



**REPORT FROM: PLANNING, BUILDING CONTROL AND LICENSING SERVICES MANAGER**

**TO: WEST CRAVEN COMMITTEE**

**DATE: 7th August 2018**

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## **PLANNING APPLICATIONS**

### **PURPOSE OF REPORT**

To determine the attached planning application.

## **REPORT TO WEST CRAVEN COMMITTEE 7<sup>th</sup> AUGUST, 2018**

**Application Ref: 18/0362/FUL**

**Proposal:** Full: Major: Erection of 34 dwellinghouses with associated access roads, car parking, open space, landscaping and other associated works with vehicular access via Beckside.

**At:** Land to the East of Beckside, Beckside, Salterforth

**On behalf of:** DDK Estates Limited and Seddon Homes Limited

**Date Registered:** 23 May 2018

**Expiry Date:** 22 August 2018

**Case Officer:** Kathryn Hughes

### **Site Description and Proposal**

Planning permission is sought for erection of 34 two, three and four bedroomed dwellinghouses on land off Beckside in Salterforth. The site is located outside the settlement boundary in Open Countryside and has no other designation in the Local Plan.

The proposal is for vehicular access off Beckside only and a pedestrian link/emergency access route only from Hayfields.

The proposal also includes public open space/attenuation area.

A Planning Statement, Design and Access Statement, Transport Note, Tree Survey, Geo-Environmental Site Assessment, Ecological Appraisal, Flood Risk Assessment and Drainage Strategy, Landscaping Plan and Topographical Survey have been submitted with the application.

### **Relevant Planning History**

None relevant for this site.

Adjacent site:

13/11/0597P – Full: Major: Demolish existing building and erect 49 dwellinghouses with associated access roads; car parking open space, landscaping and associated works – Approved 14<sup>th</sup> May, 2012.

13/15/0284P – Full: Major: Variation of Condition: Vary conditions 2 and 9 of planning permission 13/11/0597P – Approved 6<sup>th</sup> August, 2018.

### **Consultee Response**

Architectural Liaison Unit – requires the scheme to consider Secure by Design including relevant crime and security issues for the site whilst under construction and the completed development.

LCC Highways – The following comments are made to the proposed development of up to 34 dwellings with the Croft Transport Planning & Design Transport Note dated April 2018 and the DGL Associates Limited 'Site layout' 1202SHW/Sp2/PL01 Rev C drawn 23rd April 2018.

The proposed development is Phase 2 of the wider development currently under construction by Seddon Homes.

### Site access – Vehicle, pedestrian and cycle

There are two points of vehicular access proposed to the development site – Beckside and Hayfields.

Beckside is the private estate road to Phase 1 of the Seddon Homes development which has a junction onto Kelbrook Road B6383. Hayfields is an unclassified adopted highway with a junction onto Earby Road C684.

Phase 1 Beckside has not been offered for adoption by the Highway Authority and subsequently the maintenance and management of the estate road and associated infrastructure is the responsibility of a third party which is assumed to be Seddon Homes currently and then a private management company thereafter.

The applicant must confirm that adequate measures for maintenance and management are agreed for both Phase 1 Beckside and Phase 2 Beckside, as the Phase 1 is necessary to provide access to Phase 2.

There is a concern that Phase 1 is not built to adoptable standards and that future residents will be liable for its maintenance. The applicant should submit additional information to allay these concerns.

It is essential to secure the management and maintenance of the estate road and infrastructure with a planning condition, to protect the future residents, especially considering the primary vehicle access is a bridge over Salterforth Beck.

We are aware that the bridge is not built to adoptable standards and would require works to bring it up to standard.

The site layout plan proposes a vehicle access 3.5m wide at Hayfields with a priority give way signing and road marking scheme to give priority to vehicles exiting Beckside Phase 2 onto Hayfields.

The Highway Authority does not support this layout and it must be amended to provide a pedestrian and cycle access only at Hayfields. Vehicle movements at the 3m wide pedestrian cycle access will be prevented by socketed bollards that could be removed to provide an emergency vehicle access in the event that Beckside junction Kelbrook Road is closed in the event of an emergency or planned maintenance for example bridge maintenance and repairs. The priority give way signing and road markings are not required.

