and over and the active elderly and may include some shared amenities such as communal green space but does not include support or care. Whilst there is no specific local or national policy requirement for the delivery of over 55 accommodation or requirement to meet such a need there are a number of benefits which are also set out within the NPPG (Paragraph 008). The NPPG sets out that accessible and adaptable housing enables people to live more independently, while also saving on health and social costs in the future. It is better to build accessible housing from the outset rather than have to make adaptations at a later stage - both in terms of cost and with regard to people being able to remain safe and independent in their homes. There is no specific requirement for such dwellings to be bungalows but it is generally accepted that bungalows are the most popular form of dwelling to meet these needs. The bungalows would also provide safe and convenient approach routes into and out of the home and outside areas, suitable circulation space and suitable bathroom and kitchens within the home. Wheelchair user dwellings include additional features to meet the needs of occupants who use wheelchairs, or allow for adaptations to meet such needs. In this instance the applicant has set out that the bungalows would all be constructed and built in accordance with Part M4(2) building regulations standards. Notwithstanding the accessibility benefits set out above, weight is also attributed to the visual benefits that the scheme would deliver. Whilst 2 storey dwellings on the application site could be visually acceptable the bungalows proposed would lie lower within the landscape and provide a less imposing form of development when viewed from Blackpool Road and would provide a more natural transition and integration with the wider site allocation (as set out in more detail below). For these reasons and on balance, it is considered that the application can now, on balance, be supported.

Housing Mix

9.13 Policy HP2 of the WLP31 requires new housing developments to widen the choice of housing types available in Wyre by providing a mix of house types and sizes in line with the latest evidence of need as set out in the Strategic Housing Market Assessment (SHMA). In this case this is the May 2018 Addendum 3 Supplementary Note which sets out a need for 38% 1 and 2 beds, 43% 3 beds and

18% 4+ bed units (subject to a consideration of local need and demand). Out of the 42 bungalows proposed, there would be 14% 1 beds, 62% 2beds and 24% 3 beds. The mix proposed is not strictly in accordance with the SHMA Mix as it comprises a higher proportion of smaller units and zero 4 beds. However the provision of smaller properties is generally in line with the overall SHMA evidence and housing strategy. Furthermore it is acknowledged that the type of development would provide housing for Wyre's ageing population. Therefore the proposed mix in this instance is considered acceptable. Also in compliance with Policy HP2 the proposal will be providing adaptable ground floor living accommodation to assist in meeting the needs of the ageing population and people with restricted mobility. It should also be noted that the National Planning Practice Guidance in respect of housing for older persons and people with disabilities does not mention bungalows and there is a recognition that such housing can be provided by dwellings of more than one storey.

Visual Impact, Design and Layout

9.14 The visual impacts, layout and design of the development is identical to that previously submitted and to this extent the assessment remains unchanged from that of application 19/00809/FULMAJ. KDC3 of SA1/6 sets out that the design of the development should provide an organic extension to the town. Particular attention should be given to the nature and quality of boundary treatments. Policy CDMP3 of the WLP31 also requires new development to be of a high standard of design. Within the policy a number of criteria are set out. Criterion (A) states that all development must be designed to respect or enhance the character of the area. Criterion (B) requires development to create a positive contribution to an attractive and coherent townscape both within the development itself and by reference to its integration with the wider built environment having regards to the pattern and design of internal roads and footpaths in respect of permeability and connectivity, car parking, open spaces, landscaping and views into and out of the development.

9.15 The application site is currently characterised as semi- improved pasture within the urban edge around existing farmland between Carleton and Poulton. The majority of views can be seen from the public footpath between Woodhouse Farm and Tithebarn Street and also from Blackpool Road along with private views from properties which overlook the site from the north. Inevitably there will be a transformation where residential development is introduced to undeveloped agricultural land however this has already been accepted when the site was allocated through the Local Plan process. It is therefore important to ensure the relevant policy requirements are met and that the development follows the design principles established by the masterplan, which officers consider it does do.

