

Committee Report**Date: 02.03.2022**

Item Number	02
Application Number	21/01089/FULMAJ
Proposal	Erection of 93 dwellings with associated car parking, landscaping, open space improvements and access from Norcross Lane
Location	Land At Norcross Lane Thornton Cleveleys Lancashire FY5 3TZ
Applicant	Mr M Wilkinson
Correspondence Address	c/o Mr Mike Hughes Rational House 32 Winckley Square Preston PR1 3JJ
Recommendation	Permit

REPORT OF THE HEAD OF PLANNING SERVICES**CASE OFFICER - Mr Rob McKillop****1.0 INTRODUCTION**

1.1 This application is before the Planning Committee for consideration at the request of Councillor Baxter. Furthermore the application site falls within an allocated site in the Wyre Local Plan and is of strategic importance. 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 is on the northern side of Norcross Lane, in Thornton-Cleveleys and lies to the south west of Amounderness Way. This site forms part of a wider parcel of land that was previously occupied by buildings used by Department of Work and Pensions. The site is identified as part of a wider allocated site for housing under Policy SA1/9 of the Wyre Local Plan 2011-31 (WLP), and new residential development is part occupied and part under construction on land to the north. There is an office building to the western boundary and agricultural land to the south on the opposite side of Norcross Lane. The site is within Flood Zone 1.

3.0 THE PROPOSAL

3.1 This application seeks full planning permission for the erection of 93 dwellings with associated car parking, landscaping and open space improvements. Access would be provided from Norcross Lane at the southern boundary, and a highway link is proposed to the development to the north of the site that is currently under construction. The dwellings to the southern boundary would front towards Norcross Lane, with the rest of the site set out in a largely uniform pattern with

parking to the front of dwellings and gardens to the rear. The following housing mix is proposed:

- 19 x 2 bedroom houses (including 9no. affordable units)
- 45 x 3 bedroom houses
- 29 x 4 bedroom houses

3.2 The following documents have been submitted in support of the application:

- Design and Access Statement
- Transport Assessment
- Boundary Treatment Plan
- Materials Layout
- Landscape Proposals
- Market Demand Report (Housing Mix)
- Ecology Survey and Assessment
- Biodiversity Survey and Report
- Flood Risk Assessment
- Groundsure Environmental Information
- Topographical Survey
- Noise Impact Assessment
- Drainage Strategy

4.0 RELEVANT PLANNING HISTORY

4.1 Relevant planning applications relating to the site and to adjacent land within the allocation SA1/9 are listed below.

4.2 20/00297/REMMAJ: Variation of condition 1 on application 18/00755/REMMAJ to substitute house types on plots 148, 149, 154 & 158. Permitted.

4.3 20/00296/FULMAJ: Variation of conditions 02 and 21 on application 18/00860/FULMAJ to substitute house types on plots 161, 164, 165, 170, 174, 175, 177, 199, 201, 213, 214, 216, 219 and 205-208. Permitted.

4.4 19/00466/REMMAJ: Reserved matters application (for matters relating to appearance, landscaping, layout and scale) following outline permission 17/00268/OULMAJ for the erection of 11 no. dwellings with associated car parking and landscaping. Permitted.

4.5 18/00860/FULMAJ: Erection of 66 dwellings with access from White Carr Lane, associated parking and landscaping. Permitted.

4.6 18/00755/REMMAJ: Reserved matters application (for matters relating to appearance, landscaping, layout and scale) following outline permission 17/00268/OULMAJ for the erection of 158 dwellings with associated car parking, open space and landscaping. Permitted.

4.7 18/00065/LMAJ: Variation of conditions 2, 5, 9b, 10, 18, 23 and 24 attached to planning permission 17/00122/LMAJ (Proposed Food Retail Units (Class A1), Non Food Retail Units (Class A1), Coffee Shops/Restaurants (Class A1/A3/A5), Commercial Units (Class A1/A2/A3/A5), access, customer parking and associated works as amended by Non-material amendment application 17/00122/NONMAT). Permitted.

4.8 17/00122/LMAJ: Proposed discount foodstore (Class A1), Two food retail units (Class A1), Three non food retail units (Class A1), Coffee Shop (Class A1/A3), retail units (A1/A2/A3/A5), restaurant (Class A3/A5), access, customer parking and associated works. Permitted.