The vehicle traffic from the development should be provided via Beckside and Kelbrook Road which is the distributor road linking to the wider strategic network. Vehicle access onto Hayfields is not supported as this would encourage usage of Earby Road to travel north to access the wider network by both the Phase 1 and 2 development traffic and possible traffic from the wider network.

I note that Phase 1 provides pedestrian access to footpath 10 which runs alongside Salterforth Beck and is temporarily closed until August 2018.

The trip rates are not disputed.

Subject to the amended layout the development traffic will have a negligible impact upon the operation and safety of the highway network; therefore there are no objections to the proposal.

## Sustainability

The site is considered sustainable in terms of its location to local and district facilities. The only exception is the distance to the local convenience shop which is not within walking distance.

Local facilities –

- Bus stop – 300m Kelbrook Road mainline services.
- Primary school – Salterforth Primary School 350m
- Salterforth Village Hall – 370m
- Local play area – Snig Hole 450m
- Convenience food shop - Exceeds distance district facilities.
- Employment - 2km Barnoldswick Town Centre
- Secondary school - 1.3km
- Health facilities – Barnoldswick Health Centre 1.8km
- Community/recreation – Sports Centre 1.3km

The site is located close to national cycle route 68 which runs along the Leeds and Liverpool canal tow path and could replace private car commuter journeys. This increases the sites sustainability credentials which is in line with the NPPF policies.

There are bus stops located in both directions on Kelbrook Road which currently have fully enclosed stone/concrete built bus shelters and road markings. The provision of DDA compliant bus border kerbs should be provided at the NB and SB bus stops under an agreement with the Highway Authority.

The provision of a toucan crossing on Kelbrook Road, a reduction in the speed limit to 30mph and a vehicle activated sign has been secured under a S278 agreement for the Phase 1 Beckside Seddon Homes development. This ensures that pedestrians and cyclists from the site can easily cross Kelbrook Road to access the footway on the south side of Kelbrook Road which connects the site to Barnoldswick and Kelbrook, to the NB bus stop, canal towpath and play area. The reduction in the speed limit and vehicle activated sign will make a positive contribution to highway safety.

## Construction traffic

The construction traffic should be via Kelbrook Road and Beckside Phase. Construction traffic should not use Earby Road and Hayfields.

## Internal Layout (including parking)

The internal estate roads should be built to adoptable standards however as stated above it will not be possible for the Highway Authority to formally adopt the estate road under S38 unless Phase 1 is brought up to adoptable standards and offered for adoption.

All the proposed garage sizes measure 5.5 x 2.7m internally which is smaller than the recommended 6m x 3m and therefore they should not be counted as parking spaces.

Each dwelling should have a secure, covered cycle store and electric vehicle charging point.

## Conclusion

The Highway Authority raises no objection to the proposal subject to an amendment to the vehicle access points on the plan and conditions relating to construction method statements, construction traffic, off site highway works, engineering details, management and management, driveways and

parking areas, cycle storage, electric vehicle charging point being attached to any grant of permission.

LLFA – No comment as the Earby and Salterforth Drainage Board (IDB) is intending to respond on a non-statutory basis.

LCC Education – Requests a contribution towards 3 Secondary school places.

Yorkshire Water – Separate systems for foul and surface water systems. Clarification required on Flood Risk Assessment and Outline Drainage Strategy.

Earby & Salterforth Drainage Board –

Airedale NHS Trust – Requests a contribution towards unplanned hospital admissions.

Salterforth Parish Council – Objection:

- I) This further development will have a major effect on the greenfield landscape at the "gateway" approach to Salterforth Village and beyond.
- II) This is an unacceptable ribbon development into the agricultural landscape. That this application will move development along the B6383 towards Kelbrook which is neither wanted nor acceptable and, as stated, is most definitely a ribbon development in the normally accepted terms. It is outside the settlement boundary and on greenfield not brownfield land.
- III) This Development is clearly located at the extreme limits of sustainable development. For instance, the only School in the village is primary, no pre-school or secondary education. There are no shops, amenities etc. Barnoldswick is the nearest sustainable centre which becomes even further away should this development be allowed.
- IV) The exit through the Hayfields would clearly result in additional traffic through the village, where traffic is already very heavy. The exit is at a well-known bottleneck and it is on an extreme blind corner, on a road that is a recorded black spot.

