

**Committee Report****Date: 06.11.2019**

<b>Item Number</b>	<b>02</b>
<b>Application Number</b>	<b>19/00167/FULMAJ</b>
<b>Proposal</b>	<b>Erection of 45 dwellings (net increase of 36 plots over and above the outline planning permission and subsequent reserved matters and 9 plot substitutions (1, 2, 44, 49, 68, 152, 153, 164 and 165)) and associated works including electricity sub-station and pumping station</b>
<b>Location</b>	<b>Land At Arthurs Lane Hambleton FY6 9AT</b>
<b>Applicant</b>	<b>Wainhomes (NW) Ltd</b>
<b>Correspondence Address</b>	<b>c/o Maybern Planning &amp; Development FAO Miss Katie Delaney Beehive Lofts Beehive Mill Jersey Street Manchester M4 6JG</b>
<b>Recommendation</b>	<b>Permit</b>

**REPORT OF THE HEAD OF PLANNING SERVICES****CASE OFFICER - Miss Lucy Embery****1.0 INTRODUCTION**

1.1 This application is before the Planning Committee for consideration at the request of Councillor Robinson. Furthermore the development of this site, which forms part of an allocated site in the Wyre Local Plan, is of strategic importance. Members will have the benefit of a site visit in advance of the public meeting because the nature of the area cannot be adequately conveyed through photographs.

**2.0 SITE DESCRIPTION AND LOCATION**

2.1 The application site is an existing 10.78 hectare greenfield site located on the east side of Arthurs Lane, Hambleton. The site is allocated for housing in the Adopted Wyre Borough Local Plan 2011-2031 as site SA1/10.

2.2 The site was granted outline planning permission for a residential development of up to 165 no. dwellings with associated access from Arthurs Lane (ref: 16/00217/OULMAJ). The access (with two access roads) into the site off Arthurs Lane was approved by the outline permission. The site also benefits from reserved matters approval relating to the appearance, landscaping, layout and scale of 165 dwellings (ref: 18/00395/RELMAJ).

**3.0 THE PROPOSAL**

3.1 This application seeks full planning permission for the erection of 45no. dwellings on the site, 9no. of the dwellings represent plot substitutions to 9 of the

dwellings previously approved by reserved matters consent 18/00395/RELMAJ. 36no. additional plots are proposed on the site beyond the previous permissions granted.

3.2 As originally submitted the application proposed the erection of 49no. dwellings with 40 additional plots and 9 plot substitutions, however through amendments the number of additional units proposed has been reduced to 36.

3.3 The proposed 36 no. additional plots are scattered across the site, around the dwellings originally approved by the reserved matters consent for 165 dwellings. The additional plots would be in the following locations:

- Main grouping of 18 no. additional plots on the northern extent of the site, shown on the submitted plans as plots 172-189.
- Grouping of 12 no. additional plots on the north western portion of the site adjacent to the existing access track and public right of way outside the site, shown as plots 190-201 on the submitted plans.
- 2 no. additional plots would be to the south of the southernmost access road into the site (plots 166 and 167) meaning that the previously approved plots 1 and 2 would be shunted further westwards to accommodate them.
- 2 no. additional plots in the south east part of the site (south of the proposed ponds) as plots 168 and 169.
- 2 no. additional plots in the north east part of the site (plots 170 and 171).

3.4 The 9no. plot substitutions which would change the house types and positions previously approved by the reserved matters application would be plots 1 and 2, 152, 153, 164 and 165 which are along the site frontage, plots 44 and 49 on the south eastern part of the site adjacent to the pond, and plot 66 in the north east part of the site adjacent to the open space.

3.5 Through the amendments submitted the application now also proposes an electricity sub-station and associated landscaping on the western side of the site, north of the access roads into the site, and opposite plot 199. A pumping station is also proposed in the north east corner of the site at the head of internal private access road.

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

4.1 19/00349/FUL - Proposed erection of Substation in most southern corner of approved development (Application: 16/00217/OULMAJ). Current application pending consideration following deferment by Members at 3rd July Planning Committee.

4.2 18/01200/REM - Reserved matters application (for matters relating to appearance, landscaping, layout and scale) for the erection of 4 dwellings (plots 152, 153, 164 and 165) and associated works following outline planning permission 16/00217/OULMAJ. Application permitted.

4.3 18/00395/RELMAJ - Reserved matters application (for matters relating to appearance, landscaping, layout and scale) for the erection of 165 dwellings,

landscaping and associated works following outline planning permission 16/00217/OULMAJ. Application permitted.

4.4 16/00217/OULMAJ - Outline application with all matters other than access reserved for a residential development of up to 165 dwellings with access taken from Arthurs Lane. Application Permitted subject to S106 Agreement.

## **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 Treatment
- CDMP3 - Design
- CDMP4 - Environmental Assets
- CDMP5 - Historic Environment
- CDMP6 - Accessibility and Transport
- HP1 - Housing Land Supply
- HP2 - Housing Mix
- HP3 - Affordable Housing
- HP9 - Green Infrastructure in New Residential Developments
- SA1 - Residential Development
- SA1/10 - Land at Arthur's Lane, Hambleton

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.

### **OTHER MATERIAL CONSIDERATIONS**

#### **5.2 NATIONAL PLANNING POLICY FRAMEWORK (NPPF) 2019**

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

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

- Section 2: Achieving sustainable development
- Section 3: Plan - Making, paragraph 20
- Section 4: Decision-making, paragraphs 47-50, and 54-55
- Section 6: Building a Strong, Competitive Economy
- Section 8: Promote healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment
- Section 16: Conserving and enhancing the historic environment

### 5.3 WBC'S SUPPLEMENTARY PLANNING DOCUMENTS/GUIDANCE

- SPG2 - Trees and development
- SPG4 - Spacing Guidance for New Housing Layouts

## 6.0 CONSULTATION RESPONSES

### 6.1 HAMBLETON PARISH COUNCIL

6.1.1 Objects to the application for the following reasons:

- When the original Outline Planning Permission was granted, the Council detailed 26 conditions that must be applied to this development. Many of these conditions had to be completed prior to the commencement of any development. None of these have been addressed by the developer. The Parish Council would like the Council to ensure that these are applied to any proposed development, and that the important conditions 11, 13, 14, 16, 17, 25 and 26 on the outline consent be addressed before any development takes place.
- Arthurs Lane is only narrow and it is impossible to move plant or materials around school time, or any time of day if cars park opposite each other.
- The pavements around the school are very narrow in some parts and there have already been accidents on this road at school times. These issues that must be addressed and the Parish Council should have the opportunity to comment prior to any development. These points also affect surrounding roads including Marsh Lane, Church Lane, and Market Street.
- The proposed extra 40 plots is in excess of the 165 houses on the Local Plan which is therefore in excess of the housing needs.
- Most of the additional extra plots are to be situated on land originally earmarked for either public open space, drainage basins, recreational footpaths,

seating areas and at the expense of proposed tree planting. This contravenes most of the conditions on the outline permission.

- There does not appear to be a proposed drainage plan for this site.
- The drainage report is limited in considering the impact of flooding on the site only and does not reflect anticipated extensions to surrounding, higher risk, flood zone areas due to this development.
- The proposed additional pond near Arthurs Lane could be a health and safety issue and future maintenance could be a problem.
- A further ecological survey should be carried out as the original was conducted in February.
- Hambleton already has problems with transport links, reduced bus service, flooding/drainage problems, oversubscribed schools, doctors and dentists. These extra houses will exacerbate these problems.

The Parish Council has reiterated these points above in their letter of objection following re-consultation.

## 6.2 HIGHWAYS ENGLAND:

### 6.2.1 First response:

No objections, and recommends that conditions should be attached to any planning permission that may be granted.

The site is located at Hambleton, which is accessible from the A585 (T) Shard junction along the A588. Highways England is not of the view that the additional traffic generated by these proposals would, in isolation, generate a traffic impact upon the operation of the A585 that could be considered severe within the context of the governing Department for Transport Policy Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'.

Highways England anticipates a development of this scale would generate in the region of 17 to 18 additional vehicle trips on the A585(T) during the AM and PM weekday peak hour periods, amounting to one additional vehicle using the Shard junction every three minutes, which cannot be considered severe. Highways England therefore has no objection to the proposals.

