West Craven Area Committee Update 29th March 2016

13/16/0064P – Morris Ing, Skipton Road, Earby, BB18 6JL.

A response has been received from the Lead Local Flood Authority (LLFA) stating the following;

LLFA position:

Unfortunately, the Lead Local Flood Authority (LLFA) is currently unable to provide you with a substantive response for the reason that insufficient information has been submitted, specifically:

On-site storage requirements - Section 6 of the FRA (Ref: '13989L/AP/FRA/01', Dated: January 2016) recommends that surface water storage should be provided on site and should be adequate for at least a 1 in 30 year event (+30% climate change) and ideally adequate for a 1 in 100 year event (+30% climate change) to account for overland flows from Skipton Road. Whilst this would be OK in principle, the FRA fails to provide hydraulic calculations to demonstrate the on-site storage requirements (i.e. volume/size) required to achieve this. As you know standards S7, S8 and S9 of the Non-Statutory Technical Standards for Sustainable Drainage Systems requires applicants to demonstrate that the drainage system:

- is designed so that, unless an area is designated to hold and/or convey water as part of the design, flooding does not occur on any part of the site for a 1 in 30 year rainfall event.

- is designed so that, unless an area is designated to hold and/or convey water as part of the design, flooding does not occur during a 1 in 100 year rainfall event in any part of: a building (including a basement); or in any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development.

- ensures that, so far as is reasonably practicable, flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people and property.

In the absence of information relating to the on-site storage requirements for the site, the LLFA is unable to determine whether the proposed site is able to provide adequate surface water storage and whether the proposed drainage systems have been designed in accordance with standards S7, S8 and S9 of the Non-Statutory Technical Standards for Sustainable Drainage Systems. For this reason, the LLFA is unable to provide a substantive response at this time.

The LLFA does note from section 2.4 of the FRA that the applicant anticipates that the attenuated system rate of fill will be exacerbated by the impact of the surface water flows. It is not clear however, whether the applicant anticipates that this will lead to flooding on any part of the site up to and including the 1 in 30 year rainfall event and/or in any part of a building or utility plant up to and including the 1 in 100 year rainfall event. The LLFA would recommend for the applicant to clarify this and to

sufficiently demonstrate that the drainage system will be designed in accordance with standards S7, S8 and S9 of the Non-Statutory Technical Standards for Sustainable Drainage Systems. To achieve this, the LLFA would expect for the applicant to provide information relating to the approximate rate and volume of surface water that is expected to flow on to the site from higher land (including Skipton Road and W Craven Drive), up to and including the 1 in 100 year rainfall event.

Outfall locations – Section 4 of the FRA discusses various options for surface water disposal, however, no definitive method of surface water disposal has been identified by the applicant. Whilst it is recognised that this is an outline application and therefore, the final details are yet to be formalised. The LLFA would expect for the applicant to identify a suitable method of surface water disposal in order to demonstrate that the proposed development can be adequately drained and in order to demonstrate that there is no flood risk on or off site resulting from the development. Methods of surface water disposal should be in accordance with Paragraph 80 of the Planning Practice Guidance. For the avoidance of doubt, Planning Practice Guidance requires applicants for planning permission to discharge surface water runoff according to a hierarchy of runoff destinations. The Planning Practice Guidance states that 'sustainable drainage systems should be provided unless demonstrated to be inappropriate' and 'the aim should be to discharge surface run off as high up the…hierarchy of drainage options as reasonably practicable.' The hierarchy for surface water runoff destinations is as follows:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.

In the absence of information relating to proposed outfall locations, the LLFA is unable to determine whether the proposed development can be adequately drained and whether there is any flood risk on or off site resulting from the proposed development. The LLFA is also unable to determine whether Paragraph 80 of the Planning Practice Guidance has been met. For this reason, the LLFA is unable to provide a substantive response at this time.

Discharge rates – The applicant does not appear to have provided any hydraulic calculations relating to the existing and post-development surface water discharge rates and volumes for the site. As you know, in accordance with Standard S2 of the 'Non-Statutory Technical Standards for Sustainable Drainage Systems'; for greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.

In the absence of this information, the LLFA is unable to determine whether the post-development peak flows for the proposed development exceed existing pre-development surface water runoff rates up to the 1 in 100 year rainfall event. Therefore, the LLFA is unable to determine whether Standard S2 of the Non-

Statutory Technical Standards for Sustainable Drainage Systems has been met. For this reason, the LLFA is unable to provide a substantive response at this time.