## **Public Response**

Site and press notices posted and nearest neighbours notified by letter. 160 responses have been received objecting to the proposals on the following grounds:

- Landscape impact extending the village along its eastern boundary;
- Highway impacts in terms of other development and bottlenecks. Any new route will create additional traffic and it would appear that this has not been factored into any modelling;
- Social infrastructure is under severe pressure already;
- The FRA data is out of date or not provided and developers claim that SuDs drainage will improve or maintain any situation and this may be true if maintenance and associated costs are configured into the SuDs;
- We do not want or need any more houses in the village;
- We were promised a crossing but it has not materialised whilst two have been put in, in Colne;

- The old mill has planning permission for 14 flats and as yet to be developed, this should be done first;
- This is greenbelt and wildlife and fauna are disappearing in the area;
- The access road down Hayfields is not suitable as there are already 17 cars on this road with some parking on the pavement making it single track;
- The gradient of the land is higher which will result in the development being overbearing;
- The well- used public footpath has already been closed due to on the ongoing development;
- Earby Road is heavily used by buses, HGV's, tractors, horses, cyclists and pedestrians alike;
- There are no footpaths from the bus stop on Kelbrook Road to the school;
- The sewage from Salterforth goes to Earby and the existing sewage pipes cannot cope and are in desperate need of replacing;
- The village will lose its identity;
- The building work could lead to an Increase in crime with no full time manned police station in Barnoldswick;
- The villagers in the new houses are not allowed to object as it is in their deeds;
- Salterforth is an historic area within a rural area and wish it to remain so;
- The village car park now has fewer spaces and any more development will result in residents having difficulty finding spaces – some residents do not have their own spaces so use this facility;
- Article 8 of The Human Rights Act would be seriously breached; and
- The proposed development would seriously affect privacy, light and noise to the 10 allotments adjacent to the site.

## **Officer Comments**

### **1. Policy**

The starting point for consideration of any planning application is the development plan. Policies which are up to date and which conform to the provisions of the National Planning Policy Framework (the Framework) must be given full weight in the decision making process. Other material considerations may then be set against the Local plan policies so far as they are relevant. The Framework has been replaced by a revised version and the following comments relate to that revised version.

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are objectives to achieving sustainable development: economic, social and environmental.

## Local Plan Part 1: Core Strategy

The following Local Plan policies are relevant to this application:

Policy SDP1 takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy SDP2 places Salterforth as a Rural Village that can accommodate to primarily meet local needs and ensure land and resources are effectively used. Where greenfield land is to be developed then it should be in a sustainable location and well related to an existing settlement.

Policy ENV1 requires developments to make a positive contribution to the protection, enhancement, conservation and interpretation of our natural and historic environments.

Policy ENV2 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Policy ENV4 advises that development should have regard to the potential impacts they may cause to the highway network. Where these impacts are severe, permission should be refused.

Policy ENV5 seeks to minimise air, water, noise, odour and light pollution and to address the risks arising from contaminated land, unstable land and hazardous substances.

Policy ENV7 does not allow development where it would be at risk of flooding and appropriate flood alleviation measures will be provided and/or would increase the risk of flooding elsewhere.

Policy LIV1 sets out the housing requirements for 2011 to 2030 and how this will be delivered.

Policy LIV4 sets out the requirements for affordable housing in the Borough with developments of 15 or more dwellings in Rural Pendle requiring 20% provision. As this proposal is for up to 34 dwellings provision is required for 6 dwellings.

Saved Replacement Pendle Local Plan policy 4C/4D seeks to protect biodiversity and wildlife corridors.

## National Planning Policy Framework

In national terms the National Planning Policy Framework ("the Framework") provides guidance on housing requirements, design and sustainable development.