However in the interests of ensuring the traffic impacts of the development are minimised with the already approved 165 dwellings a condition is recommended requiring a Travel Plan to be agreed and be in place and operational from the point of occupation of the first dwelling.

### 6.2.2 Second response following re-consultation maintains this position.

## 6.3 LANCASHIRE COUNTY COUNCIL (LCC) as LOCAL HIGHWAY AUTHORITY:

6.3.1 No objections subject to the developer entering into a s106 securing £6000 for a Travel Plan and £250,000 for sustainable transport initiatives (to improve bus services), and a number of planning conditions including a S278 agreement for site access works, a construction traffic management plan, and a Travel Plan.

The site is allocated in the Local Plan. During the Local Plan examination LCC recommended a cap on the scale of development served off the A588 corridor due to the constraints on the A585 trunk road that Highways England highlighted. However,

since the adoption of the Local Plan Highways England have identified the A585 Windy Harbour to Skippool improvement scheme.

- Transport Statement

A number of off-site highway improvements have been secured through a planning condition on the outline consent (A588 / Bull Park Lane - highway improvement / safety scheme; Arthurs Lane - traffic calming / pedestrian improvement; Church Lane - pedestrian improvements; Public Transport - £250,000 to improve bus services; Travel Plan - £12,000 for travel planning support).

The developer has produced a Transport Statement (TS). Although the contents of the TS are not entirely accurate or agreed upon, no additional work from the developer is required for LCC to form an opinion on this application. The TA provided with the consented site included capacity analysis at Church Lane / Arthurs Lane and A588 / Marsh Lane which showed that these junctions would operate with significant levels of reserved capacity. The additional traffic from this proposal would not have a significant impact on junction capacity. No capacity improvements were required as a result of the consented development (165 dwellings), and none are required if this development were to come forward in isolation.

- Road Safety

Access to the development site has already been agreed through the consented application. LCC considers that the traffic from this development proposal would impact on highway safety at various locations on the local highway network and mitigation measures are considered necessary. However the mitigation measures from the consented scheme are sufficient to mitigate the impact of the approved scheme and the proposed scheme combined.

However should this proposal come forward before the 165 dwellings already consented, the traffic from this proposal would have an unacceptable impact on highway safety unless mitigation was provided. Mitigation would then be required in the form of traffic calming / pedestrian improvement on Arthur's Lane, and pedestrian improvements on Church Lane (as were required from the consented scheme). It is not considered necessary for this development to provide the safety improvements that the consented development is required to provide on the A588 / Bull Park Lane roundabout.

- Travel Plan

Although the scale of this development is below the normal threshold for a Travel Plan it forms part of a larger site where a Travel Plan is a requirement and as such this proposal requires a suitable planning condition. In the event that this proposal came forward before the consented development then this development should be responsible for commencing the travel planning process for the whole site. As this would require the production of a Framework Travel Plan LCC would expect to see a Travel Plan contribution of £6,000. These monies are not in addition to the £12,000 sought on the consented application.

- Sustainable Travel

LCC considers it appropriate for a developer contribution to be sought due to the scale of the development. The consented development has a requirement, secured

through a s106, to pay £50,000 per annum for 5 years for improvements to public transport services, which LCC considers to be sufficient to cover the public transport needs of this proposal. However, as with other measures and contributions these monies should be secured on this development should this development come forward prior to the consented development. These are not additional monies to those sought on the consented development.

- Internal Layout

The proposed layout is acceptable in general, but the following points should be addressed;-

- Plots 185 - 194 the car parking spaces outside these plot vary in width with those towards the easterly end being shorter than 4.8m (minimum requirement). Unless resolved it will lead to vehicles overhanging the footway to the detriment of pedestrian safety.
- Plot 194 the private footpath behind the car parking bays should be extended into the access way for plots 133-136 to provide greater and safer pedestrian connectivity.
- Plots 153, 154, 164 & 165 advise bollards to prevent use as a through route - as previously raised.

#### 6.4 GREATER MANCHESTER ECOLOGY UNIT (GMEU)

6.4.1 Originally objected to the application on the grounds that the construction of units 168-171 will reduce the amount of terrestrial habitat close to one of the ponds will significantly impede connectivity with the wider landscape to the east, thereby reducing the ecological value of the retained pond. The proposal to increase the number of dwellings on the site will reduce the amount of semi-natural habitat, and landscape connectivity will be detrimentally affected by the additions.

The updated Ecology report states that the additional dwellings provide scope for further bat and bird boxes to be installed at the site, and this should not be taken as a net gain.

6.4.2 Response following re-consultation on amended plans: There are no overall objections to amended plan Rev I. A separate response has also been received advising that the ecological mitigation area for pink footed geese (south of Church Lane) that was required for the previous outline consent for 165 dwellings is required for this proposal.

#### 6.5 NATURAL ENGLAND:

6.5.1 First response received: As submitted, the application could have potential significant effects on The Wyre Estuary Site of Special Scientific Interest (SSSI), Morecambe Bay and Duddon Estuary Special Protection Area (SPA) and the Morecambe Bay Ramsar. Further information, in the form of a Habitats Regulations Assessment (HRA) and Consideration of Recreational Disturbance, is required to determine the significance of these impacts and the scope for mitigation, as without this Natural England may need to object to the proposal.

6.5.2 Second response received following HRA: Following submission of the HRA it is expected mitigation will be in line with the original outline application. Therefore it is recommended that there is:

- Provision of new owner packs
- Assurance that original commuted sum for signage is sufficient to cover the increase in disturbance from increased dwellings
- Confirmation that the additional dwellings do not result in a loss of public open space as detailed in the original permission and whether that was sufficient to accommodate increase of population from additional dwellings

## 6.6 UNITED UTILITIES:

6.6.1 Following review of the submitted Drainage Strategy the proposal is acceptable in principle to United Utilities subject to conditions requiring the development to be carried out in accordance with the submitted foul and surface water drainage strategy, and requiring foul and surface water to be drained on separate systems.

## 6.7 LANCASHIRE COUNTY COUNCIL ARCHAEOLOGY ADVISORY SERVICE (LAAS):

6.7.1 The archaeological condition attached to the original outline consent for 165 dwellings on this site and requiring a written scheme of investigation is also relevant to this full application and should be attached to this application for the same reasons.

## 6.8 LANCASHIRE COUNTY COUNCIL (LCC) as EDUCATION AUTHORITY:

6.8.1 The most up to date response received is summarised as follows:  
Based on current approvals in the area a primary education contribution is not required from this proposal.

Based upon the latest assessment, taking into account all approved applications, a contribution is required of £72,555.48 towards three secondary school places from this development.

## 6.9 LANCASHIRE FIRE AND RESCUE:

6.9.1 Recommends that the development should meet all the requirements of Building Regulations in relation to access and water provision.

## 6.10 WBC PARKS AND OPEN SPACES MANAGER (LANDSCAPE):

6.10.1 Comments that the proposals provide amenity and semi natural infrastructure. A path links much of the site and passes through proposed areas of grass, meadow, tree and shrub planting, and this feature is welcomed and will provide opportunities for residents to enjoy passive and active recreation. The open space at the entrance to the development will also include a pleasant range of fruiting trees and provide a green and attractive approach. The eastern boundary of the site will be softened by the shrub and tree planting and means that the houses and gardens are set further back in the site. Housing near open space is positioned so that it overlooks front the front of the properties, which can help dissuade misuse of the spaces. The existing hedge has to some extent been integrated within the design of the landscape having a path which runs alongside.

6.10.2 The proposals should be looked on favourably as they meet expectations for the provision of green infrastructure in this instance.



6.11 WBC HEAD OF PARKS AND OPEN SPACES MANAGER (TREES):

6.11.1 Confirms that the details provided regarding new tree planting are fully appropriate.

6.11.2 Response following re-consultation: The revised site layout Rev I shows the proposed location of the substation as outside influencing distance of existing trees. It is noted that the fencing would be flanked by hedging, presumably to assist screening. Details of hedgerow in terms of species and schedule for planting would be welcomed.

6.12 WBC's HEAD OF ENGINEERING (DRAINAGE):

6.12.1 No objection in principle subject to conditions requiring full details of surface water drainage, including details of revised on-site attenuation, and that the applicant proves the route from the site to the culvert off Church Lane to ensure flooding of Church Lane does not occur, or provides an alternative connection. The southern drain adjacent to Daytona is not considered suitable for surface water discharge from the site.