4.9 13/00200/OULMAJ: Outline application for mixed use development consisting of Class B1 (office) floorspace, Class C3 (residential) and a local centre consisting of a supermarket, Class A1/A2/A3/A4 and A5 uses together with vehicular and pedestrian access, open space and landscaping. 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
- SP3 - Green Belt
- SP7 - Infrastructure Provision and Developer Contributions
- SP8 - Health and Wellbeing
- CDMP1 - Environmental Protection
- CDMP2 - Flood Risk & Surface Water Management
- CDMP3 - Design
- CDMP4 - Environmental Assets
- CDMP6 - Accessibility & Transport
- HP1 - Housing Supply
- HP2 - Housing Mix
- HP3 - Affordable Housing
- HP9 - Green Infrastructure in New Residential Developments
- SA1/9 - North Of Norcross Lane, Norcross

5.2 OTHER MATERIAL CONSIDERATIONS

5.2.1 The revised National Planning Policy Framework (NPPF) was published by the Government on the 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 relevant to the determination of this application:

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

5.2.3 In accordance with the National Planning Practice Guidance (PPG) and National Planning Policy Framework (NPPF) Para 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.

5.3 OTHER MATERIAL CONSIDERATIONS

WYRE SUPPLEMENTARY PLANNING GUIDANCE

5.3.1 The following is of relevance to the determination of this application:-

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

OTHER GUIDANCE / LEGISLATION

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

5.3.3 THE WILDLIFE AND COUNTRYSIDE ACT 1981 (AS AMENDED)

5.3.4 National Planning Practice Guidance (NPPG)

6.0 CONSULTATION RESPONSES

6.1 BLACKPOOL COUNCIL

6.1.1 No comments in respect of this application.

6.2 ENVIRONMENT AGENCY

6.2.1 Has no comments in respect of this application.

6.3 GREATER MANCHESTER ECOLOGY UNIT (GMEU)

6.3.1 No objections subject to conditions.

6.4 LANCASHIRE COUNTY COUNCIL (EDUCATION)

6.4.1 No contribution required towards primary or secondary school places.

6.5 LANCASHIRE COUNTY COUNCIL (LEAD LOCAL FLOOD AUTHORITY)

6.5.1 No objections subject to conditions.

6.6 LANCASHIRE COUNTY COUNCIL (HIGHWAYS)

6.6.1 No objections subject to conditions and off-site highway improvements to be undertaken by way of Section 278 agreement including:

a) Site access to Norcross Lane.

b) Shared footway / cycle lane to the Norcross Lane frontage of the development.

A financial contribution of £6,000 towards travel planning is also required to be secured under Section 106 Legal Agreement

6.7 NATIONAL HIGHWAYS

6.7.1 No objection.

6.8 NHS FYLDE & WYRE CLINICAL COMMISSIONING GROUP (CCG)

6.8.1 Seeking mitigation in the form of a £33,325.00 contribution towards extension and reconfiguration at Thornton Medical Centre and Beechwood Surgery.

6.9 WYRE BC HEAD OF ENGINEERING SERVICES (DRAINAGE)

6.9.1 No objection in principle.

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

6.10.1 No observations received at the time of compiling this report

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

6.11.1 No objections.

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

6.12.1 No observations received at the time of compiling this report

6.13 WYRE BC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (AMENITY)

6.13.1 No observations received at the time of compiling this report

7.0 REPRESENTATIONS

7.1 At the time of compiling this report 36 public representations have been received, 30 in objection and 6 in support of the application.

7.2 Public objections are summarised as follows:

- A shopping area is no longer proposed which is different to previous plans and shops are currently a long distance away;
- The removal of the retail park will remove potential job opportunities and the area needs jobs and industry to support residents;
- A vehicle connection between Norcross Lane and White Carr Lane is now proposed which will create a rat run and will be dangerous to pedestrians, children and other users;
- The road connection between developments will cause hazard to those living on the estate given the internal roads are quite narrow and unsuitable for increased vehicle use;
- White Carr Lane is already busy and increased use will make it more impossible to get on and off the site and result in extra pollution (harmful to health and wildlife);
- Houses on earlier phases will depreciate in value if residents live on a busy road and crime may increase without one way in and out;
- The developer has not considered residents and it is naïve to think traffic figures will be minimal;
- Existing owners were mis-sold on the basis they were advised no vehicle cut-through was proposed;
- More housing is not required, particularly housing that is not affordable for a lot of people. There is a shortage of affordable housing but this is only help to buy;
- The area is overpopulated;
- Development will further increase flood risk. The flood defence strategy is to use existing SuDs drainage however there is a lack of an effective maintenance plan for the existing development SuDs and a lack of consideration has been given to the CIRIA SuDs principles by McDermott Homes;
- There should be investment in schools, doctors, dentists and sports centres to support development. There should be more green spaces and playgrounds for young people;
- McDermott have not implemented Construction Plans which results in dust and disturbance to residents with health impacts;
- There should be a condition for the installation of sustainable underground energy.
- The existing road network already has too much traffic.