9.16 The layout proposed is considered to provide an organic extension to the town as it will wrap around and link in with the properties located on Moorfield Avenue to the north and will sit adjacent to, and share a similar building line with, the dwellings located on Blackpool Road. The arrival green which wraps around the north/north eastern boundary provides a green buffer and the retention of the frontage hedgerow will also ensure the development appears more natural and organic. Also the retention of the existing trees (including the TPO trees in the north eastern corner) will assist in providing soft edges along boundaries. This all follows the parameters of the master plan. An overlay plan has also been submitted to show how the development would integrate and link in with the adjacent development to the south (application 19/00551/FULMAJ).

9.17 There are minimal distinguishable features on the application site except for the ditches located along the southern boundary and between the two fields. The site

falls from west to east and from north to south. The highest part of the site is in the north western corner at approximately 10.8m AOD. The lowest point is in the central most northern part of the site where a minor depression lies at approximately 7.5m AOD. By reason of the nature and the design of the bungalows they do have a reduced visual impact due to their overall height and scale, compared to that of 2 storey properties. The proposed finished floor levels range from 9.3m and 10.9m AOD and the highest ridge height of the bungalows is 5.75m with all of the eaves of the dwellings being set at 2.25m in height. Site levels are shown to be generally raised and stepped across the site by approximately 1m. However where the site is adjacent to the properties to the northern boundary (south of Moorfield Avenue) the site levels generally remain the same as existing and unchanged. Cumulatively the overall increase in ground levels and the ridge heights of the dwellings will not result in any significant visual impacts upon the character of the area. Whilst some increase in levels are proposed within the site this will not result in any significant visual harm.

9.18 The application has been accompanied by a supporting Landscape and Visual Impact Assessment (LVIA) which has assessed the proposed development and any harm it may have upon the landscape when viewed from various public vantage points. The report concludes that the development would inevitably bring about changes in the local urban/landscape pattern by introducing built development into an area of farmland. However this change in urban/landscape pattern in Carleton would not be inconsistent with the wider urban pattern. There would be no effect on local public footpaths and the site would be accessible through the new footpath/highway layout. The loss of approximately 2.3 ha of improved pasture as a landscape resource is considered to create a low magnitude of change at a local level, in combination with a low sensitivity, the likely effects are considered to be minor. Having reviewed the plans and from numerous site visits officers agree with these findings of the report.

9.19 The overall design and appearance of the house types proposed is considered to be acceptable. The dwellings will be constructed using various materials including render and brick with each house type having two main elevation styles. These will be either tile hanging to the front elevation or vertical boarding to the front. A street scene section plan has been submitted which demonstrates these variations. Overall the materials proposed are considered to be acceptable along with the boundary treatments plan which proposes a mix of 1.8m high close boarded fencing and 1.8m high wall on prominent corner plots (i.e. plots 8, 10, 40, 33 and 38).

9.20 In terms of layout and interface distances the development has been designed to generally comply with the guidance set out within Supplementary Planning Guidance 4 (SPG4) and whilst there is some shortfall in the depth of rear gardens on a number of plots they are proportionate to the scale of the dwellings and would not result in any overlooking issues or affect the general openness and visual breaks throughout the site. Sufficient parking provision is provided with a mixture of parking to the side or to the front of the properties. Based on the layout it is not anticipated that frontage parking would dominate the street scene. Policy SP2 (Criteria 6) requires development proposals to demonstrate how it would respond to the challenge of climate change through appropriate design and by making best use of resources and assets, including the incorporation of water and energy efficiency measures through construction phases and the reuse and recycling in construction both in the selection of materials and management of residual waste. The applicant has submitted a climate change / sustainability statement to demonstrate how the development will satisfy this criteria. A summary of the statement includes the following:

- Building orientation to enable them to optimise energy efficiency, solar gain and maximise daylight levels
- Sustainable transport
- Features to reduce flood risk
- Biodiversity enhancements
- Maximum and practical use of sustainable / reuse and recycled locally sourced building materials
- Water saving devices

9.21 The applicant has demonstrated that the proposal would satisfy this criteria of Policy SP2 of the Local Plan. Overall the layout and design of the development including materials are considered to be acceptable and would sit well within the context of the surrounding area. In turn the proposal is seen to satisfy Policy CDMP3 of the WLP31 and design guidance set out within SPG4 along with KDCs 1, 2 and 3 of SA1/6 as well as the 8 key points within the block structure (page 10) of the masterplan.