6.13 WBC HEAD OF ENVIRONMENTAL HEALTH (CONTAMINATION):

6.13.1 It is recommended that the same conditions attached to the original outline application on this site, which required a Phase 1 desk study, and a site investigation and remediation strategy if the desk study found potential for contamination, and a watching brief, are relevant to this proposal and should be attached.

6.14 WBC HEAD OF ENVIRONMENTAL HEALTH (AMENITY):

6.14.1 Comments that conditions should be attached requiring a construction management plan including hours of work and control of noise and vibration, and dust management, to be submitted and agreed.

## 7.0 REPRESENTATIONS

7.1 Ninety-four letters of objections have been received to the original consultation on this application. This issues raised can be summarised as follows:

### Policy

- National Planning Policy is being ignored.
- The proposal goes beyond the 165 dwellings earmarked in the Council's local plan.

### Planning History

- This application is for 25% more dwellings than were approved at outline planning and reserved matters stages.
- The application should be submitted as a full application for 205 houses because of all the impacts to consider. Therefore the application should be invalidated.
- An increase in dwellings renders reports previously submitted by statutory consultees as null and void. The recommendations of previous reports were based upon a maximum of 165 properties.

- The proposal goes against condition 26 of the outline permission which required no building in public open space adjacent to Arthur's Lane, and therefore also against the policies of the Council's Local Plan.
- Plots 1, 2, 152, 153, 164, 165, 168 -173 inclusive, plots 174-194 inclusive, and plots 196-205 inclusive are located in an area of public open space.
- The previous plans spaced the housing, the green areas, was more sympathetic in design, and the public open space and tree screening protected the neighbours.

#### Character of the village/area

- The development is a threat to the character of Hambleton as it will become a town not a village.
- Hambleton will lose its sense of community.
- If there are more houses they should fit into the rural landscape, not result in urban sprawl.
- Overdevelopment.
- Crime and anti-social behaviour in Hambleton will increase.
- Lack of facilities and utilities
- The infrastructure of the area (roads, school, dentist, and doctor's surgeries, and refuse services) would be unable to cope and is already oversubscribed
- There are no employment opportunities for the new residents, and no creation of additional employment from the development.
- Basic utilities (water and electricity) are already stretched, and there is no reinforcement of utilities proposed.

#### Schools and school places

- There is no information about contributions to the extra school places required, beyond the 165 houses initially agreed.
- Hambleton School is already full and would have to increase in size by 2/3rds to accommodate the children from the development.
- Hambleton School does not have any area to expand.
- St. Aiden's Secondary School is full.

#### Public transport, highway safety and capacity, access

- There is less public transport in Hambleton to support more housing.
- Existing bus services are unreliable and inadequate.
- More traffic on the roads from the site.
- There is no planned road development/ infrastructure around the estate or further afield to neighbouring villages and towns.
- It is not safe for adults and children cycling to work or school along Mains Lane or Shard Lane.
- With more traffic from the development there will be an increased risk of road accidents near the primary school, and this will be dangerous for children.
- The amount of traffic at pick up and drop off times at the school will increase, and there is already congestion there at these times.
- Internal roads will become rat runs.
- Existing roads are too narrow for passage of many vehicles including emergency vehicles, and in a state of disrepair with potholes (including Arthur's Lane and Church Lane).

- Traffic from this development will use Arthurs Lane and Market Street, not Church Lane and Marsh Lane.
- During construction lorries will have to use existing roads not built wide enough for large vehicles or volumes of traffic.
- Crossing roads as a pedestrian is already a problem in the village, and this development will only worsen this.

#### Drainage

- The drainage for the original scheme has yet to be approved.
- This proposal beyond the 165 dwellings approved will add a further burden to existing drainage and sewerage problems in Hambleton as there is continued flooding in the winter months.
- Plots 168, 169, 170, 171, 172 and 173 appear to be located in the area where the proposed detention basins for surface water drainage are.
- The application includes a pond with no further information as to why this is necessary.

#### Ecology and trees

- Loss of wildlife.
- Reduced natural habitat and trees on site.
- The fields (green space) on the plans support flocks of Pink Footed Geese on their migration.
- The ecology survey was conducted in February when many species are likely to be in leaf.
- The proposal must respect the extant Tree Preservation Order that is on the site.

#### Green Infrastructure

- There is now less green space and more building in its place.
- The pumping station is within the green area stipulated in the outline permission.

#### Housing Need

- There is no guarantee the 165 dwellings already approved will be sold.
- There is not a shortage of housing in the area.
- The additional 40 dwellings is likely to result in a potential over supply when measured against housing need.
- The proposal will simply increase the number of empty homes.
- Hambleton is already overcrowded.
- Hambleton has already taken its fair share of new builds with over 100 dwellings already being built in the village.

#### Right of Way

- This application for the site has significantly more properties abutting the Public Right of Way where an environmental buffer should be in place to mitigate the incursion into the countryside.
- Plots 196-205 are located over an existing right-of-way.
- Pollution, Waste and Noise
- There will be an increase in traffic pollution, noise and congestion.

- The proposal will result in an increase in waste.
- Health and safety
- The proposed access and egress to and from the site and through the village will result in health and safety issues.
- Neighbouring amenity
- If the houses are built they will overlook the back of existing properties.

#### Other matters

Matters raised which are not material planning considerations:

- Impact of value of existing properties
- Impact on council tax
- Suitability of alternative
- Loss of rural outlook

#### Developer Profit

7.2 Following re-consultation a further six letters of objection have been received (therefore 100 objections have been received in total). These letters raise many of the same concerns as those listed above, but also raise the following additional concerns:

- A reduction of 4no. plots on the site does not make any difference to the objections raised, and there will be a lot of empty plots on the site.
- The United Utilities response says the drainage strategy is acceptable in principle and the pumping station on Kiln Lane should cope with the surface water in principle. It will not and does not as evidenced by recent flooding.
- The sub-station encroaches into an area that should be green space, and Arthur's Lane residents will have to look at it.
- The pumping station should be in place before any development is started.
- The trip rates for the consent site are a gross underestimation.
- The Highway Authority have asked for a S106 to include pedestrian improvements. There would be no room to provide footpaths on Church Lane east of Hambleton Primary School without decreasing the road width to a single lane which would be dangerous, costly, and disruptive during construction.

7.3 A letter of objection has been received from the Diocese of Blackburn Over-Wyre Group of Parishes. The issues raised can be summarised as follows:

- Increased risk of flooding to the church and the churchyard. The church cellar floods and pumps have had to be installed to deal with flooding during times of high rainfall, and the churchyard is subject to water-run off from the school site.
- The original scheme had plenty of open spaces, which would have helped with the natural drainage to this site and most of these have disappeared in the revised plan.
- There would be an increase in hard standings.
- There will be an increased risk of flooding due to this proposal irrespective of the drainage schemes included in this development.
- There is a high risk that increase in flooding could make the churchyard and graveyard unusable, and that it could also lead to deterioration to the fabric of the church.

- This proposal represents an over-development of the site in that the majority of paths, open spaces, seating, recreation area, flood basins, tree planting and hedgerows have been removed. This is not in keeping with the rural area and the natural environment.
- The additional dwellings will increase the traffic on Arthurs Lane, which is fairly narrow.
- The proposal could increase the risk of accidents, particularly at school times as the pavements are narrow.
- The doctors, dentist, schools etc. are already oversubscribed and there is only a limited public transport system.
- Traffic congestion already exists at peak times and these extra houses will only add to this.
- Wyre Council's Local Plan provides for 165 houses on this site; this development is contrary to this plan. The plan should be adhered to preserve the rural character of the village.
- Extensive new developments have already taken place or taking place both in Hambleton and the neighbouring communities, and it is therefore considered that the need for any additional housing has already been met.
- If permission is granted the developer should make S106 contributions to construct additional field drains on the southern boundary, provide a more frequent bus route, make additional classroom space at Hambleton Academy and St. Aiden's high school.

7.4 A letter of objection has been received from Ben Wallace MP. This letter raises many of the same points as those listed above, and are therefore summarised as follows;

- The proposal removes the green spaces which would have surrounded the development and provided a buffer to the surrounding area.
- The proposal is contrary to the Local Plan which states the site capacity is for 165 dwellings, and therefore challenges the Council's policies.
- The Local Plan should be upheld.

