

**Committee Report****Date: 02.10.2019**

<b>Item Number</b>	<b>02</b>
<b>Application Number</b>	<b>18/00660/FULMAJ</b>
<b>Proposal</b>	<b>Residential development comprising of 60 dwellings with access from Hollins Lane, open space and associated infrastructure</b>
<b>Location</b>	<b>Land East Of Hollins Lane Forton Preston Lancashire</b>
<b>Applicant</b>	<b>M.C.I. Developments Limited And Helen Jane Williams</b>
<b>Correspondence Address</b>	<b>c/o M.C.I.Developments Limited Mr William Fulster 15 Beecham Court Wigan WN3 6PR</b>
<b>Recommendation</b>	<b>Permit</b>

**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 forms 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 site which forms the subject of this application relates to 2.47 hectares (6.10 acres) of undulating undeveloped agricultural pasture land located on the eastern side of Hollins Lane in the small rural settlement of Hollins Lane. The site is allocated for residential development within the Wyre Local Plan (Site SA1/13). Geographically the allocated site lies to the east of the A6 (Preston Lancaster Road), south east of the village of Forton and approximately 4.5km to the north of Garstang town centre.

2.1.1 The site is grade 3b (moderate quality) agricultural land. Along the northern, southern and western boundaries are mature and well established Hawthorn hedgerows with an existing gated field access centrally located on the western boundary and also within the north eastern corner of the site adjacent to the railway bridge. Along the site frontage and located within the hedge line are four mature trees comprising of 3 Ash Trees and 1 Oak Tree all of which are covered by Tree Preservation Orders (TPO) (Number 003/2016). Topographically the site levels vary significantly with a general decrease in gradient from west and east to the centre of the site. There is a low valley running from north to the south through the centre of the site. The highest point is generally midway along the southern boundary where the level is approximately 42.87m Above Ordnance Datum (AOD) with the lowest level being within the centre of the site falling to a minimum of 35.48m AOD. There is

a small culverted ordinary watercourse that runs through the site and discharges to an open water course adjacent to Laburnum nurseries approximately 300m to the south of the site. There is also an existing foul water drain which crosses the site and runs parallel with Hollins Lane.

2.1.2 The surrounding area is mixed in character. Hollins Lane is generally characterised as ribbon development which has grown over time with small residential cul de sacs leading off the main highway and recently new constructed properties infilling previous green field sites. Immediately to the east the application site is bound by the West Coast Main Railway Line which runs in a deep cutting below the level site and is flanked by vegetation bunds beyond which is further rolling open landscape. To the north of the site the levels step down along Cleveley Bank Lane which crosses the railway and progresses north east into the open countryside. On the opposite side of Cleveley Bank Lane are residential properties of varying designs and character including 10 newly constructed detached dwellings known as Primrose Villas, opposite which are 3 Grade II listed buildings dating back to the early 17th century. To the south of the site access along Hollins Lane are large detached dwellings with rear gardens stepping out and backing onto the south-west corner of the application site. The nearest property is a 2 storey dwelling known as Conder Mount and is bound by existing large trees and mixed vegetation. Also to the south beyond the site boundary is further open agricultural pasture land.

2.1.3 Hollins Lane is classified as the C447 secondary distributor road with 30mph speed limit fronting the site. It is 5.5-6.0m in width with limited pedestrian footpaths. Approximately 400m to the south of the site Hollins Lane connects to the A6 where there are designated bus stops (service 40 and 41) connecting between Morecambe and Preston. Hollins Lane is also located on part of the National Cycle Route (6). The site is located within Flood Zone 1 and is not affected by any other constraints.

### **3.0 THE PROPOSAL**

3.1 The application seeks full planning permission for the erection of 60 residential dwellings with access from Hollins Lane and associated green infrastructure (GI). This is an amendment to the original submission which was for 73 dwellings. 18 of the 60 dwellings are affordable units (9 shared ownership and 9 affordable rent). The overall housing mix comprises of 24 x 2 bed, 22 x 3 bed and 14 x 4 bed units. This includes semi-detached and detached units and the provision of true and dormer bungalows. The dwellings would be constructed of 2 different facing bricks (Claret and Russet Blend mix) as well as some being Ivory colour render. All would have light grey Grampian roof tiles.

3.2 Four vehicular points of access on to Hollins Lane are proposed. The main site access measures approximately 15m in width where it adjoins the highway and narrows to 10m including a 2m wide pedestrian footpath either side. The main access road leads into the site then splits off to the north and south with a number of small shared surface cul de sacs leading off it. The other 3 points of access on to Hollins Lane are driveways to serve plots 2, 58, 59 and 60 and each measure 3m in width. To the site frontage the majority of the existing hedgerow and all of the TPO trees are to remain. The existing access is to be widened which will result in some hedgerow removal along with 3 further sections to accommodate the driveways. As part of the highway works a new 2m wide pedestrian footway is to run along the full frontage of the site from the corner of Cleveley Bank Lane down to the boundary with neighbouring property 'Conder Mount'.

3.3 Towards the northern part of the site is an area shown for Green Infrastructure which includes a new children's and young people's play area. A new 3m wide pedestrian footpath access is to be provided from the corner of Hollins Lane / Cleveley Bank Lane to the children's play area and rest of the site. Boundary treatments will predominately consist of 1.8 metre high close boarding fencing, though certain plots would have 1.5m and 1.8m high boundary walls. A 1.8m high acoustic boundary fence would line the eastern boundary adjacent to the railway embankment along with planted landscaping.