Impact on residential amenity

9.22 Policy CDMP3 of the WLP31 sets out that new development must not have an adverse impact on the amenity of occupants and users of nearby properties and must provide a good standard of amenity for the occupants of the development itself. Given the location of the site with open fields to the south there are only a number of existing dwellings which may be affected. An assessment of these dwellings is set out below.

9.23 Nos 23 and 42 Moorfield Avenue are immediately adjacent to the northern boundary of the application site and will side on with proposed plots 25 and 26 with a side facing separation distance of approximately 5m and 7m. This distance exceeds the stipulated 2m separation distance set out within SPG4. Both of these neighbouring dwellings have ground and first floor side facing elevations on the southern elevations of the properties. The side facing elevations of plots 25 and 26 have ground floor side facing windows serving kitchens however given the proposed boundary treatment to the north it is not anticipated that there would be any significant overlooking issues.

9.24 No 14 Coniston Avenue will back on to plots 24 and 25. There will be a rear to rear separation distance of 27m which would exceed the stipulated 21m set out in SPG4. In this instance it is not considered that there would be any adverse impacts upon the residential amenity of 14 Coniston Avenue. No 46 Blackpool Road is a 2 storey dormer bungalow with side facing windows on the western elevation. As there is a proposed area of Green Infrastructure immediately to the boundary it is not anticipated that there would be any adverse impacts upon the amenity of the occupants of this dwelling given the significant separation distance from the nearest dwelling.

9.25 Whilst the parcel of land to the south of the site remains in agricultural use a hybrid planning application for 202 dwellings has been granted permission (19/00551/FULMAJ). The layout and relationship of the proposed bungalows has been assessed against the siting of the proposed dwellings of the adjoining site and it is considered that there will be no adverse impacts upon the amenity of the future occupants on either site should the applications both be approved. Overall having assessed the full impacts of the proposed development on the surrounding residential properties it is considered that the development would not result in any

adverse impacts on neighbouring amenity and would comply with the provisions of Policy CDMP3 of the WLP31 and the spacing guidance set out within SPG4.

Impact on Highway Safety, Access and Highway network

9.26 In assessing the highway impacts arising from the development the application is assessed against the provisions of Policy CDMP6 of the WLP31 and KDCs 1, 2 and 9 of SA1/6 and the NPPF. Given the scale of the development a Transport Assessment (TA) has been submitted in support of the application. LCC Highways having assessed the TA have confirmed that it is acceptable and that no further traffic assessment is required. Both Highways England and LCC Highways are satisfied that the impacts arising from this development on the highway network can be accommodated with mitigation through the provision of offsite highway works secured by a combination of planning conditions and section 106 agreement.

9.27 An assessment of the site access on to Blackpool Road has been undertaken by LCC Highways who have confirmed that the visibility splays demonstrated on the submitted site plan and access plans would be acceptable. The access arrangements have been designed to also accommodate the new access to the west proposed (and accepted) for application 19/00551/FULMAJ and includes the provision of a pedestrian refuge sited south west of Alisan Road. This refuge provides an important link to local bus stops and is considered necessary for this development regardless of whether or not the adjacent development comes forward.

9.28 The internal layout of the site is considered to be acceptable by LCC Highways. The cul-de-sac shown adjacent to the pumping station along the southern boundary would extend as a footway/cycleway to the south linking to the adjacent development. LCC highways have confirmed that they would oppose to a vehicle link in this location but do consider the pedestrian and cycle link essential. This link is shown to connect to the boundary of the site, which could be secured by condition. At least two off road parking spaces would be provided for each dwelling. This would comply with the Council's parking standards set out in Appendix B of the WLP31. The parking generally provides one space to the side/rear or to the front of the dwellings. Policy CDMP6 (point 2) requires Electronic Vehicle Charging points to be provided for each dwelling. This is to be conditioned accordingly.