7.3 Supportive public comments are summarised below:

- The proposed road link will reduce the amount of traffic using White Carr Lane which is already too high for this narrow and unsuitable existing road;
- White Carr Lane should be protected from increased traffic given its hedgerows have biodiversity value;
- The road link will provide a better alternative route as White Carr Lane is prone to flooding;
- The link will reduce length of journeys for residents, deliveries and emergency vehicles which is of benefit;

- Royals Brook is to the west of the estate - the report incorrectly states it is to the east.
- An estate of this size should have two accesses as now proposed and reduce dependence of a single access.

8.0 CONTACT WITH APPLICANT/AGENT

8.1 Several issues have been discussed with the applicant/agent including:

- Design/layout;
- Housing mix;
- Parking; and
- Open space

9.0 ISSUES

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

- Principle of Development
- Infrastructure Requirements
- Visual impacts, Design
- Housing Mix
- Impact on Residential Amenity
- Impact on Highway Safety, Access and Highway network
- Flood Risk and Drainage
- Ecological Matters
- Trees and Landscaping

Principle of Development

9.2 In accordance with the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting point for the determination of this application is the Development Plan which, in this instance, includes the adopted Wyre Local Plan (WLP31).

9.3 The site is brownfield land given and forms part of a wider site that is allocated for residential development under Policy SA1/9 of WLP31. Residential development has been constructed on land to the north of the site in accordance with this site allocation. It is noted that permission was granted for a mixed use development on the site, including retail, food and drink and commercial units in March 2018, however this mixed use aspect is not required under Policy SA1/9 and the permission has now expired.

9.4 Policy SA1/9 sets out a number of Key Development Considerations (KDC's), or policy requirements, for this allocated site. One of these KDCs requires the site to be brought forward in line with a Masterplan. The vast majority of the allocated area is already developed in accordance with previous planning permissions that were approved in advance of the Adoption of the WLP31. As such, it would be unreasonable for a Masterplan to be prepared in support of this application, given there is no longer opportunity to consider connectivity to other parts of the allocated area. The other KDC's set out in Policy SA1/9, including green infrastructure, flooding, ecology will be considered further in the report below.

9.5 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. The site is well related to existing dwellings and local services in Thornton and future residents would have opportunity to meet their daily needs via walking, cycling or public transport.

9.6 Overall, the application is considered to be acceptable in principle. Other material considerations are covered in the report below.

Infrastructure Requirements

9.7 Policy SP7 of the WLP31 seeks to ensure the impacts of the development on local infrastructure are suitably mitigated against. In this case, mitigation is required in the form of green infrastructure, healthcare and highways improvements, which are set out in more detail below.

9.8 KDC2 of Policy SA1/9 states that the development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and, where possible, outside the site. Policy HP9 also requires an appropriate provision of green infrastructure on site. Previous permissions within the allocated area (SA1/9) have contributed a significant overprovision of green infrastructure, albeit it on land adjacent to the site that lies within the green belt area adjacent to Amounderness Way. An area measuring 7.9 hectares of green infrastructure has already been secured via other permissions. Therefore the green infrastructure requirement for this proposal, equating to 0.89 hectares, is considered to be secured by previous permissions.

9.9 However, whilst the amount of green infrastructure is secured, the required typologies need to be considered further. KDC2 of Policy SA1/9 requires some form of formal/informal play to be provided, however the previous permissions on the allocated land to the north are considered to be lacking in terms of play provision. Given the green infrastructure is located within the green belt, it is considered undesirable to introduce a significant amount of equipment or infrastructure that could impact on the openness of this area. The applicant was advised at pre-application stage that a trim-trail is unlikely to be visually harmful, and could contribute towards the informal play area requirement. Accordingly, the proposed green infrastructure includes a trim trail and is within a short walk for future residents. As such its location, visual impact and recreation value are all considered acceptable. It is noted that the application proposes this green infrastructure area will be re-profiled with earth excavated from the site. A cross section has been provided, which indicates the levels changes would ensure the area remains functional for amenity and recreation purposes. A landscaping condition would be added to any permission granted to ensure suitable landscaping is provided within the green infrastructure area to ensure the recreation and leisure value is not unduly affected by traffic despite the relative proximity to Amounderness Way. On the basis of the above, the application is considered acceptable in relation to green infrastructure.

9.10 NHS Fylde & Wyre Clinical Commissioning Group (CCG) has been consulted on the application and advise that to mitigate against the population increase and demand for additional infrastructure and services, the CCG are seeking mitigation in the form of a £33,325.00 contribution towards extension and reconfiguration at Thornton Medical Centres and Beechwood Surgery. The applicant

has agreed to pay this and the contribution would be secured by way of a S106 Legal Agreement.