3.4 The application has been submitted with the following supporting documents:

- Ecological Appraisal
- Planning Statement
- Sustainable Drainage Statement
- Transport Statement (TS)
- Tree Survey and Arboricultural Impact Assessment
- Utilities Statement
- Intrusive Site Investigation Report (Contaminated Land)
- Acoustic Noise Assessment
- Design and Access Statement
- Flood Risk Assessment

#### **4.0 RELEVANT PLANNING HISTORY**

4.1 The site has the following relevant planning history:

4.2 17/00233/OUTMAJ - Outline application for a residential development comprising up to 43 dwellings with new access from Hollins Lane applied for (all other matters reserved) - Approved 23.1.2018

4.3 15/00968/OUT - Outline application for residential development (up to 8 dwellings) with access applied for (all other matters reserved) - Permitted 09.09.2016

#### **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
- SP7 - Infrastructure Provision and Developer Contributions
- SP8 - Health and Well Being
- CDMP1 - Environmental Protection
- CDMP2 - Flood Risk and Surface Water Management

- CDMP3 - Design
- CDMP4 - Environmental Assets
- CDMP5 - Historic Environment
- CDMP6 - Accessibility and Transport
- HP2- Housing Mix
- HP3 - Affordable Housing
- HP9 - Green Infrastructure in New Residential Developments
- SA1 - Residential Development
- SA1/13 - Land East of Hollins Lane

5.1.3 The WLP31 identifies a Local Plan housing requirement of 9,200 dwellings or 460 dwellings per annum. Against this figure, the 5 year land supply including 20% buffer, is calculated as 5.19 years. This reflects the most up-to date housing supply position based on the 31 March 2018 figures. Paragraphs 73(b) and 74 of the NPPF and footnote 38 make it clear that where a local authority has a 'recently adopted plan', it is able to demonstrate a 5 year Housing Land Supply (HLS) for the purposes of the NPPF. Footnote 38 would operate in the present case to maintain the WLP31 status as a 'recently adopted plan' until 31st October 2019. The Inspector's Report into the WLP31 confirms that on adoption the Council will be able to demonstrate a deliverable supply of housing land. This finding is predicated upon the application of a 20% buffer. The effect of the above is that during the period to 31st October 2019 the Council is deemed to be able to demonstrate a deliverable HLS.

## 5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

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

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

- Section 2 - Achieving Sustainable Development
- Section 3 - Plan - Making
- Section 4 - Decision Making
- Section 5 - Delivering a sufficient supply of homes
- Section 6- Building a strong, competitive economy
- Section 8 - Promoting healthy and safe communities
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 - Achieving well designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment

## OTHER MATERIAL CONSIDERATIONS

### 5.3 WYRE SUPPLEMENTARY PLANNING GUIDANCE

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

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

Layouts

5.4 HOLLINS LANE MASTERPLAN

5.4.1 The Hollins Lane Masterplan was approved on 31 July 2019 and represents a significant material planning consideration to this application.

## **6.0 CONSULTATION RESPONSES**

6.1 FORTON PARISH COUNCIL

6.1.1 First Response - Objection for the following primary reasons:

- Excessive urbanisation of Hollins Lane
- Scale and density of the development is excessive
- The POS and amenity provision fails to comply with policy
- Lack of landscaping and no Green Infrastructure framework
- No adopted Masterplan submitted
- No provision for elderly people and people with mobility issues
- Additional vehicular movements will exacerbate impacts at the junctions
- Lack of pedestrian footpaths
- Flooding - existing drains cannot cope with any further development
- Waste Collection issues along with access for emergency vehicles

6.1.2 Second Response - Objection retained for the following reasons:

- Application fails to set out how it meets the Masterplan
- Scale and form of development fails to provide organic extension
- Overly dense
- Loss of privacy on existing residential properties
- Drainage concerns in relation to existing surface water drain on site
- Impacts upon pedestrian safety
- Uncertainty how the POS will be managed and maintained

6.2 LANCASHIRE COUNTY COUNCIL (LOCAL HIGHWAY AUTHORITY)

6.2.1 First Response (19/9/2018) to original scheme of 73 dwellings - No objections, advised that the development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. The site access is acceptable. Some improvements recommended regarding sustainable transport links through the site including 3m wide pedestrian cycle link. Any future development of Hollins Lane will need to prove that the existing junction with the A6 has sufficient geometry and sightlines. Whilst S106 monies are not being requested to improve sustainable travel the 2 existing bus stops along the A6 near to the New Holly PH are to be upgraded and a new footpath for the full frontage of the site shall be provided as section 278 works. Amendments are recommended to improve the parking provisions for plot 72 and 73. The internal highway layout is to an adoptable standard under Section 38. A number of conditions are recommended.

6.2.2 Second Response (10/10/2018) to revised layout of 73 dwellings - The revised plans which now show a 3m wide cycle link is supported however some internal amendments requested have not been provided to prevent the need for parking on Hollins Lane.

6.2.3 Third Response (28/8/2019) to revised scheme of 60 dwellings - No objections to latest revised scheme which includes substantial changes to the internal layout with the noticeable differences being the introduction of shared surfaces, speed reduction features and a 3m wide pedestrian/cycle access through the public open space to Cleveley Bank Lane. This is subject to the delivery of the highway mitigation and improvement measures detailed in previous responses which includes upgrading of two bus stops on the A6 Lancaster Road near its junction with Hollins Lane and the provision of new 2.0m wide footway along Hollins Lane spanning the entire frontage of the site. The footway needs to be continuous, therefore, what appears to be a break in the footway between the site access and Plot 2 (at the location of the single tree) would not be accepted. Previous conditions recommended are still relevant.

### 6.3 LANCASHIRE COUNTY COUNCIL (LOCAL EDUCATION AUTHORITY)

6.3.1 The latest assessment from LCC (dated 21st August 2019) confirms that the development proposed (60 dwellings) would generate a contribution of 5 secondary school places equating to £120,925.80 with Garstang Community Academy identified as the school closest to the development that has space to accommodate an expansion. There is no requirement for a contribution towards primary school provision as there is currently capacity at Forton Primary school for this proposal.

### 6.4 LANCASHIRE COUNTY COUNCIL (LEAD LOCAL FLOOD AUTHORITY)

6.5.1 No objections subject to conditions

### 6.5 GREATER MANCHESTER ECOLOGY UNIT (GMEU)

6.5.1 The scheme would benefit from a Landscape Plan which should preferably include a planted buffer between the garden fences and railway embankment which would serve as a noise and pollution barrier as well as a landscape and habitat feature.

### 6.6 HIGHWAYS ENGLAND

6.6.1 No objections

### 6.7 HEALTH AND SAFETY EXECUTIVE (HSE)

6.7.1 The application site does not cross any consultation zones or lie within the consultation distance of a major hazard site or major accident hazard pipeline.