## **8.0 CONTACT WITH APPLICANT/AGENT**

8.1 Various, including updates on the progress of this application, receipt of amended plans, and agreement of time extensions.

## **9.0 ISSUES**

9.1 The main planning issues are:

- Principle of development and Policy compliance
- Housing Land Supply
- Affordable Housing
- Housing Mix and Adaptable Housing
- Visual Impact
- Design and Scale
- Proposed Layout
- Impact on residential Amenity
- Impact on Highway / Parking
- Flood Risk
- Education
- Green Infrastructure

- Ecology / Trees

#### Principle of development and Policy compliance

9.2 The application site falls within the site allocation for housing development SA1/10 - Land at Arthur's Lane, Hambleton, within the Adopted Wyre Local Plan 2011-31. Outline planning permission was granted (ref: 16/00217/OULMAJ) for a residential development of up to 165 no. dwellings with associated access from Arthurs Lane. Reserved matters consent then followed for appearance, landscaping, layout, and scale for 165 dwellings (ref: 18/00395/RELMAJ).

9.3 The principle of developing the site for housing was therefore established through the site allocation and the subsequent planning permissions. The site allocation sets a site capacity of 165 dwellings for the whole of the Arthur's Lane site allocation. The Local Plan explains that the housing requirement in the Adopted Local Plan is a minimum figure, and therefore the site capacity for site allocations which contribute to the overall housing requirement are also minimum figures. In this regard, the site has a minimum site capacity of 165 dwellings, however this does not prevent development of this allocated site, or any other allocated site for housing in the Local Plan, beyond the figures referenced in the site allocation subject to all other Policy requirements being met. Therefore whilst the proposal would result in additional dwellings beyond the 165 approved by the previous outline and reserved matters consents, the proposal would not be contrary to the housing land supply Policy HP1 or site allocation Policy SA1/10. Therefore the principle of the proposed development is considered to be acceptable. As the proposed is on land allocated for housing in the Adopted Local Plan the site is also considered to be in a sustainable location to support further development and therefore Policy SP2 is satisfied.

#### Housing Land Supply

9.4 The Adopted Local Plan has been found sound with a robust five year land supply. This was protected until October 2019. The Council has submitted an Annual Position Statement to the Planning Inspectorate for consideration, which demonstrates a five year supply is maintained beyond October.

9.5 The 5 year supply does not rely on the 36 additional dwellings from this proposal, however any additional housing permissions can only help to confirm a healthy 5 year supply particularly where the position statement confirms no more than a 5.7 year supply. Site SA1/10 Arthurs Lane, Hambleton contributes 90 dwellings from the 165 dwellings already granted permission on the site to the five year housing land supply with the first completions estimated to be in 2020/21. The remaining 75 dwellings out of the 165 already approved contribute to the years 6-10 supply.

#### Affordable Housing

9.6 At the time of the reserved matters application the Wyre Affordable Housing Viability Study (October 2010) identified that the level of viability for residential developments across the Borough could sustain a maximum of 30% affordable dwellings, and this was also the requirement of Policy H14 of the Adopted Local Plan. The approved applications proposed 50 affordable houses equating to 30% on-site affordable housing provision. Therefore the approved applications were Policy compliant.

9.7 As this application seeks full planning permission for 36 additional plots, and 9 plot substitutions, the additional 36 plots need to be considered against the affordable housing requirements. Adopted Local Plan Policy HP3 requires this development to include 30% affordable housing provision on site, meaning that 30% of the 36 plots proposed must be affordable to comply with Policy. The plots substitutions are not considered in the calculations as they do not represent additional plots beyond the previous 165 approved on the site. This application proposes 12 affordable houses. This would equate to 33% affordable housing for the additional plots proposed. The proposal would therefore be Policy compliant providing beyond the 30% affordable housing provision required. The provision of affordable housing, including the number, type and tenure, and occupation criteria, would be secured by a Section 106 Agreement.

9.8 The clustering of the affordable housing is considered acceptable having regard to appeal decisions nationally which have allowed clustering in a similar manner to the scheme proposed and provided affordable housing is not located in only one part of site. It is clear from these decisions that affordable housing must not be segregated or clustered in large groupings in one area of the site. The affordable housing is in one area of the development proposed for this specific application, but it is immediately adjacent to both open market properties, and this proposed development is highly unlikely to come forward as a stand-alone development given that the additional plots are reliant on the permissions granted for 165 dwellings and added around the development already granted permission. Furthermore the additional units proposed, including the 12 affordable dwellings would be accessed through the open market properties already approved by the outline and reserved matters permissions. On the site allocation as a whole the affordable units proposed would not result in single cluster on the site, as there were three areas of affordable housing across the already approved development of 165 dwellings.

#### Housing Mix and Adaptable Housing

9.9 Policy HP2 of the Wyre Local Plan requires that developments provide an appropriate mix in terms of size, type and tenure of housing to meet the identified need in the borough and local market demand to accord with the most recent Strategic Housing Market Assessment (SHMA) (Addendum 3).

9.10 As originally submitted the application did not accord with the required housing mix set out in SHMA Addendum 3 and therefore was not compliant with Policy HP2. The applicant has been advised that the housing mix was not considered to be acceptable and had submitted amended plans and proposals which have also amended the housing mix. The proposal now seeks a mix of 33.33% 1 and 2 bedroom properties, 44.44% 3 bedroom properties, and 22.22% 4 and 5 bed properties. This is in line with the housing mix requirements of the SHMA which requires a greater proportion of three bedroom properties, and smaller properties than larger dwellings. The proposed housing mix is now considered to be acceptable and to accord with the most recent SHMA and Policy HP2. It is considered the proposed plans, which in turn show the mix of dwellings applied for, can be secured by condition.

9.11 Policy HP2 also requires that for developments of over 20 dwellings a minimum of 20% of properties on a development must be able to be adaptable for older persons or people with limited mobility. This proposal would provide 15 dwellings able to be adapted which would equate to 41.6% of the 36 additional dwellings proposed by this application. The adaptable properties would be 2 and 3 bedroom bungalows (Milton 1 ½ storey house type, and Torrington single story

house type), and 2 bedroom affordable properties (2B4P House Type). The proposal would therefore far exceed Policy requirements. It is considered the provision of adaptable properties can be secured by condition.

## Visual Impact

9.12 The application proposal, and approved 165 dwellings, is part of site allocation SA1/10. All of the proposed additional dwellings, and plot substitutions would be within the boundary of the site. Therefore the proposal would not result in a projection into the countryside area, or beyond the allocation for which the principle of built development on the site has been established.

9.13 The countryside area surrounding the site is to the east, south-east, and to the north of the site. The periphery of the site is currently surrounded by hedgerows. There is also an existing hedgerow running east to west through the centre of the site (delineating the boundary between the two fields comprising the site). At the current entrance of the site off Arthur's Lane there is a group of small trees. The application proposes the boundaries of the site would remain as the existing perimeter hedgerows, with the exception of where the hedgerow would be removed to provide the accesses already approved by the previous applications. Therefore from wider views outside the site looking towards the dwellings, the site would have soft boundary features which is considered appropriate to the setting of the site.

9.14 The site allocation Policy SA1/10 contains a number of key development considerations (KDCs) that must be satisfied. KDC2 requires the development to include areas of open space between existing and new development to avoid creating extensive built areas. KDC3 states the design of the development should provide an organic extension to the village and should utilise important key vistas and provide a rural transition zone between the development and the wider countryside. It is considered that the proposal would still retain the key vista with the site frontage to Arthur's Lane still being retained as an open frontage with the building line set back away from Arthur's Lane itself. From Arthur's Lane the views would still firstly be of the green infrastructure at the site entrance with the built form set behind. It is considered that on the whole the addition of further plots beyond the 165 dwellings would maintain a rural transition zone as there would be a soft edge and large swathe of green infrastructure on the eastern side of the site and the south east corner where the site boundary adjoins the wider countryside beyond the site. The built form would be set in from these boundaries.