9.11 Lancashire County Council (LCC) Education were consulted on this application. Their responses, received on the 1st October 2021 did not request a financial contribution to either primary or secondary school places. However, LCC Education have been asked to provide an updated calculation based on the most up to date projected school places and demand, which can change depending on the status of other development in the area. Whilst it appears there may be sufficient projected school places in the area to support this development, to ensure an acceptable impact on education, an updated assessment will be requested and reported to members on the committee update sheet.

9.12 Lancashire County Council (LCC) Highways have requested the following works to mitigate any impacts on highway safety and the surrounding highway network;

- Site access to Norcross Lane;
- Shared footway / cycle lane to the Norcross Lane frontage of the development.

9.13 A contribution of £6,000 is also sought towards Travel Planning. The applicant has confirmed agreement of the requested works and contributions, which would be carried out under a s278 agreement (Highway Act 1980) and secured by condition. On this basis, the secured mitigation would prevent any unacceptable impacts from the proposed development on the transport network and on highway safety opposite the site access.

9.14 The site is a brownfield site in Thornton and Policy HP3 of the WLP31 requires an affordable housing contribution of 10% of the proposed units. The application proposes 9 units either for affordable rent or shared ownership/discounted market sale. This is considered to contribute towards meeting the need for affordable housing in the district and would need to be secured by S106 legal agreement.

Design / Visual Impact

9.15 Policy CDMP3 and Section 12 of the NPPF seek to ensure high quality design including layouts. Consideration has also been given to Building for Life 12 (BfL12) which local authorities should use as an assessment framework to help ensure the design and layout aspirations contained within the NPPF are achieved. Whilst a BfL12 assessment has not been submitted in support of the application, the relevant aspects have been considered to ensure the scheme takes account of them.

9.16 The layout shows properties to the southern boundary fronting towards Norcross Lane, with the other properties within the site fronting towards the internal access roads. Following discussions with the applicant, amended plans have been provided showing a straighter building lines for various plots and additional elevation details and/or to side elevations that are prominent within the public realm. These changes are considered positive in terms of design and layout. The scheme would generally reflect the layout of development approved on land to the north, with parking either to the front or side of dwellings and gardens to the rear. With the exception to Plots 241-242, the proposals would not result in any extended runs of continuous parking spaces and the street scene is punctuated by landscaping to the front of dwellings. The use of tandem parking spaces would ensure car parking

would not dominate the street scene. Sufficiently sized gardens are proposed, with space for bin storage/manoeuvring. The layout is considered acceptable in these circumstances.

9.17 In terms of visual impacts, the proposed dwellings would be two storey and mostly semi-detached and would be well related to the character and appearance of the site to the north (under construction). The office building to the western boundary and the farm on the opposite side of Norcross Lane to the south would be read in a separate visual context, and the proposed development is not considered to have any unacceptable harmful impacts in terms of existing development in the area. Subject to a suitable palette of materials being agreed, it is considered the development would be suitably well related to the appearance of existing dwellings in the area.

9.18 Overall, and subject to conditions, the development would result in an acceptable visual impact and would not detract from the character of the area. The application is deemed to accord with WLP31 policies CDMP3 and guidance within the NPPF.

Housing Mix and Adaptable Homes

9.19 Policy HP2 of WLP31 requires new housing developments to widen the choice of housing available in Wyre by providing a mix of house types and sizes in line with the latest evidence of need as set out in the Strategic Housing Market Assessment (SHMA), which in this case is the May 2018 Addendum 3 Supplementary Note. This sets out a need for 38% 1 & 2 bedroom properties, 43% 3 bedroom properties and 18% 4+ bedroom properties. Out of the 93 units proposed, there would be 21% 2 beds, 48% 3 beds and 31% 4 beds. The proposed mix is not in accordance with the SHMA as it comprises a higher proportion of larger units compared to the smaller (1, 2 and 3 bed) units. The applicant has provided a Market Demand report which suggests there is a local demand for the larger bed properties in the Thornton area. Whilst this has only been given limited weight, it is noted that the internal floor area for 4 bed properties differs by up to 165 sq ft between certain house types. Similarly, the floor area for 3 bed houses can differ by up to 125 sq ft and it is considered that this would go some way to broadening the choice/mix of properties proposed. Overall, whilst a greater number of smaller properties would usually be sought, on balance, the scheme is considered to provide a choice of semi-detached and detached properties comprising mix of bedroom numbers and internal floor areas that would provide reasonable comparative choice to potential homeowners. As such, the conflict with Policy HP2 is not considered to be significant in this instance and the proposed housing mix is accepted.