### 6.8 LANCASHIRE FIRE AND RESCUE SERVICE

6.8.1 Highlight the relevant building regulations and the need to provide adequate turning facilities for fire service vehicles.

### 6.9 UNITED UTILITIES

6.9.1 Require conditions relating to the submission of full surface water drainage details and foul drainage to be drained on separate systems. Would prefer infiltration tests to be carried out prior to determination of the application. Disappointed with the reasons given in the sustainable drainage statement to disregard above ground sustainable drainage features. With respect to foul water query whether it would be possible for the applicant to discharge to a different manhole to avoid the need to pump.

## 6.10 NETWORK RAIL

6.10.1 Network Rail has no objection in principle to the proposal, but set out the requirements which must be met to ensure that the works on site, and as a permanent arrangement, do not impact upon the safe operation and integrity of the railway.

## 6.11 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE)

6.11.1 No objections in principle - Application states that surface water will discharge to local sewer; FRA and surface water plans show discharge to piped watercourse. For clarification no surface water will be permitted to discharge to the local sewer network.

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

6.12.1 No objections, the desk study submitted is considered to be acceptable however a Post Phase 1 condition to cover radon protection and the watching brief condition should be applied.

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

6.13.1 No objections subject to all the acoustic fencing, ventilation and higher spec glazing measures recommended in the noise assessment to be conditioned. A Construction Management Plan should also be conditioned accordingly.

## 6.14 WBC PARKS AND OPEN SPACES MANAGER (TREES)

6.14.1 Latest plans show retention of TPO trees and roadside hedgerow which is welcomed. Request that the Tree Protection Plan is updated to reflect this. It will also need to consider where boundary treatment fencing passes through the root protection areas of the trees and abuts the hedgerow. Having seen the latest Tree Protection Plan this is appropriate providing that Heras type fencing is used as a barrier. The new planting schedule and specification provided within the landscape plan is appropriate.

## 6.15 WBC PARKS AND OPEN SPACES MANAGER (PUBLIC OPEN SPACES/GREEN INFRASTRUCTURE)

6.15.1 No objections - The amount and type of GI provided is acceptable. Suggest that differential mowing or wildflower areas could be introduced. The shape of the playground indicated is very angular, perhaps the surrounding fencing could be made into a circle. There is no indication of safer surfacing under the equipment. Entrance details to the site need to be indicated showing how vehicular access will be restricted. Questions what maintenance will be put in place.

## **7.0 REPRESENTATIONS**

7.1 At the time of compiling this report there has been 24 letters of objections received. The primary reasons for opposition are:

- Development is not pragmatic or appropriate to the area
- New bus stops and footpath underestimate the pressures of the volume of new housing
- Infrastructure developments are physically unconnected
- Increase in traffic will have serious safety implications
- Development of the site will fundamentally change the nature of Hollins Lane
- Overdevelopment in the area
- Pedestrian safety concerns in particular with school children
- Pollution concerns from additional traffic
- Flood risk
- Local School are not big enough
- Impacts upon the existing drainage systems
- Site requires a masterplan
- Increase in what the allocation sets out
- Reduction in Open Green Space which fails to comply with policy
- Culvert runs through the site and regularly floods
- Development fails to match the existing ribbon development
- Development is suited to Urban not Rural locations
- Poor Planting Scheme
- Impacts upon TPOs
- Housing Mix fails to comply with the Local plan
- Development will impact upon emergency vehicles travelling along Hollins lane
- Loss of greenfield
- Inaccuracies in the submitted transport report
- Lack of Employment opportunities in the area
- Congestion increase along the A6
- No Design and Access Statement demonstrating how the development complies with the masterplan
- Affordable houses should be spread out throughout the site
- Lack of pedestrian footpaths
- Impacts upon the AONB

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

8.1 Ongoing correspondence with several meetings and discussions having taken place with the applicant in relation to revisions to the site layout / numbers and progressing the Master Plan. Other matters discussed relates to housing mix, green infrastructure and financial contribution requirements along with revisions to boundary treatments, design and Section 106 progress. The applicant has agreed to an extension of time until 4th October 2019 and to the recommended conditions.

## **9.0 ISSUES**

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

- Principle of Development, Allocation Requirements and Masterplan



- Visual Impact / Impact on the street scene and local landscape and design
- Impact on residential amenity
- Impact on the transport network / highway safety / parking
- Flood risk and drainage
- Ecology, nature conservation and trees
- Other Matters

#### Principle of Development, Allocation Requirements and Masterplan

9.2 Paragraph 47 (Determining Planning Applications) of the NPPF sets out that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The primary development plan for Wyre is the Wyre Local Plan (adopted in February 2019). 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. In this instance the application site is allocated within the Wyre Local Plan for residential development (site allocation SA1/13) with a capacity of 51 dwellings. This capacity figure is based on outline planning consents for the site (listed above in paragraph 4.2). As capacity is expressed as a minimum figure then the provision of additional units on site allocations (in this case 9 additional units are proposed) is acceptable in principle subject to being acceptable against all other relevant planning policy requirements e.g. visual impacts, acceptable spacing and interface distances and highway safety / capacity. Furthermore it would also be in accordance with policy SP1 which seeks to direct new development to within settlement boundaries in line with the settlement hierarchy.

9.3 Policy SP2 of the Adopted Local Plan 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 allocation of this site has deemed it a sustainable location for new development. It is considered to be well related to the existing settlement of Hollins Lane. The proposed children's play area will provide social benefits to the wider community within Hollins Lane and the new pedestrian footpath along the site frontage and nearby bus stop upgrades will also benefit existing residents. This will allow the development to integrate and connect to the existing settlement and existing infrastructure. Therefore the development is considered to satisfy policy SP2.

9.4 The allocation is subject to meeting a number of policy requirements, which include a number of Key Development Considerations (KDC) listed in SA1/13. These are as follows:

1. 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.
2. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space to include formal and informal play and pedestrian and cycle connectivity within and outside the site.
3. The design of the development should provide an 'organic' extension to the village. It should utilise important key vistas into the adjoining open countryside and

provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments.