Recent flood events - We would recommend for the FRA to be updated to include an account of the recent flood events (November 2015 to January 2016) and whether the site was affected.

Response to LLFA

Further to the comments above made by the LLFA a response has been received from the applicant which state the following;

Origin of flows along Skipton Road

I refer to the following paragraph in the FRA:

"Overland flows that have potential to impact the site appear to originate from an access track for agricultural vehicles, approximately 300m north of the site branching off the A56. These flows are then directed onto the field to the east of the A56 into a natural sump. Once this 'sump' fills the flows then join the road again further south and continue onto Skipton Road and W Craven Drive, and then into the site and the plot to the east."

It must be noted that these are overland flows which pass through the site. On site storage will be designed to attenuate surface water which originates on the site itself and will inevitably take some of the overland flow. However, the onus on the developer is to not exacerbate these flows, rather than seek to provide a drainage solution for them. The development will allow these overland flows to continue on their natural path and will not contribute to them.

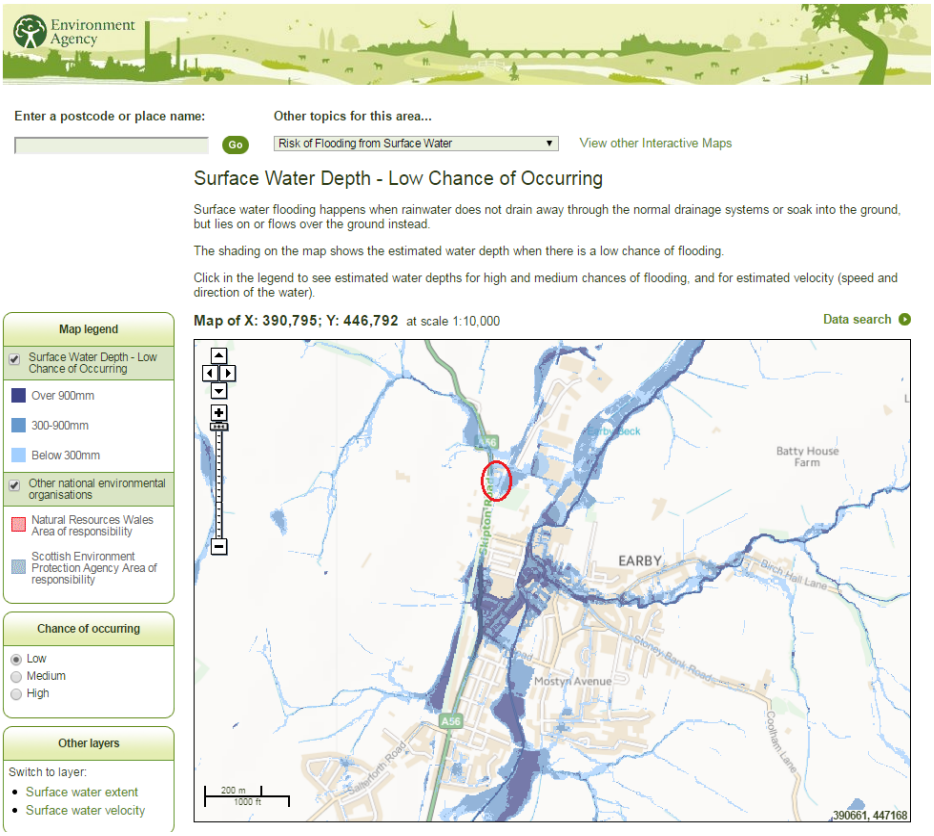
Disposal of overland flows

As previously stated, the surface water from Skipton Road consists of overland flows which pass through the site. Therefore, disposal will consist of allowing it to continue along its current path. I refer to the following paragraph from the FRA:

A railway embankment runs along the eastern site border, which has a crest level of 133.770m AOD and which initially prevents surface water from exiting the site. In extreme flood events however this will be overtopped, whereupon the floodwater will then flow towards the Earby Beck."