9.20 Policy HP2 also requires developments of this scale to design 20% of the dwellings to be suitable or adaptable for people with restricted mobility. The majority of properties would have level access and would be constructed to comply with Building Regulations (Part M) to provide good accessibility for future occupiers. A condition would be added to any permission granted to ensure the application meets the adaptability target of 20% of all units.

Impact on residential amenity

9.21 30 objection letters were received from members of the public, plus 6 letters in support of the scheme. There are no existing residential properties to the eastern or western site boundaries. The farm on the southern side of Norcross Lane, given the intervening distance, is not likely to be significantly impacted beyond the likely

disturbance caused during the period of construction. As such, the most likely affected neighbours would be the approved properties (under construction) along the northern and part of the eastern boundaries. Most of the properties to these boundaries have gardens backing towards the boundary and would maintain the relevant separation distances set out in the Council's Design SPG. The position of plot 326 would result in a separation distance of 11.8m from its rear wall to the side of Plot 79, which is a shortfall of 1.2m against the council's Design SPG. However Plot 326 would benefit from a relatively large garden and its amenity value is not considered to be significantly affected. Any shortfall in separation distances for other plots (see Plots 247 and 331) would only represent a minor shortfall and would not result in any significant loss of amenity. Any alterations to the scheme to increase separation distances is likely to result in an undesirable impacts on the layout or appearance of the scheme overall. All plots would benefit from adequately sized rear gardens and it is also noted that some plots benefit from additional amenity space to the front and side of properties in the proposed layout.

9.22 In respect of levels, a condition would be added to ensure the finished floor levels are compatible with approved development on adjacent sites. Similarly, appropriate boundary treatments would be secured by conditions should permission be granted.

9.23 In respect of objections raised by members of the public, devaluation of property and loss of views from private dwellings are not material planning considerations. Whilst some noise and disruption is unavoidable during construction, a condition would be added to any permission granted for a Construction Environmental Management Plan to reduce the impacts of noise and disruption during construction.

9.24 On this basis, and subject to suitably worded conditions, the development would not result in any unacceptable amenity impacts to neighbours and the development would also provide an acceptable level of amenity for future occupiers.

Highway Safety and Impact on the Highway Network

9.25 The site is in close proximity to bus routes, and is within walking and cycling distance of local services where future residents would be able to meet their needs through sustainable transport methods. Objections have been received from local residents in respect of highway safety, including the proposed vehicle link to the approved development to the north. LCC Highways have been consulted on the application and have not objected to the vehicle link between the earlier phases of development, allowing access north to White Carr Lane. It is considered that introducing additional traffic along White Carr Lane would not be positive given previous safety concerns and the subsequent traffic calming measures provided along this road. LCC Highways have noted that the vehicle link would allow traffic from the earlier development phases to avoid White Carr Lane when making journeys in the direction of Carleton and Poulton or towards Faraday Way. Using the link to Norcross Lane would offer a less tortuous route and is therefore likely to result in a reduction in movements along White Carr Lane. The trip distribution for this development phase is likely to be virtually identical to the earlier phases. LCC accept that there is no certainty that vehicles from the proposed "Phase 2" would not use White Carr Lane, however it is reasonable to assume that given improved accessibility onto Norcross Lane, and lower number of likely trips generated north towards the A585/Fleetwood, this is unlikely. Overall, LCC have concluded that the provision of a link between the earlier and proposed development phases would see

a reduction in traffic levels on White Carr Lane that would be beyond those that have occurred as a result of improvements on the A585.

9.26 In respect of other highways safety matters, LCC Highways have confirmed that the proposed site access on to Norcross Lane would be acceptable in terms of its geometry and visibility splays. The sight lines are achievable over the adopted highway thus ensuring their retention. It is noted that some internal garages would not meet the required dimension of 6 x 3m internally which are required to ensure future use for vehicle parking. The Grasmoor house type has been revised during the application, and now only falls slightly below the required dimensions. As such, only 14 units would now have a shortfall in terms of the required internal garage dimensions, however it is considered these garages still have potential to operate as a vehicle parking space. Overall, given the small number of plots this applies to, it is considered that the scheme would not result in any significant shortfall in terms of parking, and the development is not likely to lead to significant additional parking on surrounding roads, or any other highways safety issues.

9.27 LCC Highways have confirmed that the internal layout and the road layout will therefore be acceptable for adoption under section 38 of the highways act. Mitigation has been requested in the form of conditions and off-site highway works. The off-site highway improvements requested relate to the delivery of the site access to Norcross Lane and provision of a shared footway/cycleway to the Norcross Lane frontage of the development. These off-site highway improvements will need to be constructed under a section 278 agreement. A condition would be required requiring these works to be completed prior to occupation of any dwelling, and other conditions would be added to ensure the development would have an acceptable impact in line with the comments from LCC Highways.