4. The development should be supported by a drainage strategy for the whole allocation to meet the needs of the development. Residual surface water should drain towards Laburnum nurseries and into Morecambe Bay via the River Cocker.

5. A contribution towards highway improvements along Hollins Lane is likely to be required.

6. The site is not covered by any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows and trees. Mitigation measures for habitat loss should be met in the local area.

7. The site lies adjacent to the West Coast Main Line which sits in a cutting forming the eastern boundary of the site. Regard should be had to the asset protection requirements of Network Rail, including the need for a Risk Assessment and Method Statement (RAMS) once any proposal has entered the development and construction phase for all works to be undertaken within 10m of the operational railway.

8. A number of trees are located within the boundary hedgerows are the subject of a Tree Preservation Order (reference 003/2016), these should be taken into account in preparing/submitting a planning application.

#### Hollins Lane Masterplan

9.5 In terms of compliance with KDC 1 listed above, during the application process the applicant has prepared and submitted a Masterplan which has been through the Council's internal approval process including the Planning Policy Working Group. The Masterplan was formally approved on 31st July 2019. The Masterplan has established a series of parameters and design principles based on analysis of site constraints and opportunities that should inform planning decisions on this site.

9.6 The Masterplan sets out that the site constraints and opportunities include views into and out of the site, existing trees and vegetation, flood risk and drainage, the sites rolling topography, the West coast Main Line, ecology, site access and residential interfaces with existing properties. These matters are addressed later in this assessment under the relevant sub-headings. The approved Masterplan is a significant material planning consideration in the determination of this application.

9.7 KDC 2-8 listed above are also policy requirements which are addressed under the relevant sub headings below.

#### Visual Impact / Impact on the street scene and local landscape and design

9.8 Policy CDMP3 of the Local Plan requires new development to be of a high standard of design. Innovative design appropriate to the local context will be supported where it is demonstrated an understanding of the wider context and make a positive contribution to the local area. Within the policy a number of criteria are set out this includes Criteria A which states that all development must be designed to respect or enhance the character of the area. Criteria 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. Specifically for this site KDC 3 sets out that the design of the development should provide an organic extension to the village and should utilise important key vistas into the adjoining open countryside and provide a rural transition between the development and the countryside. This is dealt with in further detail in the approved Masterplan. Section 12 of the NPPF also requires and highlights the importance of providing high quality design along with the importance of protecting the natural environment (Section 15).

9.9 Introducing residential development (or any other modest forms of development) into an undeveloped greenspace/ landscape will inevitably result in additional visual transformation. As alluded to by local residents the pattern of development along Hollins Lane is generally that of uniform ribbon development with linked sporadic cul-de-sacs along the western side. The sites allocation does wrap around the existing dwellings to the west and drop down, pushing the build form towards the railway to the east. In the wider context whilst this does distort the linear pattern it also creates a small built hub which integrates with the junction of Cleverley Bank Lane and creates a small rural expansion. Originally the application proposal was for 73 dwellings. This resulted in an overly dense layout with limited visual breaks between units as seen from outside the site, lack of landscaping, insufficient areas of Green Infrastructure and unacceptable spacing and interface distances.

9.10 Using the Hollins Lane Masterplan as the starting point for setting out the parameters of the development, the latest revision scheme for 60 units has increased the areas of Green Infrastructure and spacing throughout the site and between properties. Revisions have been made to the housing mix to introduce bungalows and smaller units which also reduces the overall bulk and scale of the development when viewed from outside the site and against the existing built form. In terms of layout the latest revised plans now satisfy the parameters and design principles set out within the Masterplan including the location of access, the area/location and quantity of Green Infrastructure and also allow for views into and out of the site by omitting a Linear form of development running along the rear of the site. Each of the dwellings have rear gardens of 10.5m in depth and 2 parking spaces per dwelling either to the front or side/rear of the properties. Boundary treatments comprise of 1.8m high close boarded timber panel fences to dividing plots and also along each of the site boundaries. On a number of corner plots (namely Plots 1, 58, 6, 7, 19, 20 and 27) a 1.8m high red brick screen wall is proposed. These boundary treatments are considered to be acceptable and provide a variation in the street scene as well as providing sufficient privacy screens where necessary. A 1.8 close boarded timber panel fence is proposed adjacent to the railway along the eastern boundary this will also act as an acoustic barrier adjacent to a new planted buffer in accordance with the mitigation requirements set out In the Acoustic Noise Assessment. To the site frontage the existing hedgerow will largely remain in situ with a new 1m high steel fence finished in black in part. This will allow views into the site and also provide a softer edge to the development.

9.11 At present the levels and gradients throughout the site vary significantly with a general decrease in gradient from west and east to the centre of the site. There is a low valley running from north to the south through the centre of the site. The highest point is generally midway along the southern boundary where the level is approximately 42.87m AOD with the lowest level within the site falling to a minimum of 35.48m AOD and is within the centre of the site. The development of the site will require engineering works to increase and raise levels to accommodate the access road and infrastructure and also to accommodate drainage and to ensure the

children's amenity area is suitable and fit for purpose. The applicant has provided proposed street scenes and sections through the site to demonstrate the changes in levels. Based on the plans submitted it is proposed to increase the levels primarily towards the centre of the site by approx. 2m with the Finished Floor Levels (FFL) along the southern and western areas of the site generally remaining similar to the existing ground levels. The location of the children's play area is to be remodelled and the levels increased to allow for a usable path through to the corner of Cleveley Bank Lane and Hollins Lane and access road and also to make the FFL of the children's play equipment level and accessible (at 40m AOD). A section of the children's play area has been provided to demonstrate the required change in levels. Whilst engineering works (cut and filling of the existing levels) is required it is considered that this will not have an unduly adverse impact upon the character and visual amenity of the area. The level changes in relation to the existing dwellings is assessed later on in the report and how this will relate to existing properties.