Flood Levels

The flood level shown in the photograph is not representative of the flood level on site, as the ground level at the property shown in the picture is approximately 1m higher than on the site. The water is being retained by the wall, resulting in a localised flood level which is higher than the flood level for the site. If the flood level on the site was equivalent to that shown at the property in the picture, the flood depth would be greater than 1m. Environment agency flood maps show that even for a low probability event the flood depth on site is less than 300mm. Please see the attached image for reference.



Drainage Officer Comments

The FRA seems to be fairly accurate, although they do state the closest watercourse to the site as being Earby Beck 200-220m away. This is a main river, but there is also a culverted ordinary watercourse approx. 35m to the North of the site, which is not mentioned in the FRA. Obviously, if this were suitable to discharge their surface water to (pending further investigation), the storage element would increase from 1:30 to 1:100 + climate change.

They seem to have accepted the land already stores run-off from Skipton Road and surrounding areas and have stated this will be built into their storage calculations (as raising the levels would cause loss of existing storage). Assuming all this is taken into account in their final design, I'm sure it will be fine.

Officer Comments

Based on the information above it should be noted that the flooding is from overland flows which pass through the site. The applicant has proposed on site storage which will be designed to attenuate surface water which originates on the site itself and which will take some of the overland flow. The proposed development will allow these overland flows to continue on their natural path and will not contribute to them.

Given the comments and information received a condition should be attached to any approval for a scheme for the disposal of foul and surface water to be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for separate systems for foul and surface waters.

The officer recommendation taking into account the above information is to **Approve.**

13/16/0054P Former Barnsay Shed, Long Ing Lane, Barnoldswick

LCC Highways - No objections in principle to the proposed housing development providing the recommendations referred to in this report are provided.

The current planning application is concerned with the principle and access to the site only and as such only provisional highway comments have been made regarding the internal layout of the site

This housing application is to replace the commercial planning application 13/07/0242P for B1, B2 and B8 use. As part of planning application 13/07/0242P, the Highway Development Control Section commented that they would not raise an objection where the commercial development generated in the region of 200 vehicles using the site each day. The Transport Assessment shows that the new housing development will generate significantly more than 200 vehicle movements per day. The traffic movements created by a residential development are outbound in the AM peak and inbound in the PM peak, this would be opposite to the direction of traffic created by industrial units. This change in direction would have an impact on the way the traffic signals operate by changing the demand on the arms, especially in the AM peak. The traffic signals should be subject to a capacity analysis (LinSig) and mitigation offered if capacity is seen to be reduced.

With the information available the Development Support Section is of the opinion that the proposed housing development will have a severe impact on the traffic signals at the B6283/Rainhill Road by increasing queue lengths and delays at the junction at the detriment to highway safety and congestion. The Development Support Section therefore recommends the applicant provides a scheme to provide "MOVA" at the signals, through a section 278 agreement with Lancashire County Council.

The proposed housing development will generate more pedestrian movements from the site towards the centre of Barnoldswick to access the local facilities. To support sustainable forms of transport and aid social inclusion the Development Support Section is of the opinion that the existing traffic signals at the B6283/Rainhill Road should be redesigned to be more pedestrian orientated by removing the barriers, relocating the traffic signal posts and providing facilities for mobility impaired and partially sighted etc. The Development Support Section therefore recommends the applicant provides an improvement scheme the traffic signals at the B6283/Rainhill Road, through a section 278 agreement with Lancashire County Council.

Contributions should also be made for public footpath improvements and road narrowing at the corner with Long Ing Lane and Coates Avenue to support sustainable forms of transport and aid social inclusion.

The development should have a negligible impact on highway safety in the immediate vicinity of the site providing the proposed traffic signal improvements are

provided; a 3.5m cycle path is provided for the frontage of the site with Long Ing Lane and to continue round the bend to link with the footway on Coates Lane and continues into the northern access; the northern access is suitable for a twin axel refuse vehicle and the proposed build out is provided at the corner with Long Ing Lane and Coates Avenue.

The Lancashire County Council tendered bus service review date the 8th March 2016 indicates bus service B1/B2 Barnoldswick Town Services will operate with minor some tweaks to the timetable, where additional funding can be secured through a section 106 contribution, the current service could remain.

The two bus stops near the site to be upgraded to quality bus stops with shelters to support social inclusion and the promotion of sustainable forms of transport.