9.15 The majority of the northern edge of the site to the countryside would also have an expanse of green infrastructure running along it between the proposed buildings and northern boundaries of the site. The proposal would however add further housing up to the north western edge of the site with the introduction of plots 172-189. The proposal would bring the built form towards the site edge in this part of the site, however this would be for a short stretch of the boundary only. Therefore it is considered that in principle the development of these parcels within the site would not result in significant harm to the rural character of the surrounding area provided that the design, form and layout of any proposed dwellings is appropriate.

9.16 From the original plans submitted concerns were raised about the density and layout of plots 172-189 along the northern edge. The layout was considered to be too dense and cramped. The applicant has submitted a revised plan which has pulled a row of four dwellings away from the site boundary and lengthened the gardens of the plots. It is considered that this has helped to move the built form away from the site edge, and therefore soften the site edge to some degree. The number



of additional dwellings has been reduced in this area from 22no. to 18no., and in turn this has also reduced the density of development next to the site edge.

9.17 Where plots 190-201 are proposed along the north west of the site a grassed area is proposed along the site periphery and therefore the dwellings would not be hard up to the boundary and a soft edge would be retained. These plots are also opposite existing dwellings at Aldwath Close and therefore alongside the existing built form of Hambleton. That said, the green buffer in front of these proposed plots would still prevent the development from merging with the existing built form. It is therefore considered that introducing plots into this area would not affect the rural transition of the site to the surrounding area.

9.18 The Council's Parks and Landscape Officer has been consulted and has raised no objections to the proposal commenting that the site will have an attractive approach with the planting proposed, and that eastern boundary of the site will be softened by the shrub and tree planting and means that the houses and gardens are set further back in the site. He also considers the proposals should be looked on favourably as they meet expectations for the provision of green infrastructure in this instance.

9.19 Overall on balance it is considered that a rural transition between the site and surroundings would be retained as there would only be one section of the site boundary around the whole site without a soft buffer, where plots 172-189 are proposed, and the majority of the buildings have been pulled away from the boundary in this location. Therefore it is considered that the siting of these dwellings would not cause unacceptable visual harm, or such harm to warrant refusal of the application.

#### Design and Scale

9.20 The proposed dwellings would be the standard Wainhomes House Types, and different house types are proposed for the additional plots and plot substitutions. The dwellings would be predominantly 2 storey in height and similar to the 165 dwellings already approved. There would be some single storey properties in the form of the Torrington House Type, which is a single storey 2-bed bungalow, and some 1½ storey properties which is the Milton house type which is essentially a dormer bungalow property. The nearest existing dwellings around the site, which are mainly to the west, are predominantly bungalows with dormers providing first floor accommodation, therefore being 1½ to 2 storey overall.

9.21 In terms of the plot substitutions, some of these plots would be 2½ storey in height. This particular house type is semi-detached, and would have the top floor of accommodation (1 bedroom) within the roof space. None of the additional plots would be more than 2 storey in height. Whilst 2½ storey properties are not prevalent in the area it is considered that having only a small number of such properties on the whole development (including the 165 already approved) and in key locations, such as plot substitutions 152 and 153 at the site frontage, as reference points throughout the site would be acceptable and would not harm the character or appearance of the area.

9.22 Existing properties to the north west of the application site around the Crooklands Gardens area, are predominantly two storey in height, as are properties to the south east of the site, east of the school and church, along Church Lane. Therefore it is considered that the proposal to provide dwellings at a scale of predominantly two storeys in height is acceptable and in keeping with the height of existing nearby dwellings.

9.23 The surrounding area comprises detached properties, with the occasional terrace, and semi-detached properties are located on Aldwath Close North West of the site. Therefore it is considered the proposed additional plots with a mixture of detached, semi-detached and terraced properties, would comply with the type of property found in the immediate surrounding area. This would also correlate with the 165 dwellings already approved. Overall the design and scale of the dwellings is considered to be acceptable. Details of the proposed materials to the dwellings and have not been provided as part of this application. It is considered these details should be required by condition.

#### Proposed Layout

9.24 The proposed layout has been considered against Supplementary Planning Guidance 4, and the spacing required between plots within the site. The plots substitutions and the additional plots around the site periphery were considered to be acceptable in terms of separation distances and garden sizes. However the original layout plan raised concerns again in relation to the northern grouping of dwellings on the site, not just because of the density (as mentioned previously) but because the gardens of some of the affordable houses were well below standards, and the buildings were tight up to the boundary. Where the northern grouping of dwellings is proposed, there was also a long row of two terraces of 5 dwellings with of frontage parking, which was considered to be of poor design, and visually unacceptable from within the site.

9.25 The applicant has submitted amended plans which have changed the layout of the proposed additional plots, changed the house types to achieve the required housing mix, and reduced the number of additional plots proposed. On the northern cluster of addition dwellings (plots 172-189) it is now considered that the layout has been improved and that all of the dwellings meet the required separation distances, and their garden sizes are to standard, except for plot 182. The amended plans have increased the length of the garden for this property from 7.5m as originally proposed to 8.8m. This is below the 10.5m minimum garden length set out in the guidance of SPG4, however the agent for the applicant has highlighted that it is the same length as another garden elsewhere on the approved development. Therefore on this basis one garden being below the recommended guidance is not considered significant or a reason to recommend refusal of the whole proposal.

9.26 The long row of frontage parking has also been removed in this northern cluster of dwellings, and the housing mix altered in this location. Instead of two rows of 5 terraced properties with a continuous run of parking, there are now three bungalows and a pair of semi-detached properties with side parking, and this has improved the density and resulted in a visually better street scene. Furthermore it is considered the revised layout overcomes the original comments from LCC Highways, for example as plots 185 and 186 now have minimum drive lengths of 12.8m which is sufficient, and well beyond the 4.8m minimum length requirement.

9.27 Where 4 plots were originally proposed to the east of the pond in the south west part of the site, 2 additional plots are now proposed in this part of the site and have been repositioned so that they are to the south of the pond, and tagged onto the end of a row of houses previously approved. This amended layout is considered to be acceptable, and is also considered to resolve the objection on ecological grounds (paragraphs 9.42- 9.46 of this report).

9.28 Overall it is considered the design, scale and layout of the proposed dwellings is acceptable, and that the shortfall in the length of garden for one property proposed is not a matter of such significance to warrant refusal of the application.

#### Impact on residential Amenity

9.29 Existing residential properties around the site are located along the west side of Arthur's Lane, to the north west of the site around the Crooklands Gardens area, and off a single track road also forming a public right of way outside the north western boundary of the site at the end of Aldwath Close. There is an existing school and church to the south as well as a small number of properties along Church Lane. There is also a residential property 90m to the east of the application site.

9.30 The proposal would bring the built development closer to the dwellings at Aldwath Close and the track forming a public right of way running around the north west and northern periphery of the site. However none of the proposed dwellings would be sited with elevations directly facing these existing properties and the separation distances would be a minimum of 23m. Whilst the proposal would bring the dwellings closer to Arthur's Lane, a distance of approximately 41m would be retained. Therefore all of the proposed properties would be located well over the required 21m distance away from the elevations of existing residential properties. It is considered that the proposed siting of the properties in terms of relationship to existing residential properties is acceptable and compliant with SPG4.

#### Impact on Highway / Parking

9.31 The proposed dwellings would be served by two accesses off Arthurs Lane, which were approved as the access route for the wider site. The proposal would utilise internal access roads through the already approved development to serve the additional plots and plot substitutions.

9.32 A number of objectors have raised concerns about highway matters including capacity of the highway network in the area, congestion, increase in traffic, and concerns about highway safety and the routing of traffic from the site. Highways England have been consulted on the proposal and have raised no objections stating that the additional traffic generated by the proposal would not in isolation, generate a traffic impact upon the operation of the A585 that could be considered severe. It is recommended that a condition should be attached requiring a Travel Plan should the application be approved. It is acknowledged that the Local Plan highways evidence suggested an Over Wyre housing cap of 250 units (excluding committed developments i.e. extant permissions) due to constraints with the A588 meeting up with the A585. Nonetheless the Local Plan Inspector increased the Over Wyre housing allocation to 270 (excluding committed development at Stalmine). There would be an additional 46 units to the highway network on top of the allocation, but neither LCC Highways nor Highways England object to this impact, with LCC Highways acknowledging that since the adoption of the Local Plan, Highways England have identified the A585 Windy Harbour to Skippool improvement scheme which would help to mitigate new development. Consequently it is considered no unacceptable impact would occur on the highway network.