9.29 Policy SP2 of the Local Plan seeks to ensure new proposals promotes sustainable development. This is further reflected within the NPPF. Policy SP2(4) sets out that in order to deliver sustainable communities the Local Plan includes policies which facilitate the provision of strategic and local infrastructure and services and, ensure accessible places and minimise the need to travel by car. Policy SP7(3) also requires that where new infrastructure is required to meet the needs arising directly from a development or to mitigate any adverse impacts of a development on existing infrastructure the development will make a financial contribution through planning obligations made under section 106 agreements. Policy SP7 goes on in section 4 to list areas potentially subject to contributions which includes highway and transport infrastructure including sustainable transport measures.

9.30 KDC9 of SA1/6 requires development to contribute to the delivery of the Poulton Mitigation Strategy including any future updates as set out within Appendix C of the Local Plan. To fully deliver the measures set out within the Poulton Mitigation Strategy it is estimated that a total of £800,000 will need to be secured from developments in the SA1/6 allocation. Financial contributions have already been secured from a number of developments within Poulton leaving a shortfall of £490,000 which equates to £1,600 per dwelling. As such the contribution towards the

Poulton Mitigation Strategy from this development equates to £67,200. LCC Highways have also requested a £6,000 contribution towards Travel Plan support. The applicant has agreed to pay these contributions which are to be secured via the Section 106 legal agreement.

9.31 In addition to the financial contributions, listed below is the required off site highway works to ensure the development is acceptable in highway terms:

- Site Access to Blackpool Road by condition and delivered via Section 278 works
- Bus stop upgrades on Blackpool Road
- Blackpool Road/Poulton Road traffic signal upgrade to MOVA with Puffin crossing Facilities to be conditioned and
- Tithebarn Street/Queensway traffic signal upgrade to MOVA with the introduction of Puffin crossing to be conditioned
- Queensway existing Pelican upgrade to Puffin also to be conditioned

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

Flood Risk and Drainage

9.33 The whole of the application site falls within Flood Zone 1 (FZ1) which is defined as having a low probability of flooding. There is an existing pond sited within the vegetation and group of TPO Trees in the north eastern corner of the site where the area of green infrastructure is proposed and a field ditch runs along the southern boundary of the site. KDCs 5, 6 and 7 of SA1/6 are relevant. KDC 5 sets out that no housing will be permitted within Flood Zones 2 or 3. Compliance here is achieved as the application site falls within an area of the allocation which is solely within Flood Zone 1. KDC 6 and 7 sets out that residual surface water should drain in to Horse Bridge watercourse and consent from the Environment Agency is required and that an 8m buffer from the top of the bank of the water course should be provided. This is also satisfied as the submitted drainage strategy and plans demonstrate surface water is to be connected to the watercourse along the southern boundary which then drains via the land to the south in to the watercourse.

9.34 In terms of flood risk the application has been accompanied by a site specific Flood Risk Assessment (FRA). The drainage strategy has been designed to ensure that the surface water connects to the watercourse along the southern boundary and to ensure compliance with KDC7 and the infrastructure framework set out in the masterplan. The Environment Agency have been consulted on the application however they have advised that the application doesn't meet any of the criteria on their external consultation checklist and as such they are not required to respond. The Councils Drainage Engineer has raised no objections to the application subject to the development being undertaken in accordance with the submitted Drainage Strategy. The drainage strategy in summary demonstrates that the surface water from the site is to be stored on site by way of onsite attenuation tanks and discharged at green field run off rate 15.6ltr per second to the adjacent surface water network and ultimately discharge in to the Horsebridge Dyke watercourse. Foul water is to be pumped via a new on site pumping station located adjacent to the pedestrian/cycle link to the south in to the existing sewer located within Blackpool Road. As the dwellings are located within Flood Zone 1 there is no requirement for the applicant to satisfy the sequential or exceptions tests.