9.12 The application has been submitted with full soft landscaping details. It has been shown that the existing mature hedgerow is to be fully retained with the exception of a couple of small sections along Hollins Lane to accommodate the main access widening and the access drives to Plots 2, 58, 59 and 60. The existing TPO trees are also to be retained. A substantial amount of new planting and green areas are shown to be provided throughout the site which does help to provide a semi-rural character and organic expansion and transition into the countryside area. The Council's Tree Officer and Parks and Open Spaces Officer are satisfied with the amount of vegetation being provided and retained as part of the proposal. Full details of hard landscaping is to be conditioned as details of driveways, paths, play area etc. have not been submitted with the application.

9.13 Turning to design, Hollins Lane is currently made up of a mixture of house types and designs of varying scales and materials. This is set out and demonstrated within the Hollins Lane Masterplan. The proposed house types are predominantly 2 storey units of approx. 8m in height along with a number of true and dormer bungalows. The design of the proposed units also varies which provides sufficient variety including subservient ridge heights with set downs above the garages at first floor. This is seen to break up the bulk and massing of the units to an acceptable level. The application has been accompanied by a materials plan which shows an even mix and distribution of materials. The dwellings are to be constructed using 3 different material palettes including red facing bricks and ivory render. The agent was requested to amend the design and materials to the frontage properties along Hollins Lane to provide more character and visual interest. The submitted street scene plan shows these properties are to have a mix of materials including plots 11, 15, 8 and 60 to comprise of red brick at ground floor and render at first floor with decorative band course in-between. These properties are very similar in character and appearance to the recently constructed properties which front Hollins Lane to the north (Primrose Villas). A light grey roof tile is also proposed. The frontage dwellings are also set back from Hollins Lane to allow a continuation of the existing pattern of development. The overall design, scale and character of the house types proposed are considered to be acceptable and in keeping with the current style and appearance of the existing properties within the immediate locality. Having assessed the application against the Masterplan Framework and the Design Drivers and Layout Principles set out within it is considered that the submitted plans are in accordance and would follow the contents of Hollins Lane Masterplan which in turn satisfies the requirements of the KDC in the site allocation set out within the Local Plan. Furthermore the design of the dwellings and the spacing and layouts demonstrated would comply with Policy CDMP3 of the Local Plan and also SPG4.

## Impact on Residential Amenity

9.14 The impact upon the existing neighbouring properties and the impact on the amenity of the proposed dwellings within the site has been fully assessed in conjunction and in line with Policy CDMP3 of the Local Plan and also the interface distances stipulated within SPG4. To the east of the site is the railway line beyond which is open countryside. To the south of the site is also agricultural grazing land. The impacts arising from the development in relation to the existing dwellings in particular loss of privacy, overlooking, overbearing impacts and loss of light is set out below for each of the properties which lie adjacent to or in the immediate vicinity of the proposed development.

### Conder Mount, Ashdell, The Burrow, Nannaby, Old Broadgate

9.15 The above properties are located to the south/south west of the application site boundary with the rear gardens backing on to the site. Conder Mount also sides on to the site boundary which is made up of mature trees and vegetation. At present the rear boundaries of these properties comprises of a mixture of broken lengths of mature hedgerow and timber/post and wire fencing. In the vicinity of the site where the dwellings back on the land levels vary significantly. At present to the rear of Conder mount at the boundary the levels are approximately 38m AOD this then drops off to the rear of Old Broad Gate to 35m AOD. With the exception of Conder Mount the rear gardens of the other properties are modest in length at approximately 46m. Conder Mount has a rear garden depth of approximately 7m. Following a joint site visit with the applicant plots 44, 45, 46 and 47 have been amended to change the house types from 2 storey dwellings to semi-detached bungalows, this is to overcome the impacts arising from the bulk and massing along with the variation in levels. The FFL of the bungalows will be approx. 37m AOD which will ensure the new units are below the height of Conder Mount and will not be overbearing. In terms of interface distances Plots 44-47 have a rear garden depth of 12m this results in a rear to rear interface distance of 25m from Conder Mount which exceeds the stipulated 21m set out in SPG4. Following the revisions made and given the interface distances involved it is not considered that the plots which side/back on to the above dwellings will have any significant adverse detrimental impacts in terms of overlooking, loss of privacy or overbearing impacts. Conditions will be necessary to ensure the units which side on to the rear gardens have obscure glazing in any first floor windows. The new 1.8m high timber panel fence boundary treatment will provide sufficient screening to the rear gardens and prevent any overlooking at ground floor level.

### Dwellings located on the western side of Hollins Lane (Haiglands, Sunny Lea, Mabil, Lynwood, Belvedere and Dunroamin)

9.16 The above units are located along the western side of Hollins Lane opposite the proposed accesses and are set back from the highway by approximately 20m on slightly higher ground to that of the application site. Whilst these dwellings will front the new properties along the western boundary there is a significant interface distance of approximately 50m. These properties will not be adversely impacted upon by the proposed development.

### Maycroft

9.17 Maycroft is located opposite the site to the north and occupies a prominent corner position against Cleverley Bank Lane and Hollins Lane. The new dwellings will be sited a substantial distance away from this property as the proposed children's play area and Green infrastructure is to be sited towards the northern boundary. No

unacceptable noise and disturbance would result from the scale and siting of this play area. Furthermore the existing mature hedgerow and the large Oak Tree is to be fully retained along the boundary which provide a high level of screening.

9.18 The Hollins Lane Masterplan sets out how the development would integrate with the settlement and the proximity to neighbouring properties. Based on the above assessment it is concluded that the proposal would satisfy Policy CDMP3 of the Local Plan and the spacing guidance set out within SPG4 both in relation to the existing dwellings but also in relation to each of the new plots and the layout within the application site itself site. The original submission for 73 units did have an unacceptable impact. The revised Layout and reduction in units is seen to be acceptable and would follow the key design drivers set out within the Masterplan.

#### Impact on the Transport Network / Highway Safety /Parking

9.19 Policy CDMP6 (Accessibility and Transport) of the Local Plan seeks to ensure that development does not have an adverse impact on the existing highway network. KDC 5 of Site Allocation SA1/13 also requires the development of this site to contribute towards highway improvements along Hollins Lane.