9.28 It is noted that a footpath link opposite Plot 294 is was added during the application to ensure pedestrian connectivity from the site to the west. This would accord with KDC2 of Policy SA1/9 which supports pedestrian and cycle connectivity. Overall, the application is not considered to result in an unacceptable impact on highways safety and would accord with Policy CDMP6 of the WLP31 and the NPPF.

Flood Risk and Drainage

9.29 Concerns have been raised by members of the public in respect of drainage and flooding. The site falls within Flood Zone 1 which is the lowest risk of flooding and is allocated for residential development under Policy SA1/9 of WLP31. As such, flood risk sequential test is not required. Policy SA1/9 states that residual surface water should drain into the River Wyre via Royles Brook.

9.30 The Environment Agency has no comments to make on this scheme. Lancashire LLFA has not raised any objections to the proposals and submitted Flood Risk Assessment subject to conditions. The council's Drainage Engineer has not raised any objection to the development although they have recommended consideration of reducing surface water discharge to lessen the potential flood risk downstream towards White Carr Lane. Whilst the residential development could result in some additional surface water discharge compared to commercial units that were previously proposed on the site, any difference is not likely to be significant. The proposed Drainage Strategy has been designed in accordance with the approved drainage and surface water arrangement for the previously approved development phases. This incorporates a wetlands area with ponds, swales and a drainage channel to provide additional water storage adjacent to White Carr Lane. On this basis, the proposed drainage arrangements are considered acceptable.

9.31 A condition would be added to any permission granted to ensure the development is carried out in accordance with the agreed flood risk mitigation and drainage layout plans, which are deemed to be acceptable. On this basis, the application is considered to have an acceptable impact in terms of flooding and drainage in accordance with Chapter 14 of NPPF, the National Planning Policy Guidance 'Flood Risk and Coastal Change, and Policy CDMP2 of WLP31.

Ecology

9.32 The site comprises brownfield land and has limited ecological value in view of its surroundings. GMEU has been consulted and has no objections to the proposed development and biodiversity survey, subject to conditions. An additional survey of the land to the east, to be re-profiled and used for green infrastructure, has been submitted and GMEU is in agreement that the site would support relatively low value habitats. The only additional habitats present appears to be a hedgerow, which should be retained and included in any site management plan for the area of public open space. A condition would be added to any permission granted to ensure retention of existing landscaping and suitable new planting as required. GMEU have also requested conditions in respect of vegetation removal (outside nesting season) and biodiversity enhancements. On this basis, and subject to suitably worded conditions, the application is deemed to have an acceptable impact on ecology and would satisfy Policy CDMP4 of the WLP31.

Trees/Landscaping

9.33 KDC2 of SA1/9 requires a landscape and green infrastructure framework to be provided, and Policy CDMP4 of WLP31 sets out that development will be expected to incorporate existing trees and hedgerows into the design and layout of the scheme where possible. There are a small number of existing trees within the application site which are of limited amenity value. Their loss would be mitigated by new planting within the site that is deemed to result in an overall gain. The Council's Tree Officer has no objections to the submitted landscaping proposals, however as changes have been made to the layout during the application process, updated landscaping details will need to be secured by way of planning condition attached to any permission granted. It is deemed that any proposed landscaping scheme should include appropriate vegetation and trees along the boundary with Amounderness Way, to ensure adequate screening for the green infrastructure and trim trail from Amounderness Way.

9.34 Overall, there would be no unacceptable loss of trees and the landscaping proposals are considered to be acceptable, subject to suitably worded conditions. The application would, therefore, not conflict with Policies CDMP4 and SA1/1 of the WLP31.

Other Issues

9.35 Wyre Council's Waste & Recycling Team has not commented on this application. A condition would be added to ensure appropriate bin presentation points and bin stores are agreed prior to occupation of any dwelling.

9.36 The council's Environmental Health Team has not confirmed acceptability of the submitted Remediation Strategy & Appraisal in respect of land contamination. Given this is a brownfield site, a condition would be added to any permission granted to ensure details are secured to ensure the safe development of the site.

9.37 Policy SP2 (Criterion 6) requires development proposals to demonstrate how it would respond to the challenge of climate change through appropriate design and by making best use of resources and assets. Subject to conditions, the development would provide biodiversity enhancement through new and well connected native landscaping, as well as sustainable drainage solutions, and electric vehicle charging points would be secured by condition in order to satisfy Policy CDMP6. It is also considered the location would allow for sustainable travel choices by future residents. On balance therefore the proposal is considered to satisfy this policy requirement.