9.35 Whilst local concerns in relation to flooding are acknowledged, based on the development satisfying policy CDMP2 of the WLP31 the relevant KDCs of SA1/6 and the parameters set out within the masterplan, and the comments from the relevant professional consultees, it is not considered that there would be an unacceptable flood risk from the proposal. As such and subject to conditions, no unacceptable drainage issues are anticipated.

Ecology, Nature Conservation and Trees

9.36 The application is accompanied by an Ecological Assessment including great crested newt surveys and breeding bird surveys which have been assessed by Greater Manchester Ecological Unit (GMEU) and Natural England. The application itself is not a specific designation however Natural England and GMEU have advised that a screening opinion as to whether or not a Habitats Regulations Assessment (HRA) is required should be undertaken given the sites location is within 1.8km of the Morecambe Bay and Duddon Estuary Special Protection Area (SPA) and 3.2km of Liverpool Bay SPA, Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI) and RAMSAR. GMEU have undertaken a Stage 1 HRA Screening opinion on behalf of the Local Planning Authority which concluded that the proposal does not meet the criteria for residential development as it below the 50 unit threshold. However GEMU have, for the sake of completeness, gone onto consider the impacts and concluded that there is no likely impact on any feature that could be considered as part of the SPA or functionally linked land, which would hold the biodiversity interest of foraging/roosting land for overwintering wildfowl and waders. Based on the HRA undertaken for the sites adjacent there is unlikely to be any adverse impacts or likely significant effect from recreational disturbance on pink-footed geese. GMEU have advised that conditions relating to home owners packs and upgrading of notices and countryside furniture in relation to the nearby PROW should be attached if the application is approved. Natural England have been re consulted on the response from GMEU and are satisfied with the conclusions reached.

9.37 GMEU are satisfied that there is sufficient data to indicate that the onsite pond does not regularly support great crested newt but it is known they occur within the wider landscape. As the revised landscaping plans demonstrate the retention of the on-site pond within the TPO woodland GMEU are comfortable that site clearance could be undertaken subject to conditions relating to Reasonable Avoidance Measures (RAMS) along with other proposed precautionary measures which could be secured via condition. Other conditions deemed necessary relate to drainage measure and the protection of nesting birds. Again the observations received from public consultation are acknowledged, however subject to appropriate mitigation measures it is not considered that the proposed development would have a significant impact upon ecology or nature conservation of the site or the immediate locality.

9.38 The application has been accompanied by a detailed landscaping scheme which indicates the retention of all on site TPO Trees and the frontage hedgerow save for a small section required for removal to accommodate the new access road. Whilst some hedgerows and trees are indicated for removal around some of the boundaries new tree planting is proposed. The Councils Tree Officer has advised that the contents of the submitted Arboricultural Impact Assessment are agreed and that subject to the enhancement of existing hedgerows and conditions relating to tree protection measures there is no objection to the proposals. Overall the proposed development complies with the parameters of the masterplan and satisfies KDC2 and

4 of the site allocation SA1/6 and also accords with paragraphs 174 - 177 of the NPPF and Policy CDMP4 of the WLP31.

Other Matters

Contamination

9.39 Matters relating to site contamination have been addressed in the application with the Council's Environmental Health Officer requesting that should permission be granted a post phase 1 contaminated land condition along with a watching brief condition should be attached.

Archaeology/Heritage

9.40 As part of the previous application Poulton Historical and Civic society along with Lancashire County Council's Archaeologist initially raised concerns in relation to archaeological impacts that may arise. LCC initially advised that the site is near to the find spot of the famous Palaeolithic 'Poulton Elk' in 1970 and to the 1998 discovery of a human skull of Bronze Age date in a peat basin created by beaver damming. More recent discoveries include a Romano-British 'native' settlement to the east at Little Poulton, where what may be the first example in Lancashire of Roman-period iron working outside of a military site has been recorded. LCC recommended that a detailed programme of archaeological work and written scheme of investigation should be conditioned should permission be granted. However during the course of the previous application trial trenching had been undertaken which concluded no significant archaeological remains were present on site. As such LCC Archaeology have advised that they agree with the conclusion and that no conditions relating to this matter are required.