9.33 Lancashire County Council (LCC) as the Local Highway Authority has also been consulted on this application and have raised no objections to the proposal citing that the additional traffic from this proposal would not have a significant impact on junction capacity at the junctions of Church Lane and Arthur's Lane, or the A588 and Marsh Lane. No highway capacity improvements are required as a result of the

proposal. The Highway Authority considers that in terms of highway safety, improvements would be required as a result of the proposal, however these mitigation measures are the same as those required from the approved development, in other words no further mitigation measures are required. The section 106 for this application would need to be worded so that if this application is approved and the proposal were to come forward prior to the approval for the 165no. dwellings, then the mitigation measures would still be secured from this development. In addition, LCC Highways considers that if this development was to come forward first then a financial contribution of £6000 is required towards the Travel Plan, and a financial contribution of £250,000 (£50,000 per annum over 5 years) is required towards improvements to public transport. Again this is not additional monies from those sought from the approved development, but it ensures the monies that are required from this development are secured in the event this application came forward first. These monies will need to be secured through a S106 Agreement.

9.34 LCC Highways have also suggested conditions be attached to any permission granted. These conditions would require the application to provide a scheme for off-site highways works and implemented the works in accordance with any agreed scheme, a Construction Environmental Management Plan (CEMP) including details for the construction phase of the development, including matters such as site parking, construction compounds and working hours, and submission of a Travel Plan. It is considered that these conditions are reasonable and necessary and should be attached should the application be granted. Whilst the concerns of objectors have been considered the relevant highways experts have been consulted and have raised no objections to the proposal subject to conditions. Therefore subject to these conditions it is considered the proposal would be acceptable in terms of impact upon highway safety and capacity and would comply with Policy CDMP6 of the Adopted Local Plan, and section 9 of the NPPF.

#### Flood Risk

9.35 The application site is within Flood Zone 1. As such there is no requirement for the applicant to demonstrate compliance with the sequential or exceptions tests. The applicant has submitted a Supplementary Flood Risk Assessment (FRA), and a Foul and Surface Water Drainage Strategy. The Council's Drainage Engineer has been consulted on the submitted information and has no objection in principle subject to conditions requiring full details of surface water drainage, including details of revised on-site attenuation, and that the applicant proves the route from the site to the culvert off Church Lane to ensure flooding of Church Lane does not occur, or provides an alternative connection. The southern drain adjacent to Daytona is not considered suitable for surface water discharge from the site.

9.36 United Utilities have also been consulted on the application and have raised no objections to the proposal provided that a condition is attached to any permission requiring the development to take place in accordance with the submitted Foul and Surface Water Drainage Strategy, and that the surface water run-off rate is restricted to specific rates to surrounding watercourses, and that foul and surface water are drained into separate systems with no surface water draining into the public sewer.

9.37 Whilst the Council's Drainage Engineer as the technical expert suggests that the drainage strategy is acceptable in principle, but that full details of foul and surface water drainage are required before development can commence, it is considered this condition should be attached to any permission. In addition details of drainage management and maintenance should also be conditioned. Subject to these

conditions the scheme is considered to be in accordance with saved Policies CDMP1 and CDMP2 of the Adopted Local Plan (WLP31), and the NPPF.

#### Education

9.38 The proposal would increase the number of dwellings beyond the 165 dwellings already approved on the site allocation. Therefore Lancashire County Council as the Local Education Authority (LEA) has been consulted for comments as to whether education contributions are required from this development. The LEA states that a primary education contribution is not required. However a contribution of £72,555.48 is required towards three secondary school places. The named school that the contribution would be towards is Cardinal Allen. The education contributions would be secured by S106 Agreement should the application be approved.

#### Green Infrastructure

9.39 Condition 26 of the outline permission required that there must be no built development within the area adjacent to Arthurs Lane identified as Public Open Space on the Development Framework Plan (ref. 6903-L-03 Rev T). However applicants can apply to vary permissions or submit new applications which would effectively supersede previously imposed conditions, and any new application then has to be considered on its own merit, having regard to the intent behind the original permission or condition as appropriate. The condition to retain a green buffer adjacent to Arthurs Lane was imposed for two main reasons – visual impact and to ensure the development was supported by sufficient green infrastructure. The visual impact has previously been considered in this report. In terms of green infrastructure it is necessary to ensure that an appropriate amount is provided for the approved development and this proposed development.

9.40 The green infrastructure requirement on the site for the approved 165 dwellings equated to 1.66 hectares. The approved scheme provided 4.63 hectares which far exceeded Policy requirements.

9.41 Based on the housing mix of the additional 36no. plots proposed, an additional 0.33 hectares of green infrastructure is needed beyond the 1.66 hectares previously required for the approved 165 dwellings. Therefore 1.99 hectares of green infrastructure is required in total on the site allocation for the approved and proposed development. The proposal would remove a previously approved area of open space on the northern side of the site, part of the area of previously approved open space on the western side with Arthur's Lane, and part of an area of previously approved open space on the eastern side of the site. However the remaining amount of green infrastructure would equate to 3.6 hectares, well above the 1.99 hectare requirement across the whole site for the 165 and 36 additional plots combined, and would therefore still exceed Policy requirements. Whilst unlikely, should this proposal come forward prior to the 165 dwellings, this proposal alone would provide 1 hectare of open space above the 0.33 hectare requirement. The proposal is therefore considered to comply with Policy HP9 of the Adopted Local Plan.

#### Ecology / Trees

9.42 The applicant has submitted an Ecological Survey and Assessment. Greater Manchester Ecology Unit (GMEU) and Natural England have been consulted on the application. Natural England advised that a Habitats Regulations Assessment (HRA) was needed, as the proposal could potentially affect the Wyre Estuary Site of Special

Scientific Interest (SSSI), Morecambe Bay and Duddon Estuary Special Protection Area (SPA) and the Morecambe Bay Ramsar.

9.43 A HRA has been carried out and Natural England have provided comments that it is expected ecological mitigation will be in line with the original outline application. These mitigation measures include the provision of home-owner information packs and the installation of informative/interpretive signage. This signage would explain the significance of the ecological designations and species and the need for responsible recreation. In respect of pink-footed geese, the outline application provided an area of land (fields south of Church Lane) to be set aside for ecological management in order to compensate for the loss of the site as functionally linked habitat. This land was secured through a S106 legal agreement. It is recommended that in line with the previous permission on the site, a condition should be attached requiring provision of home owner information packs / interpretive signage. This is also a requirement of site allocation Policy SA1/10. Furthermore the ecological mitigation area, which is also required as mitigation for this current proposal, would need to be secured through a S106 Legal Agreement should this application be approved. Natural England were also concerned about the amount of open space being retained, which is considered in the green infrastructure section of this report above.

9.44 GMEU originally raised concerns that the additional dwellings on the site would reduce the amount of semi-natural habitat. Their primary reason for objecting was in relation to the siting of units 168-171 to the east of the pond in the south east part of the site, which would significantly impede connectivity of the pond to the wider landscape.

9.45 The applicant has submitted an amended plan which reduces the number of proposed dwellings near the pond to two, and has sited them to the south of the pond. GMEU have been re-consulted and have responded that there are no overall objections to the proposed amended plan. Therefore it is considered that the amendments have overcome GMEU's objection.

9.46 There is an existing Tree Preservation Order covering a group of trees at the front (western edge) of the application site, and 2no. individual trees. These trees are located in between the two proposed access roads into the site, and the individual TPO's to the north of the northernmost access road off Arthur's Lane. The Council's Tree Officer has been consulted and has confirmed that the location of the substation would be outside influencing distance of existing trees. Therefore the trees would not be affected by the siting of the sub-station, and would not be affected by the proposed siting of the additional dwellings, or plot substitutions.

## Other Issues

### Contamination

9.47 The application has been considered by the Council's Environmental Health Officer. It has been requested that a standard condition requiring a desk study, and the agreement of a scheme of investigation and any subsequent mitigation if required be attached should planning permission be granted. A condition has also been requested requiring a watching brief during the construction works. Subject to these conditions it is considered no unacceptable impacts on human health or the environment would arise from land contamination, and the proposal would comply with Policy CDMP1 of the Adopted Local Plan 2011-2031.