10.0 CONCLUSION

10.1 The application site is allocated for residential development in WLP31 and the development is acceptable in principle. The development would not result in any unacceptable impacts in terms of design, amenity, highway safety, flooding, ecology and green infrastructure. All material impacts have been assessed and found to be acceptable and overall, subject to conditions and a legal agreement, the proposed development is considered to be acceptable.

11.0 HUMAN RIGHTS ACT IMPLICATIONS

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

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

12.0 RECOMMENDATION

12.1 Grant full planning permission subject to conditions and a Section 106 legal agreement to secure on-site affordable housing (10%) and green infrastructure and financial contributions towards health care and Travel Planning. That the Head of Planning Services be authorised to issue the decision following the satisfactory completion of the Section 106 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 1st September 2021 including the following plans/documents:

Plans

- Site Location Plan Drg No.19053_00, received 22nd September 2021;
- Site Layout (Phase 4) Drg No. M102/PL/05b, received 4th February 2022;

- Off-site highway works Drg No.3433-F02;
 - Drainage Strategy Drg No.17027/100/1 Rev A received 10th February 2022;
 - P.O.S Layout & Sections, received 10th February 2022;
 - Boundary Treatment Drg No. M102/BT/05a, received 8th February 2022;
 - S278 Schematic Plan Drg No.3433 F02
-
- House Types
 - Drg No. Gar 1.7 Grasmoor (Brick)
 - Drg No. Gar 1.71 Grasmoor (Brick Render)
 - Drg No. Bou 1.7 (Boulsworth Brick)
 - Drg No. Bro 1.71 (Boulsworth Brick Render)
 - Drg No. Bro 1.7 (Bromley Brick)
 - Drg No. Bro 1.7 (Bromley Brick Render)
 - Drg No. She 1.7B (Sherbourne)
 - Drg No. Arni 1.7 (Arnison)
 - Drg No. Ash 1.7 (Ashdown)
 - Drg No. Ash 1.71 (Ashdown render)
 - Drg No. Cha 1.7 (Chatham)
 - Drg No. Hea 1.7 (Healey Brick I)
 - Drg No. Hea 1.7 (Healey Brick II)
 - Drg No. Mai 1.7 (Maidstone)
 - Drg No. Oak 1.7 (Oakshurst)
 - Drg No. Wel 1.7 (Welland)
 - Drg No. Whern 1.7 (Whernside)

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

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

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

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

4. The development hereby permitted shall be carried out in accordance with the letter by REFA Consulting Engineers (response to LLFA dated 4th October 2021) and the approved Flood Risk Assessment (FRA) by KRS Environmental (Ref: KRS.0571.001.R.001.A) and the following mitigation measures detailed within Chapter 8.6 of the FRA:

- Properties should be located above the back of the footway of the adjacent car park by 150mm to enable the full capacity of any secondary flood conveyance to be utilised.

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

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

5. No dwelling shall be first occupied until the drainage works have been completed in accordance with the approved details shown on Drainage Strategy Drg No.17027/100/1 Rev A. 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 and to prevent an undue increase in surface water run-off to reduce the risk of flooding in accordance with policy CDMP2 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

6. No development shall commence until details of how surface water will be managed during each construction phase have been submitted to and approved in writing by the local planning authority. Those details shall include as a minimum measures taken to ensure surface water flows are retained on-site during construction phases and, if surface water flows are to be discharged they are done so at a restricted rate. The development shall be constructed in accordance with the approved details.

Reasons: 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 to ensure compliance with policy CDMP2 of the Wyre Local Plan.

7. 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.

8. Prior to commencement of the development hereby approved, a scheme for the Biodiversity Enhancement Measures, as set out in section 5 of the Ecological Survey And Assessment by ERAP (Consultant Ecologists) Ltd (ref: 2021-240) dated August 2021, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

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

9. 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 that 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.

10. No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include, areas of soft landscaping (including any retained trees, hedgerows and other planting and any replanted or transplanted hedgerows), hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing landscaping to be retained, and shall show how account has been taken of any underground services.

The landscaping works shall be carried out in accordance with the approved details prior to first occupation or first use of any part of the development or otherwise in accordance with a programme agreed in writing by the Local Planning Authority and shall thereafter be retained and maintained.

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

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

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

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

12. Prior to the commencement of development details of the location and appearance of cycle storage area(s) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details, prior to first occupation of any part of the approved development and thereafter maintained and retained.

Reason: In the interests of the appearance of the site and locality, in accordance with policy CDMP3 of the Wyre Local Plan (2011-31). The condition is required to be approved prior to commencement of development to ensure that full details are provided, that have not been forthcoming with the application.