9.20 Concerns have been raised by residents and the Parish Council in relation to the proposed impacts the development would have on highway capacity and highways safety in particular in the vicinity of the site but also at the junction with Hollins Lane and the A6 Preston Lancaster Road. Lancashire County Council Highways and Highways England have raised no objection to the proposal to both the original scheme for 73 dwellings and the revised proposal for 60 properties. The Hollins Lane Masterplan sets out how the development of the site would interact with the surrounding network and the constraints involved including speed limits, distances to services and public transport, and pedestrian footpaths. The application itself includes more technical details within the submitted Transport Statement (TS) which has been assessed by LCC Highways. LCC Highways have advised that the proposed development would not have a severe impact on highway capacity in the immediate vicinity of the site and the residual cumulative impacts are not severe. LCC Highways have advised that although the proposal exceeds the minimum capacity set out in the site allocation and the extant outline planning permissions (51 dwellings) and it is acknowledged there would be a significant amount of additional vehicular movements along Hollins Lane, the submitted traffic survey has demonstrated that this increase in traffic on the network would be acceptable from a highway capacity and safety point of view.

9.21 The proposal includes a new 2m wide footpath along the sites frontage which then wraps around towards the north at the corner of Cleverley Bank Lane. It has been confirmed by the applicant and evidenced on site that this footpath can be delivered without impacting upon the existing hedgerow which is to be fully retained in accordance with the plans submitted. The delivery of the pedestrian footpath and other highway improvement works including upgraded bus stops on the A6 near the junction with Hollins Lane is to be conditioned and would satisfy KDC 5 of the site allocation. Internally the proposed layout is considered acceptable, LCC Highways have advised that it would be suitable for adoption and that it provides sufficient parking provision throughout. One amendment that was requested was that an internal 3m wide pedestrian/cycle link is provided from the corner of Hollins Lane / Cleveley Bank Lane into the site. This has now been shown and also provides a pedestrian connection to the children's play area. A number of conditions have been recommended which includes the retention and protection of visibility splays at the site access and the delivery of the off-site highway works which are agreed.

9.22 At least two off road parking spaces would be provided for each property. Whilst the Council's parking standards set out in Appendix B of the Local Plan require 3 spaces for 4+ bedroom units, this can be relaxed in sustainable locations. The parking generally provides one space to the side/rear. In some instance double frontage parking has been proposed although this is not an overly dominant feature in the street scene. An electronic vehicle charging (EVC) point plan has been submitted showing some dwellings provided with provision for EVC sockets. Policy CDMP6 of the Local Plan requires these to be provided for all units unless demonstrated to be impractical. It is unclear why the applicant considers it to be impractical to provide these for those units shown as not having one and so this is to be conditioned accordingly. Subject to conditions it is considered that the proposal satisfies Policy CDMP6 of the Local Plan and SPG4.

#### Flood Risk and Drainage

9.23 The application site is located within Flood Zone 1 which is defined as having a low probability of flooding. A site specific Flood Risk Assessment (FRA) has been submitted with the application which has been assessed by United Utilities, the Council's Drainage Engineer and the Lead Local Flood Authority (LLFA). There is no statutory requirement to consult the Environment Agency on the proposal and there is no requirement for the applicant to demonstrate compliance with the sequential or exceptions tests. KDC 4 of the sites allocation requires a drainage strategy to be submitted with the application setting out that residual surface water should drain towards Laburnum Nurseries and into Morecambe Bay via the River Cocker. In conjunction with the submitted FRA a Sustainable Drainage Strategy has been submitted. In this instance the submitted plans and drainage details set out within the FRA demonstrate that surface water from the site will be discharged via onsite attenuation and into the existing surface water drain (at a restricted discharge rate) which runs through the site and discharges to the water course at Laburnum nurseries. Foul drainage is proposed to be connected to the existing mains which crosses the site along the western boundary.

9.24 Concerns raised by residents in relation to increased flooding and the impacts upon the existing system has been considered. The LLFA and the Council's Drainage Engineer have raised no objections to the proposal. Whilst United Utilities have raised queries in relation to the sustainable drainage strategy submitted, it is not common practice for infiltration results to be provided up front with an application and in any event it is accepted that this is impractical for a significant extent of the Borough due to ground conditions. On the basis that a technical solution to drainage has been demonstrated and accepted then there is no reason to delay the granting of planning permission subject to conditions requiring the submission of full drainage details which satisfy the SUDS Hierarchy. Concerns have been raised as to the age and quality of the exiting surface water drain which runs through the site. This was investigated as part of the previously consented scheme on the site to ensure that this would be a feasible option including a camera survey. As such and subject to the imposition of the recommended conditions, no unacceptable drainage issues are anticipated and the development is considered to satisfy the policies of the Local Plan, KDC 4 of the site allocation and the drainage considerations in the Master Plan.

#### Ecology, nature conservation and trees

9.25 The application site is not within a sensitive designation and is not considered as high quality landscape or ecological value. The application has been accompanied by an Ecological Appraisal which has been assessed by Greater

Manchester Ecological Unit. GMEU requested that the landscape buffer previously demonstrated on plan along the eastern boundary adjacent to the railway under application 17/00233/OUTMAJ was reinstated as it was absent on the initial submission. This landscape buffer is shown on the Landscape and Green Infrastructure framework within the approved Master Plan to provide a wildlife corridor and help soften the appearance of the development from views east of the site. It is also now included within the revised scheme and shown on the landscaping plans, comprising of mixed species hedgerows. There are no ecological issues subject to conditions.

9.26 As previously highlighted the application seeks to retain and protect the existing trees and hedgerows along the northern, southern and western boundaries. The Council's Tree Officer has advised that the landscaping proposed is considered to be acceptable subject to amendments showing the proximity of boundary treatments to the frontage hedgerow and also details of tree protection being provided. The existing TPO trees are to be fully retained and the landscaping details submitted and provided are to be conditioned accordingly.

#### Other Matters

#### Contamination

9.27 The Council's Environmental Protection Team has assessed the submitted Site investigation report which has accompanied the application. Based on the information submitted it is considered that only basic Radon protection is required and the details of protection that have been submitted is acceptable. A watching brief/verification report should be conditioned to verify that successful installation of the measures set out in the report have been installed. Based on the information submitted no unacceptable impacts on human health or the environment arising from land contamination are anticipated.