## Pumping Station

9.48 The amended plans also include a proposed pumping station. This pumping station would be within the site and located at the north eastern corner of the site allocation at the head of a cul-de-sac. Plot 171 would be to the south east of it. The pumping station would project into an area of green space. As mentioned earlier in this report sufficient green infrastructure is being provided on the site. There would also be sufficient open space with the inclusion of the pumping station and sub-station (discussed below). Concerns were raised about the siting of the pumping station at the head of a cul-de-sac and fairly prominent from those properties near to it and from the surrounding open space. However the applicant was unwilling to amend the siting. Details of the appearance of the pumping station and of paladin green mesh fencing (often seen around playing fields) that would be around it have been supplied, however no details of landscaping around the pumping station have been submitted.

9.49 Overall, it is considered that the siting of the pumping station would result in some visual impact from immediate views of it within the application site. However it is considered that the visual impact could be mitigated with the addition of planting and landscaping around it. In terms of wider views the site boundary to the north would be retained as hedgerows, however it is considered additional soft landscaping to the north of the pumping station would be beneficial to reduce any potential wider visual impact. Any associated landscaping can be secured and agreed by condition.

## Sub-station

9.50 As part of the revised plans the applicant has added a proposed sub-station to the scheme. There is also a current application pending for a sub-station on this site (ref: 19/00349/FUL) which was reported to Planning Committee several months ago and deferred due to concerns about the siting of the sub-station along the Arthurs Lane frontage. The sub-station is now included as part of this application, proposed close to the northern entrance into the site, across the private access drive to plots 199-201. Hedgerow planning is proposed around the sub-station and its access. Concerns were raised about the positioning of the sub-station in terms of bringing the built form of development further into the area of green infrastructure (open space) at the site frontage, however the applicant was unwilling to amend the plans to re-site it. As proposed, it is considered the sub-station would result in some visual impact at the site entrance. However, it is acknowledged that it would be screen by some landscaping and would be read against a backdrop of built form to the east as opposed to being isolated. Furthermore it is also considered the location would not cause harm to the open character of the site entrance, because it is further north of where existing hedgerows would be removed to provide the access roads, and therefore within a section of green infrastructure that is not wide open to views from the west as the hedgerows and planting to the west of it would be retained. For these reasons the proposed location of the sub-station is considered to be acceptable.

## Air Quality

9.51 Policy CDMP6 of the Wyre Local Plan requires all new developments that includes new parking to make appropriate provision for electric vehicle charging points. The proposal would provide 36no. additional plots, and 9no. plot substitutions which were not caught by the Policy at the time of the previous applications and parking provision would be required for the properties. It is considered that if the application is approved a condition should be required to ensure that the properties

would be provided with electric vehicle charging points in accordance with Policy CDMP6.

## Waste Management

9.52 The National Planning Policy for Waste (NPPW) advises that all good design and layout in new development can help to secure opportunities for sustainable waste management. Local Planning Authorities should ensure that new development makes sufficient provision for waste management and promote designs and layouts that secure the integration of waste management facilities without adverse effects on the street scene.

9.53 The application does not include information on the provision and management of waste. Therefore it is considered that these details should be required by condition to ensure all properties on the site have designated waste storage and collection points.

## Heritage

9.54 Wyre's Conservation Officer comments that the proposed development site is over 600m away, and north of, the nearest listed building, Hambleton Hall. There are a number of other buildings and trees located in the intervening distance between the site and the listed building. Therefore it is considered the proposed development would have no material impact on either the appearance or setting of the listed building. The proposed development is considered to preserve the appearance and setting of the nearest listed building of Hambleton Hall and to sustain the significance of this designated heritage asset, and is therefore considered to be in conformity with S.66 of the Planning (Listed Building and Conservations Areas) Act 1990 (PLBCA), the NPPF and Policy CDMP5 of the Adopted Wyre Local Plan.

## **10.0 CONCLUSION**

10.1 The principle of developing the site for housing has been established through the site allocation and the subsequent planning permissions. The housing requirement in the Adopted Local Plan and the site capacity for site allocations which contribute to the overall housing requirement are minimum figures. Therefore the principle of the proposal is considered to be acceptable.

10.2 Neither Highways England nor Local Highway Authority have raised objections based on sustainability, highway capacity or safety. However, should this proposal come forward before the approved development of 165 dwellings, then financial contributions would be required towards the Travel Plan and towards improvements to public transport, in order to provide mitigation for the development. These monies can be secured through a S106 Agreement. Contributions are also required towards secondary education in addition to those secured from the previous permission. In addition to these financial contributions, a s106 legal agreement will also be required to secure affordable housing provision and the ecological mitigation area to the south of Church Lane for pink footed geese which was secured under the previous permission.

10.3 All other policy matters have been considered and subject to imposing a number of conditions it is considered the development can be designed to ensure there is no risk to flooding on or off site or no adverse visual impact, and to ensure there are no contamination risks, impacts upon trees or ecology, or harm to neighbouring residential amenity.



10.4 In light of the above the proposal would comply with the relevant policies of the Adopted Local Plan and the NPPF and would present sustainable development.

## **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**

Grant full planning permission subject to conditions and a Section 106 Legal Agreement to secure education and highways (travel plan and sustainable travel) contributions, and the provision of affordable housing and an area of land for ecological mitigation. 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 [INSERT] including the following plans/documents:

- Drawing No. LP03 Rev B (Location Plan 3)
- Drawing No. 0003 Rev I (Proposed Site Layout)
- Drawing No. 2.213/P/BU/L10/300 Rev # (Bell House Type)
- Drawing No. 2.353/P/BU/L10/300 Rev # (Torrington House Type)
- Drawing No. 3.118SA/P/BU/L10/300 Rev # (Claydon SA House Type)
- Drawing No. 3.217/P(EG)/BU/L10/300 Rev # (Baird House Type)
- Drawing No. 3.317/P/BU/L10 300 Rev. # (Milton House Type)
- Drawing No. 4.201/P/BU/L10/300 Rev A (Newton House Type)
- Drawing No. 4.204/P/BU/L10 300 Rev A (Nightingale House Type)
- Drawing No. 4.309/P/BU/L10/300 Rev # (Oxford House Type)
- Drawing No. 4.342/P/BU/L10/300 Rev B (Haversham House Type)
- Drawing No. 4.343/P/BU/L10/300 Rev B (Eton House Type)
- Drawing No. 4.344/P/BU/L10 300 Rev A (Whitemoor House Type)
- Drawing No. 4.404CB/P/BU/L10 300 Rev # (Wren House Type)
- Drawing No. 4.404DACB/P/BU/L10 300 Rev # (Wren DA House Type)
- Drawing No. 5.340/P/BU/L10/300 Rev # (Cavendish House Type)
- Drawing No. X.XXXXX/P/B/L10 300 Rev # (Shackleton House Type)
- Drawing No. 4.209/P/BU/L10/300 Rev C (Jenner House Type)

- Drawing No. G/R24LH/P/B/L10 Rev - (Britten 2B4P House Type)
- Drawing No. LDG/SE/1.0/B Rev A (Large Double Garage Side to Side Ridge Elevations and Plan)
- Drawing No. LPG/SE/1.0/B Rev # (Large Paired Garage Side to Side Ridge Elevations and Plan)
- Drawing No. LPG/SE/1.0/WD Rev # (Large Paired Garage Side to Side Ridge Section and Roof)
- Drawing No. LDG/SE/1.2/B Rev A (Large Double Pyramid Roof Garage Elevations and Plan)
- Drawing No. LPG/SE/1.2/B Rev # (Large Paired Garage Pyramid Roof Elevations and Plan)
- Drawing No. LPG/SE/1.2/WD Rev # (Large Paired Garage Pyramid Roof Section and Roof)
- Drawing No. LSG/SE/1.3/B Rev # (Large Single Garage Front to Rear Ridge)
- Drawing No. LSG/SE/1.4/B Rev # (Large Single Garage Side to Side Ridge)
- Drawing No. A0/14686/C (Pumping Station Plan)
- Drawing No. PD-001 Proposed Paladin Fence Details (Pumping Station Fencing)
- Drawing No. ENDSS0021H (Sub-station Plan)

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

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

3. 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.