9.41 The council's Conservation Officer has advised that the proposed development lies some considerable distance from (approximately 300m to the west of) Poulton-le Fylde Conservation Area boundary and as such the development is not considered to have any material impacts upon the appearance or setting or the Conservation Area and is considered to sustain the significance of this designated heritage asset, thus complying with the NPPF and Policy CDMP5 of the WLP31.

Noise and Air pollution

9.42 The application has been accompanied by Air Quality and Noise Assessments. The council's Environmental Health Officer has verbally advised that the noise assessment and its conclusions are agreed and subject to the mitigation measures proposed being secured by condition it is not anticipated that the development will be adversely impacted from noise arising from nearby receptors. Construction noise would need to be considered within the Construction Environmental Management Plan which would need to be provided prior to development commencing. The Environmental Health officer has advised that the development is unlikely to give rise to additional impacts upon air quality and that the assessment methodologies are appropriate and reasonable assumptions have been made. Therefore the development satisfies policy CDMP1 of the Local Plan.

10.0 CONCLUSION

10.1 The application site is suitable for a housing development, as it falls within site allocation SA1/6 of the Wyre Local Plan and is identified for housing in the Blackpool Road Masterplan. Matters relating to visual impact, amenity, mix, design,

ecology, drainage and flood risk, trees and hedges are considered acceptable subject to conditions. Members are advised that this proposal is seen to provide a high standard form of development which respects the residential amenity of the surrounding neighbouring properties and would provide a sensitive layout which would interlink and fit in with the wider site allocation to the south. The absence of 7 on site affordable dwellings weighs against the development in the balancing process of this application. That said, the identified benefits arising from the scheme are considered, on balance, to outweigh this shortfall. It is concluded that the proposal does represent a sustainable form of development, and for the reasons given above, and taking other matters into consideration, it is recommended that the scheme is approved subject to the conditions and securing the infrastructure provisions by reason of an agreed Section 106 legal agreement.

11.0 HUMAN RIGHTS ACT IMPLICATIONS

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

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

12.0 RECOMMENDATION

12.1 Grant full planning permission for 42 age restricted bungalows subject to conditions and a S106 legal agreement to secure 6 on-site affordable dwellings, green infrastructure and financial contributions towards the Poulton Mitigation Strategy, travel plan support and health care provisions. That the Head of Planning Services be authorised to issue the decision following the satisfactory completion of the S106 agreement.

Recommendation: Permit

Conditions: -

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

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

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 21.06.2021 including the following plans/documents:

- Location Plan Drawing Number 17-12-0501 REV A
- Site Layout Plan Drawing Number 18-17-P01 REV B
- House Type A (B) Floor Plan and Elevations Drawing Number HT-A01B
- House Type A (T) Floor Plan and Elevations Drawing Number HT-A01T
- House Type B (B) Floor Plan and Elevations Drawing Number HT-B01B
- House Type B (T) Floor Plan and Elevations Drawing Number HT-B01T
- House Type C (B) Floor Plan and Elevations Drawing Number HT-C01B
- House Type C (T) Floor Plan and Elevations Drawing Number HT-C01T

- House Type D (B) Floor Plan and Elevations Drawing Number HT-D01B
- House Type D (T) Floor Plan and Elevations Drawing Number HT-D01T
- Garage Details Drawing Number SGO1
- Proposed Street Scenes & Sections Drawing Number 17-12-SS01
- POS and Greenspace Drawing Number 18-17-POS

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

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

3. The development shall be carried out strictly using those materials specified on approved plan ref: Proposed material Plan 17-12-P01 and as shown on the plans within the House Type Range unless other minor variations are submitted to and approved in writing by the Local Planning Authority after the date of this permission and before implementation.

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

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

- the main spine road
- the dwellings and their respective spur roads
- all green infrastructure including and landscaping
- pedestrian/cycle access link to the southern boundary
- the drainage system including drainage connection to the southern boundary

The development shall be carried out in accordance with the approved phasing programme unless an alternative programme has otherwise been submitted to and approved in writing by the Local Planning Authority.