This development is in excess of our Travel Plan submission threshold. We would therefore request that a Framework Travel Plan covering all elements of the development should be submitted prior to any development commencing and that this be secured by a condition of planning.

Due to increased traffic flows generated by the development, to aid highway safety, to support sustainable transport and improve social inclusion within the vicinity of the site, the Highway Development Control Section recommends a highway contributions towards: -

To support sustainable transport and improve social inclusion, upgrade the two bus stops, estimated costs £10,000 per bus stop and £1,000 per bus shelter for commuted sums to cover future maintenance.
To support sustainable transport a contribution to support bus service B1/B2 Barnoldswick Town Services.
A contribution of £6,000 to enable Lancashire County Council Travel Planning team to provide a range of Services Section as described in 2.1.5.16 of the Planning Obligations in Lancashire paper dated September 2008.
Various improvements to definitive footpaths 13-1-FP-10, 13-1-FP-7, cycle route 68 and Bridle way 13-1-BW-10 as detailed in the report.

It is therefore recommended that the approval of the application is delegated to the Planning, Building Control and Licencing Manager subject to the completion of an acceptable Section 106 agreement.

RECOMMENDATION: Delegate Grant Consent Subject to the following conditions:

1. An application for approval of the reserved matters (namely the access, appearance, layout, scale and landscaping * of the site) shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.

Reason: This condition is required to be imposed by the provisions of Article 3 (1) of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Details of the access, appearance, landscaping, layout and scale (hereinafter called the 'reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: In order to comply with the requirements of Section 92 of the Town & Country Planning Act 1990.

3. The development hereby permitted shall be carried out in accordance with the following approved plans: 07.113 01A, 07.113 08E.

Reason: For the avoidance of doubt and in the interests of proper planning.

4. As part of any reserved matters application and prior to the commencement of any development, the following details shall be submitted to, and approved in writing by, the local planning authority, in consultation with the Lead Local Flood Authority.

1. Surface water drainage scheme which as a minimum shall include:
a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), 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 flood levels in AOD;
b) The drainage scheme should demonstrate that the surface water run-off must not exceed the peak greenfield runoff rate for same event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
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 where applicable;
f) Site investigation and test results to confirm infiltrations rates;
g) Details of water quality controls, where applicable.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to reduce the risk of flooding to the

proposed development, elsewhere and to future users and to ensure that water quality is not detrimentally impacted by the development proposal.

5. No development hereby permitted shall be occupied unless and until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the drainage for the proposed development can be adequately maintained and to ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system.

6. No development shall commence unless and until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
b) arrangements concerning appropriate funding mechanisms for its 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 plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

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.

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

Reason: To ensure that the construction phase(s) of development does not pose an undue flood risk on site or elsewhere and to ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

8. No development shall take place until further investigations are carried out to establish the location, capacity, condition and discharge point of the culvert referred to in Section 5.3 of the FRA (Ref: '15196'; Dated: 'October 2015'; By: 'David Emmott'). The surface water drainage strategy and FRA should be revised to accommodate findings as appropriate. Prior to commencement of development, the revised surface water drainage strategy should be submitted to and approved by the Local Planning Authority in consultation with Lancashire County Council in their role as Lead Local flood Authority.

Reason: To ensure that the watercourse does not pose a flood risk, on-site or off-site.

9. No part of the development shall be commenced unless and until a Construction Code-of-Practice has been submitted to and approved in writing by the Local Planning Authority. The code shall include details of the measures envisaged during construction to manage and mitigate the main environmental effects of the relevant phase of the development. The submitted details shall include within its scope but not be limited to:

a) A programme of works including phasing, hours of operation and measures for the control of traffic to and from the site, and within the site, during construction.
b) The areas and methods of loading and unloading of plant and materials.
c) The areas for the storage of plant and materials.
d) Methods for dust control and suppression including asbestos controls and undertaking of regular dust monitoring including when dust monitoring and dust control/suppression are to be implemented.
e) Details of wheel-washing facilities including location
f) Details, including likely vibration and noise levels at site boundaries, of the piling operations.
g) Measures related to construction and demolition waste management
h) Pollution prevention to include odour suppression, temporary drainage measures, control on re-fuelling activities and measures such as cut-off trenches to control gas migration.
i) Soil resource management including stock-pile management
j) Compliance with BS5228: Part 1 1997 to minimise noise
k) Measures to ensure that vehicle access of adjoining access points are not impeded.
l) Measures to ensure that there is no burning of waste.
m) Demolition Management Plan/Programme
n) Location and details of site compounds
o) Hoarding details during construction

p) An overall Construction Monitoring programme, to include reporting mechanisms and appropriate redress if targets/standards breached
q) Vibration monitoring to be carried out for the construction period.
r) Noise-monitoring to be carried out for the construction period.
s) A Construction and Demolition-Waste minimisation Strategy.
t) A Construction-Risks Education plan/programme
u) Parking area(s) for construction traffic and personnel
v) Routeing of construction vehicles