4. Prior to the occupation of the first dwelling, or an alternative timescale first agreed in writing with the Local Planning Authority in consultation with the Highway Authority, a full Travel Plan shall be submitted to, and approved in writing by the Local Planning Authority in accordance with the Framework Travel Plan (WYG - A095803). 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 occupation of the first dwelling 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.

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 Site access junctions with Arthurs Lane, Traffic Calming / Pedestrian Improvements on Arthurs Lane, and Pedestrian footway improvements on Church Lane] 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. 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 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 construction period; complaint management and arrangements for liaison with the Council's Environmental Protection Team
- (c) hours and days of 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 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 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 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 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).

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 the provisions of section 9 of the NPPF and Policy CDMP6 of the Wyre Local Plan (2011-2031).

8. 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 from the site access up to the entrance of the site compound before any development takes place within the site and shall be further extended before any other development commences fronting the new access road. The road with all supporting infrastructure (drainage, footways, lighting and traffic calming measures) shall be completed prior to that phase of development being substantially constructed.

Reason: To ensure that satisfactory access is provided to support each phase of site construction hereby permitted in the interests of highway safety in accordance with the provisions of section 9 of the NPPF and Policy CDMP6 of the Wyre Local Plan (2011-31).

9. (a) No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. These details shall include a plan showing areas of road proposed for adoption by the Local Highway Authority and any areas proposed for private management.

(b) Should the plan required by (a) show that any stretches of road within the estate would be privately managed:

(i) details of a Road Management Plan to detail how those sections of road would be maintained in perpetuity, and

(ii) details of the surfacing of those sections of road, shall be submitted to and agreed in writing by the Local Planning Authority.

(c) The streets shall thereafter be maintained in accordance with the approved management and maintenance details as set out above or until such time as an agreement has been entered into under section 38 of the Highways Act 1980.

Reason: In order to provide certainty as to the responsibility for the roads within the development; in the interest of highway safety; to ensure a satisfactory appearance

to the highways infrastructure serving the approved development; to ensure that any areas of private road are suitable for use by refuse collection trucks; and to safeguard the visual amenities of the locality and users of the highway in accordance with the provisions of section 9 of the NPPF and Policy CDMP6 of the Adopted Wyre Local Plan (1999).

10. Prior to any of the dwellings hereby approved being first occupied the parking / turning area(s) shown on the approved plan Drawing No. 0003 Rev I (Proposed Site Layout) has been laid out, surfaced 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: In order to ensure that adequate off-street car parking provision is available to meet the needs of the development in the interests of visual and residential amenity and highway safety in accordance with the provisions of section 9 of the NPPF and Policy CDMP6 of the Adopted Wyre Local Plan (2011-31).

11. 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 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), all integral or detached garages to plots 44, 165, 167, 168, 169 and 170 as shown on submitted plan 0003 Rev I (Proposed Site Layout) 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 any of them from being used for that purpose.

Reason: Without the retention of garages these particular plots would be left with insufficient parking as there would only be two off-street parking spaces for the five bedroom Cavendish House Type on plot 167, only one off-street parking space for the three bedroom Milton house type proposed on Plot 170, and only one off-street parking space for the three bedroom Shackleton House Type. Therefore this condition is imposed to ensure that sufficient off-street vehicle parking provision is available to meet the needs of the development in the interests of residential amenity and highway safety in accordance with the provisions of section 9 of the NPPF and Policy CDMP6 of the Adopted Wyre Borough Local Plan 2011-31.

12. The development hereby permitted shall not commence until a programme of archaeological trial trench excavation and recording has been submitted to and agreed in writing by the Local Planning Authority. The results of this recording shall be undertaken to the standards of the Institute of Field Archaeologists and the results shall be published and made publicly available via the Lancashire Historic Environment Record. The development shall then proceed in full accordance with this agreed programme.

Reason: To safeguard and record a site of known archaeological interest in accordance with Policy CDMP5 of the Wyre Local Plan 2011-31.

13. Prior to the commencement of development a drainage scheme, which shall detail measures for the attenuation and the disposal of foul and surface waters (including details of revised on-site attenuation), together with details of existing and proposed ground and finished floor levels to achieve the drainage scheme and any flood risk mitigation deemed necessary, shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall be in accordance with the hierarchy of drainage options outlined in the National Planning

Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national guidance / standards.

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.

14. 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.

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

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

16. The applicant shall undertake a watching brief during the course of the development works. The watching brief shall be undertaken by a suitably qualified

person, with any significant contamination discovered, reported immediately to the Local Planning Authority. The findings of the watching brief shall be reported in writing and submitted to the Local Planning Authority for approval, prior to first occupation of the development.

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

17. 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. These details will be expected to include an area of soft landscaping around the pumping station and substation in order to provide appropriate screening.

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 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.

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 of the layout have been amended during the course of the application, and the submitted landscaping plans do not reflect these amendments, therefore details are required to be approved prior to commencement of development to ensure landscaping is implemented at an appropriate time during the development.

18. A Green Infrastructure Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all areas of open space, (inclusive of ponds, detention basins, hedgerows and grassland) other than privately owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development or any phase of the development whichever is the sooner for its permitted use. The Management Plan shall be implemented in accordance with the approved details during the lifetime of the development.

Reason: To ensure the long term management and maintenance of open space within the site in the interests of visual amenity and the health and wellbeing of occupants in accordance with Policies SP8 and HP9 of the Wyre Local Plan (2011-31).



19. No development approved by this permission shall be commenced until details of the existing and proposed ground, slab and finished floor levels have been submitted to and approved in writing by the Local Planning Authority. The development 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, has a satisfactory impact upon residential amenity and the land levels can be adequately considered against the drainage proposal required by the condition of the outline application, in accordance with Policy CDMP3 of the Wyre Borough 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.

20. Building work shall not commence on any building, until precise details of the materials to be used in the construction of the external surfaces (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 Adopted 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. 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);

(i) no works shall take place that would preclude the use of the driveways hereby approved for the parking of cars; and

(ii) no hard boundary treatments (fences, walls, pillars, gates, or railings) shall be erected forward of a property elevation facing a road.

Reason: To ensure that the Local Planning Authority has control over any future development in order to ensure the estate retains its open plan character in the interests of residential and visual amenity in accordance with the provisions of section 9 of the NPPF and Policies CDMP3 and CDMP6 of the Wyre Local Plan (2011-31).

22. All the dwellings shall be provided with an electric vehicle recharging point and 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 Policies CDMP3 and CDMP6 of the Wyre Local Plan 2011-31 and the National Planning Policy Framework.

23. Prior to any of the dwellings hereby approved being first occupied, details of the appearance of any refuse storage facilities associated with that dwelling shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then proceed in full accordance with these approved details. The refuse storage provision agreed through this condition shall be provided before the associated dwelling(s) are first occupied and shall thereafter be retained.

Reason: In order to ensure that waste is properly managed within the site in the interests of visual and residential amenity in accordance with the provisions of section 9 of the NPPF and Policy CDMP3 of the Wyre Local Plan (2011-31).

24. Prior to the commencement of development, a scheme for the provision of home-owner information packs and information/interpretation boards/signage on and off-site shall be submitted to and agreed in writing by the Local Planning Authority and the development then proceed in full accordance with these agreed details. For the purpose of this condition the information submitted shall include the following:

- the content of the home-owner information packs which must explain the conservation value of the nearby designated areas, 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;
- a methodology for the distribution of the home-owner packs including upon resale to the extent to which that is practicable;
- a plan showing the locations of information/interpretation boards/signage
- a mechanism for the installation of information/interpretation boards/signage in off-site locations
- details of the information to be included in the information/interpretation boards/signage
- a timetable for implementation.

Reason: In order to safeguard biodiversity in accordance with Policy CDMP4 and SA1/10 of the Adopted Wyre Local Plan 2011-31, and the provisions of the NPPF.

**Notes: -**

1. Lancashire Fire and Rescue Informative:

Access: It should be ensured that the scheme fully meets all the requirements of Building Regulations Approved Document B, Part B5 'Access and facilities for the Fire Service'.

Water Provision: It should be ensured that the proposal is provided with suitable provision of Fire Fighting water. Any provisions should comply with National Guidance, details of which can be found: <http://www.water.org.uk/publications/water-industry-guidance/%E2%80%A8nationalguidance-document-provision-water-fire-fighting-3rd>