13. Prior to first occupation of the development hereby approved, details of the location, type and charging speed of electric vehicle charging points for all dwellings with parking provision shall be submitted to and approved in writing by the local planning authority 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).

14. Prior to first occupation of any dwelling hereby approved the off-site works shown on Drg No.3433-F02 of highway improvement, namely:-

- provision of the site access to Norcross Lane; and
- provision of the shared footway / cycle lane to the Norcross Lane frontage of the development

shall be carried out, unless an alternative timetable for implementation is submitted to and approved in writing by the Local Planning Authority. The off-site highway works shall be carried out in accordance with any alternative approved timetable for implementation.

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

15. No dwelling hereby approved shall be first occupied until the parking / turning area(s) shown on the approved plan Drg No. M102/PL/05b as relating to that dwelling has been laid out, surfaced and drained. The parking / turning area(s) shall thereafter be retained and maintained and not used for any purpose other than for the parking and manoeuvring of vehicles without express planning consent from the local planning authority first being obtained.

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

16. (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 / for a distance of 10 metres into the site from the highway before any other development takes place within the site.

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

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

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

17. 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).

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

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

19. Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), the garages hereby approved shall be retained solely for the housing of a private motor vehicle, and at no time shall any works be undertaken that would prevent it from being used for that purpose without prior express planning permission from the Local Planning Authority.

Reason: To ensure that the on-site vehicle parking provision is maintained to avoid the standing of traffic on the adjoining highway to the detriment of the safety and free flow of traffic thereon and in the interest of the amenity of the street scene in accordance with Policies CDMP3 and CDMP6 of the Wyre Local Plan (2011-31).

20. No part of the development shall be commenced until details of the refuse storage provision (including location, design and materials of construction) have been submitted to and approved in writing by the Local Planning Authority. The refuse storage area(s) shall be provided in accordance with the approved details prior to first occupation or first use of the development and shall thereafter be maintained and retained.

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). The details are required prior to the commencement of the development because they were not submitted with the application.

21. The approved boundary treatment shall be completed in accordance with Drg No. M102/BT/05a, received 8th February 2022, before the dwelling to which the boundary relates is first occupied. The approved details shall thereafter be maintained and retained.

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

22. The development hereby approved shall be carried out in full accordance with Drg No. M102/PL/05b and Drg No. Whern 1.7 and plots 241, 242, 276, 277, 278, 279, 280, 281, 282, 283, 285, 286, 289, 290, 303, 304, 327, 328 and 329 shall be provided to M4(2) standard of the Building Regulations, and retained and maintained at all times thereafter as accessible and adaptable lifetime homes.

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.

23. Prior to the commencement of the development hereby approved, details of the existing and proposed ground, slab and finished floor levels shall be submitted to and approved in writing by the Local Planning Authority.

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

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

24. Prior to the first occupation of the dwellings listed below of the development hereby approved, the windows specified below shall be:

- i) obscure glazed at a scale of 5 (where 1 is hardly obscured and 5 is totally obscured), and
 - ii) non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.
- First floor window serving the en-suite in the side elevation of House Types Boulsworth 1.7 / Boulsworth Brick Render 1.71 - Plot 321;
 - First floor windows serving landing and bathroom in rear elevation of House Types Bromley 1.7 / Bromley Brick Render 1.7 - Plots 243, 318;
 - First floor window serving landing in side elevation of House Type Sherbourne 1.7 - Plots 219;

- First floor window serving landing in side elevation of House Types Ashdown 1.7 / Ashdown Render 1.71 - Plots 257, 259, 266, 294, 302, 306, 316, 324;
- First floor windows serving landing and en-suite in side elevations of House Type Maidstone 1.7 - Plots 254, 263, 298, 301, 312;
- First floor windows serving landing and bathroom in side elevations of House Type Oakhurst 1.7 - Plots 269, 292, 307, 308, 323;
- First floor windows serving landing and bathroom in side elevations of House Type Welland 1.7 - Plots 245, 246, 250, 260, 264, 270, 271, 272, 273, 275, 291, 305, 325.

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

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

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), the dwellings on Plots 276, 277, 282, 283, 327, 328 shall not be altered or extended, nor shall any building, structure or enclosure be erected within the curtilage of the dwelling(s) without planning permission.

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

26. The area of public open space shall be developed and completed in accordance with the approved sections and levels details shown on Drg No.POS/P4/02 prior to first use of the development hereby approved.

Reason: To ensure that the development has a satisfactory visual impact and the public open space would be practical for all users in accordance with Policies CDMP2 and CDMP3 of the Wyre Local Plan (2011-31).