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

5. Prior to commencement of the development, a construction phasing programme for delivery of the site access and all off-site works of highway improvement (to be carried out as part of a section 278 agreement under the Highways Act 1980) namely:-

- Blackpool Road - new priority junction the scope of which is shown on plan 18-17-P01 Rev A and upgrading 2 bus stops.
- Blackpool Road/Poulton Road traffic signal upgrade to MOVA with Puffin crossing Facilities.
- Tithebarn Street/Queensway traffic signal upgrade to MOVA with the introduction of PUFFIN crossing
- Queensway Pelican Crossing upgrade to PUFFIN Crossing.

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

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

6. The approved boundary treatments (as shown on proposed boundary treatment plan 18-17-BT and SD-EXT-01 and SD-EXT-02) shall be completed prior to first occupation of the respective dwelling(s). The approved details shall thereafter be maintained and retained in accordance with the approved details.

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

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

- External works layout proposed levels 30344-SUT-ZZ-00-DR-C-615-0001 P02
- FFL PLAN 30344-SUT-ZZ-00-Dr-C-615-0002 P03

unless other minor variations are submitted to and approved in writing by the Local Planning Authority after the date of this permission and before implementation.

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

8. Prior to the commencement of development, a drainage scheme which shall detail measures for the attenuation and the disposal of foul and surface waters, together with details of existing and proposed ground and finished floor levels to achieve the drainage scheme and any flood risk mitigation deemed necessary, shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall be in accordance with the hierarchy of drainage options outlined in Policy CDMP2 of the Adopted Local Plan 2011-31 or any equivalent policy in an adopted Local Plan that replicates the existing Local Plan and shall follow the parameters as set out within the Drainage strategy and Flood Risk assessment submitted with the planning application (Flood Risk Assessment 3/4/20 Rev 04 , proposed drainage strategy 30344-SUT-ZZ-00-DR-C-6020-001 P07) including any mitigation measures set out within.

The scheme details shall include, as a minimum:

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

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

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

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

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

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

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

- a) The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Residents' Management Company
- b) Arrangements concerning appropriate funding mechanisms for the on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:

- i. on-going inspections relating to performance and asset condition assessments
- ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) Means of access for maintenance and easements where applicable.

The development shall subsequently be completed, maintained and managed in accordance with the approved sustainable drainage management and maintenance plan.

Reason: To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development; to reduce the flood risk to the development as a result of inadequate maintenance; and to identify the responsible organisation/ body/ company/ undertaker for the sustainable drainage system in accordance with policy CDMP2 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

10. Prior to the commencement of development a detailed site investigation shall be carried out in accordance with a written methodology, which shall first have been submitted to and approved in writing by the Local Planning Authority. If remediation measures are then considered necessary, a scheme for decontamination of the site shall be submitted to, and approved by, the Local Planning Authority in writing and the approved scheme implemented prior to the development of the site. Any changes to the approved scheme must be approved in writing by the Local Planning Authority prior to any works being undertaken. On completion of any remediation works deemed necessary, a verification scheme shall be submitted to and agreed in writing by the Local Planning Authority.

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

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

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

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

- (a) dust and dirt mitigation measures during the demolition / construction period; complaint management and arrangements for liaison with the Council's Environmental Protection Team
- (b) control of noise and vibration emanating from the site during the demolition / construction period; complaint management and arrangements for liaison with the Council's Environmental Protection Team
- (c) hours and days of demolition / construction work for the development expected to be 8.00-18.00, Monday to Friday, 08.00-13.00 on Saturday with no working on Sunday and Bank / Public Holidays
- (d) contractors' compounds and other storage arrangements
- (e) provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the demolition / construction period
- (f) arrangements during the demolition / construction period to minimise the deposit of mud and other similar debris on the adjacent highways (e.g. wheel washing facilities)
- (g) the routing of construction traffic and measures to ensure that drivers use these routes as far as is practicable
- (h) external lighting (including timing) of the site during the demolition / construction period
- (i) erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- (j) recycling / disposing of waste resulting from demolition / construction work
- (k) measures to protect watercourses against spillage incidents and pollution
- (l) how biodiversity would be protected throughout the construction period
- (m) the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify appropriate mitigation measures necessary to protect and prevent pollution of these waters from sediments entering the river Wyre
- (n) a Reasonable Avoidance Method Statement (RAMS) for site clearance including details of site preparation and vegetation clearance to prevent harm to great crested newts and protective fencing and supervised destructive search of specific high quality habitat features along with the retention of the existing onsite pond.