#### Housing Mix & Green Infrastructure (GI)

9.28 Policy HP2 of the Local Plan requires new housing developments to widen the choice of housing types available in Wyre by providing a mix of house types and sizes in line with the latest evidence of need as set out in the Strategic Housing Market Assessment (SHMA) which in this case is the May 2018 Addendum 3 Supplementary Note setting out a need for 38% 1 and 2 beds, 43% 3 beds and 18% 4+ bed units. Out of the 60 units proposed, 24 (40%) are 2 beds, 22 (37%) are 3 beds and 14 (23%) are 4+ beds. This proposed mix is in general accordance with the SHMA and is skewed towards smaller units which is supported by the housing need evidence. Also within Policy HP2 it sets out that to help meet the needs of an aging population and people with restricted mobility at least 20% of dwellings should be of a design suitable or adaptable for older people and people with restricted mobility. In this instance the development of 60 dwellings should provide 12 suitable or adaptable units. Out of the 60 properties, 8 are bungalows which would comply however 4 further units should also be evidenced to comply. As such it is considered that a condition is necessary to require this information be submitted and subsequently provided.

9.29 Policy HP9 of the Local Plan requires development which results in a net gain of 11 units or more to make appropriate provision of green infrastructure (GI) on site. Based on the proposed housing mix this development should provide 0.53ha of GI which is identical to that set out in the Master Plan which includes a Green Infrastructure Plan. The revised plan demonstrates 0.53ha is provided which



comprises of Amenity Greenspace, Natural and Semi-Natural green space and Children's Play Area in the form of a Locally Equipped Play Area (LEAP). The LEAP is to be provided in the north of the site and its siting and provision of a new pedestrian access at the corner of Hollins Lane / Cleverly Bank Lane would make it useable and accessible for existing residents. The Councils Parks and Open Spaces Officer is satisfied with the type and amount of GI being proposed. Concerns had been raised by officers as to the usability of the area where the children's LEAP is to be sited due to the variations in levels. The applicant has provided a section of this area which demonstrates that some cut and fill engineering works will be required to allow for a level surface and area. Visually the level changes are considered to be acceptable. The Parks and Open Spaces Officer has requested details of how the LEAP will be securely enclosed and managed and maintained. Whilst some details and specification has been submitted this is identified as being illustrative only on the plans submitted and as such this can be conditioned accordingly. The future management and maintenance and timing/delivery of the GI as a whole (not just the children's play area) is to be secured within a Section 106 Legal Agreement.

#### Affordable Housing

9.30 In accordance with Policy HP3 of the Local Plan the proposed development is required to provide 18 on site affordable units (30%). 18 units are proposed in a cluster towards the west of the site. The Council's Affordable Housing Officer has advised that the proposed 50/50 split of rented and shared ownership units is acceptable and the house types would be appropriate. The grouping of the affordable properties was queried and this has also been raised as a concern within the neighbour notification responses. Whilst it would be preferable for them to be more dispersed they do feature within different street scenes and sit opposite market houses and so on balance they are still considered to be sufficiently integrated into the wider development. The affordable housing proposed is considered to comply with Policy HP3 of the Local Plan and would be secured by a section 106 legal agreement.

#### Education Contributions

9.31 Lancashire County Council Education have been consulted on the application (updated assessment provided 21/8/2019). LCC confirm they will not be seeking a contribution towards Primary School places however they are seeking a financial contribution towards 5 secondary school places at Garstang Community Academy. This is calculated at £120,925.80. LCC also confirm that whilst there are other developments that are making a contribution to this secondary school, the new s106 regulations which came into effect on 01.09.2019 have the effect of removing the maximum of 5 pooling restrictions making it possible for them to name this school. The applicant has agreed to provide this requirement by reason of Section 106 Legal Agreement.

#### Noise/Railway

9.32 To the east is the West coast railway line which sits in a deep cutting well below ground level of the site. The Noise Assessment submitted concludes that mitigation measures including acoustic glazing and a 1.8m high acoustic timber panel fence shall be provided. This fence is proposed adjacent to the boundary to reduce noise impacts into the rear gardens as shown on the latest boundary treatment plan. The Council's Environmental Protection Officer has confirmed that based on the latest site layout and subject to the mitigation measures being provided prior to first occupation of the dwellings then it is not anticipated there will be a significant or

adverse impacts upon the amenity of the occupants of the development. An appropriately worded noise condition is to be attached.

9.33 Network Rail were consulted due to the close proximity of the site to the main railway line. In order to protect this asset they acknowledge the need for a Risk Assessment and Method Statement together with a Basic Asset Protection Agreement. This is required to be submitted directly to Network Rail and can be added as an informative. Details of drainage in proximity to the railway line can be considered at discharge of condition stage. The development is considered to satisfy KDC 7 of the site allocation policy relating to asset protection on this site.

## Heritage

9.34 In terms of the impacts upon Heritage there is a terrace of Grade II listed buildings (8, 9 and 10 Hollins Lane) located approx. 100m to the north of the site. These properties front Hollins Lane at a point where the road gently curves toward the north. Given the presence of intervening properties and the curve of the road, it is considered that there is no visual connection between the site and the listed buildings. As such, the effect of the development is judged to have no change on the setting, character or heritage value of these listed buildings.

## **10.0 CONCLUSION**

10.1 In light of the assessment set out above the revised scheme is considered to comply with the policy requirements / key development considerations of site allocation policy SA1/1) and also satisfies the objectives and parameters demonstrated within the approved Hollins Lane Masterplan. The reduction from 73 dwellings to 60 has significantly improved the sites layout and now provides an appropriate housing mix and Green Infrastructure to enable the development to integrate with the settlement in an organic and sensitive way. The proposed development provides significant benefits including the delivery of a wide choice of affordable and open market housing, a new pedestrian footway, upgraded bus stops and children's play area (LEAP). Subject to conditions and the signing of a Section 106 Legal Agreement the proposal would comply with the policies of the Wyre Local Plan, SPG4, the approved Hollins Lane Master Plan and the National Planning Policy Framework.