The Construction Code-of-Practice should be compiled in a coherent and integrated document and should be accessible to the site manager(s), all contractors and sub-contractors working on site. As a single point of reference for site environment management, the CCP should incorporate all agreed method statements, such as the Site Waste Management Plan and Demolition Method Statement. All works agreed as part of the plan shall be implemented during an agreed timescale and where appropriate maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that adequate measures are in place to protect the environment during the construction phase(s).

10. Prior to the commencement of development the applicant shall have submitted to and have agreed in writing by the Local Planning Authority a method statement which sets out in detail the method, standards and timing for the investigation and subsequent remediation of any contamination which may be present on site. The method statement shall detail how:-

a) an investigation and assessment to identify the types, nature and extent of land contamination affecting the application site together with the risks to receptors and potential for migration within and beyond the site will be carried out by an appropriately qualified geotechnical professional (in accordance with a methodology for investigations and assessments which shall comply with BS 10175:2001) will be carried out and the method of reporting this to the Local Planning Authority; and

b) A comprehensive remediation scheme which shall include an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination) will be submitted to and approved in writing by the Local Planning Authority.

All agreed remediation measures shall thereafter be carried out in accordance with the approved implementation timetable under the supervision of a geotechnical professional and shall be completed in full accordance with the agreed measures and timings, unless otherwise agreed in writing by the Local Planning Authority.

In addition, prior to commencing construction of any building, the developer shall first submit to and obtain written approval from the Local Planning Authority a report to confirm that all the agreed remediation measures have been carried out fully in accordance with the agreed details, providing results of

the verification programme of post-remediation sampling and monitoring and including future monitoring proposals for the site.

Advisory Notes:

(i) Where land identified as having the potential to be contaminated is undergoing redevelopment, a copy of the leaflet entitled 'Information for Developers on the investigation and remediation of potentially contaminated sites' will be available to applicants/developers from the Council's Contaminated Land Officer. The leaflet will be sent to the developer by request.
(ii) Three copies of all contaminated land reports should be sent to the Local Planning Authority.
(iii) This condition is required to be fully complied with before development is commenced. Failure to comply with the condition prior to commencement of work may result in legal action being taken.

Reason: In order to protect the health of the occupants of the new development and/or in order to prevent contamination of the controlled waters.

11. Foul and surface water shall be drained on separate systems. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards 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.
The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of
flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

12. No development shall commence unless and until details of the proposed foundations and excavations have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out only in strict accordance with the agreed details.

Reason: Iin order to determine the impact of the works on the canal infrastructure.

13. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

14. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plans and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter.

Reason: Vehicles reversing to and from the highway are a hazard to other road users, for residents and construction vehicles.

15. The new estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

16. No part of the development hereby approved shall commence unless and until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

17. The development shall not commence unless and until a Traffic Management Plan for the construction works has been submitted to be approved in writing by the Local Planning Authority. The Traffic Management Plan shall include:
o The parking of vehicles of site operatives and visitors;
o Loading and unloading of plant and materials used in the construction of the development;
o Storage of such plant and materials;
o Wheel washing facilities;
o Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
o Routes to be used by vehicles carrying plant and materials to and from the site;
o Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

The development shall be carried out in strict accordance with the approved Traffic Management Plan.

Reason: to protect existing road users.

18. No development shall commence unless and 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. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.

Reason: In the interest of highway safety.

19. No development shall commence until a Framework Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Framework Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.

The Framework Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe of first occupation, the development being brought into use or other identifiable stage of development.

Where the Local Planning Authority agrees a timetable for implementation of a Framework or Full Travel Plan, the elements are to be implemented in accordance with the approved timetable unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

Reason: To ensure that the development provides sustainable transport options