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

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

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

13. Prior to the first occupation of any of the dwellings hereby approved, a Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The provisions of the Framework Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority. The Framework Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe of first occupation, the development being brought into use or other identifiable stage of development. Where the Local Planning Authority agrees a timetable for implementation of a Framework or Full Travel Plan, the elements are to be implemented in accordance with the approved timetable unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

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

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

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

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

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

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

(b) Should the plan required by (a) show that any highway within the estate would be privately managed, details of a Road Management Plan to detail how those

sections of highway would be maintained in perpetuity, such as a private management and maintenance company to be established if applicable, shall be submitted to and approved in writing by the Local Planning Authority. The highway shall thereafter be maintained in accordance with the approved management and maintenance details or until such time as an agreement has been entered into under section 38 of the Highways Act 1980.

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

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

16. The scheme of noise insulation measures set out in the supporting Noise Assessment submitted with the application [report by RS Acoustic Engineering, Project Ref RSA297/2019 dated 15/08/2019] shall be implemented for those plots identified within section 5 of the report prior to first occupation of each of these dwellings. The approved noise insulation measures shall thereafter be retained.

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

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

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

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

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

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

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

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

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

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

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

21. The measures contained within the approved Arboricultural Impact Assessment (Ref: P.1114.18), Method Statement and Tree Protection Plan with respect to those trees shown as being retained shall be implemented in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the Local Planning Authority.

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

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

22. The approved landscaping proposals outlined below shall be implemented in full in accordance with the approved phasing plan:

- Landscape Proposals Sheet 1 of 2, Trevor Bridge Associates, dwg 6066.01 rev B, April 2020
- Landscape Proposals Sheet 2 of 2, Trevor Bridge Associates, dwg 6066.02 rev A, April 2020

Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 7 years of planting, or any trees or shrubs planted as replacements shall be replaced

within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

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

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

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

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

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

25. No development shall commence until a Landscape and Habitat Creation and Management scheme (LHCMS) has been submitted to and agreed in writing by the Local Planning Authority along with a timetable for implementation to include the mitigation measures set out within section 7 of the Ecological Appraisal submitted with the planning application [Envirotech dated 23 March 2021)

For the purposes of this condition the scheme shall identify:

- The road infrastructure design to include amphibian friendly features such as off-set gully pots and dropped kerbs in locations between the existing pond and adjoining hedgerows/green infrastructure;
- Details of long term management for the water bodies and terrestrial habitat specifically for great crested newts along with other retained or recreational habitats;
- Demonstration of design features within the scheme's infrastructure, particularly in the vicinity of the pond that could accommodate great crested newts. This may for example include outfalls and headwall features which will not trap newts, ecological permeability under boundary fencing (cf 7.3.1 submitted Ecology

Report, boundary detail shown Applethwaite 1.8m close boarded fence dwg no. SD-EXT-02

- The erection of temporary protection fencing to retained trees, shrubs and hedgerows
- Provision of bat, bird, beetle and hedgehog boxes within the development;
- Details of informative signage for the Public open space and any new countryside furniture
- Long term management for the retained pond/other water bodies and terrestrial habitat specifically for great crested newt. This should be included within both the POS management schedule and for any other feature that might be associated with SuDS maintenance

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

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

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

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

27. No dwelling shall be occupied other than by a person of 55 years of age or over, or as part of a household where at least one person is of 55 years of age or over.

Reason: The application has been assessed on this basis and other impacts may arise through occupation by other demographics requiring further consideration by the Local Planning Authority.