## **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 subject to a section 106 legal agreement to secure an appropriate financial contribution towards secondary education provision and the delivery and future management and maintenance of Green Infrastructure and on site Affordable Housing. Authorise the Head of Planning Services to issue planning permission upon 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 11/7/2018 including the following plans/documents:

- Proposed site Layout Rev U
- Street Scene Elevations Rev D
- Boundary Treatments Plan Rev F
- Boundary Treatments Rev B
- Site Location Plan
- 2b3p Bungalow 61
- 2b4p House Type 70 Rev A
- 2b4p Aspect House Type 77 Rev A
- 3b4p Aspect House Type 84
- 3b5p Aspect House Type 85 Rev A
- 3b5p Dormer Bungalow 100
- 4b6p Aspect House Type 102
- 4b6p Type E 121 Rev B
- 4b6p Type F 119 Rev D
- Materials Distribution Plan Rev E
- Slab Levels A2 Rev A
- Section Through POS Area Rev A
- MCI.TS.95 Hollins Lane Forton Topo Survey
- Landscaping Proposal 1 of 3 Drawing Number 5896.01 Rev A
- Landscaping Proposal 2 of 3 Drawing Number 5896.02 Rev A
- Landscaping Proposal 3 of 3 Drawing Number 5896.03 Rev A

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

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

3. Prior to the commencement of development 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.

4. 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 outlined in Policy CDMP2 of the Wyre Local Plan 2011-31.

The scheme details shall include, as a minimum:

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

b) Demonstration that the surface water run-off would not exceed the pre-development greenfield runoff rate;

c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);

d) Flood water exceedance routes, both on and off site;

e) A timetable for implementation, including phasing as applicable;

- f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable.

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

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

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

5. Prior to the commencement of development a scheme for the construction of the site access and the off-site works of highway improvement [namely, upgrading two bus stops on the northbound and southbound side of the A6 near to the New Holly Hotel to quality bus stop standards and providing a 2m wide footpath fronting Hollins Lane along the site frontage], including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The site access and off-site works of highway improvement shall be constructed and completed in accordance with the approved scheme details.

Reason: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable before work commences on site in accordance with Policy CDMP6 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.

6. The visibility splays identified as that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed access from the continuation of the nearer edge of the carriageway of Hollins Lane to a point measured 51m in both directions shall be provided prior to first occupation of any dwelling and shall not at any time thereafter be obstructed by any building, wall, fence, hedge, tree, shrub or other device exceeding a height not greater than 1 metre above the crown level of the adjacent highway.

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

7. No development shall be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the Local Planning Authority. The estate street phasing and completion plan shall set out the development phases and the standards to which estate streets serving each phase of the development will be completed.

Reason: - To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

8. No dwelling hereby approved shall be first occupied or brought into use until the parking / turning area(s) which serves that particular dwelling as shown on the approved plan (Proposed site Plan Drawing Number Rev U) have been laid out, surfaced to at least base level and drained. The parking / turning area(s) shall not thereafter be used for any purpose other than for the parking and manoeuvring of vehicles.

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

9. 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 development takes place within the site.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

10. 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).

11. 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 garage(s) 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.

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 and in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999) and the National Planning Policy Framework.

12. No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets and other non-highway related combined footways/ cycleway within the development, including details of a private management and Maintenance Company to be established if applicable, have been submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980.

Reason: To ensure that all highways will be delivered to adoptable standards, to ensure that highways safety is not compromised and to ensure that all highways footways and cycleway will be maintained by either LCC as Local Highway Authority or by a site management company in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

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

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

14. The Soft landscaping works shall be carried out in accordance with the approved details [Drawing Numbers 5896.01 Rev A, 5896.02 Rev A, 5896.03 Rev A) 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 5 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.

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.

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.

15. No development shall take place until full details of hard landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include, areas of hard surfaced areas and materials (i.e. driveways, paths, structures, furniture, play equipment, benches lighting etc.).

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.

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 and for the purpose of safety and effective use of public areas.

16. The ground, slab and finished floor levels shall be constructed and completed in accordance with the approved details (as shown on plan drawing number Slab Levels A2 Rev A & Hollins Lane Street Scene Elevations Rev D)

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).



17. Prior to first occupation of the development hereby approved, the noise mitigation measures set out in the supporting Noise Assessment submitted with the application (by Sound Advice, dated 13/01/17 (ref GAA Hollins Lane) as supplemented by the Echo Acoustics Technical Memorandum dated 5th July 2018 shall be implemented (namely the acoustic boundary fence along the eastern boundary and acoustic window glazing). The approved noise mitigation measures shall thereafter be retained and maintained.

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

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

The tree protection shall be carried out in accordance with the approved details prior to any development commencing and shall remain in place during construction

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. The details are required to be approved prior to commencement of development to ensure timely tree protection measures are in place.

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

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

20. Notwithstanding the Charging Plan submitted with the application, 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). The Car Charging Plan submitted with the application fails to provide a EVCP for each dwelling or

demonstrate why it is not practical to provide one for those dwellings shown as not having one.

21. The approved boundary treatment (Boundary Treatments Rev B & Materials Layout Drawing Number 18028\_02 Revision B and Boundary Treatment details Rev F) that relate to the relevant dwellings shall be completed before those dwelling(s) are first occupied. The approved details shall thereafter be maintained and retained in accordance with the approved details.

Reason: In the interests of the appearance of the locality and the residential amenity of occupants / neighbours and in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999).

22. The development shall be carried out strictly using those materials specified on the approved plan (Materials Distribution Plan Rev E) 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 (2011-31).

23. 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.

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

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

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

Reason: To safeguard the appearance of open plan development and in accordance with Policy CDMP3 of the Adopted Wyre Borough Local Plan.

**Notes: -**

1. The applicant should be aware that the decision is subject to a separate legal agreement.

2. This grant of planning permission will require an appropriate legal agreement to be entered into with Lancashire County Council as the Local Highway

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

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

A Party Wall notification (under the Party Wall Act of 1996) should be submitted to Network Rail's Asset Protection team for any works 3 metres or less from the Network Rail boundary (not the railway tracks) and structures. Embankments and cuttings are considered structures by Network Rail. Plans and sections showing the location and depth of the proposed excavations and foundations and the location of the proposed third party building or structure should be included with the notice.