Paragraph 108 states:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

## **2. Principle of Housing**

The site is located outside but adjacent to the settlement boundary for Salterforth. Policy LIV1 allows for sustainable sites to come forward outside of the settlement boundary until the site allocation is undertaken for housing sites in Part 2 of the Core Strategy. The application site therefore is in principle one that can be considered under Policy LIV1.

In terms of housing requirements in Salterforth the Scoping Report and Methodology for the Local Plan Part 2 sets out a need in Salterforth to provide a minimum of 46 dwellings up to 2030. Figures are allocated on a settlement not area basis and are not maximums. In some settlements additional housing may be required to order to meet the overall housing needs of the Borough. It is important that additional housing is provided in a sustainable manner. The policies in both the Framework and Local Plan do not preclude development based on an increase in numbers of houses as set out in a Scoping and Methodology Paper which has not yet been to examination.

## **3. Impact on Residential Amenity**

The nearest residential properties are those on the new development at Beckside to the west, Hayfields and Sandhills Close to the north and Sykes Close to the East. Although properties on Earby Road and Harry Street will be able to see the properties the distances and highways in between will ensure no impact on these.

No. 6 Hayfields and the approved dwelling adjacent to No. 7 Hayfields would have side boundaries abutting the site. No. 6 has windows in the gable facing the site these are sufficient distance from the nearest plots (5 & 6) to not unduly impact on amenity.

The new dwelling adjacent to no. would have its main elevation facing on the site with a four pane door at ground floor and a Juliette balcony at first. However, the distances between this and the nearest plot (34) is over 21m to a gable which has no habitable room windows and which has a double garage between this plot and the approved dwelling.

The properties on Beckside have gardens which back onto the proposed gardens of plots 29, 31, 32 and 34 at distance of 21m rear to rear elevations this is acceptable.

The nearest properties on Sandhills Close are over 35m whilst the nearest properties on Sykes Close are 35m away both of which is acceptable.

There the potential impact on residential amenity is acceptable.

## **4. Highway Safety**

The main vehicular access will be via Beckside which is unadopted.

LCC have no objections to the proposed scheme as amended subject to conditions.

Whilst Salterforth does not have a defined village centre it does have a public house, Parish Hall and primary school and the site is relatively close to Earby and Barnoldswick Town Centres which offer further local facilities which can be reach via the mainline bus services provided and therefore this can be considered to be a sustainable site.

The visibility splays are already in place and the provision of a crossing on Kelbrook Road has been agreed and scheduled with LCC Highways in the next few months. The proposed road layout extension from Beckside would be constructed to adoptable standards.



On-site parking would be provided on site and some the parking and garages spaces are slightly below the requirements and therefore the agent has been requested to ensure these are in line with the requirements of policy 31 as well as providing electric vehicle charging points.

A contribution towards improvements to bus stops was requested but is not necessary for this development.

The development is therefore acceptable in terms of highway impacts.

## **5. Landscape Impact**

The site is not within any designated landscape and whilst there are public viewpoints into the site from public vantage points along the footpath to the south and bridleway to the east the proposed housing development would not result in the loss of any landscape of an identified high value.

The site is framed by the housing developments to the west and north and the former railway line embankment to the east. These features give the site a high degree of self-containment.

The views of the site that are potentially more open are to the south and south west. Both along two public footpaths and the B6368. There would be clear views of the site from the footpaths. From the B6368 the site has a row of roadside trees that provide a good degree of screening.

As detailed above whilst the site is in open countryside it is not a highly conspicuous landscape nor one that has high landscape value. Its value is the intrinsic value of being open countryside. The loss of open countryside per se is not sufficient to justify refusing a planning application.

In the absence of any loss of landscape of high value the development would not be justified being refused on landscape impact grounds.

## **6. Ecology**

An ecological assessment has been submitted as part of the application. No notable or protected species were recorded on the site.

The vegetation to be cleared is of low ecological significance and the trees outside of the development area are low quality. However as the vegetation may be used by nesting birds any clearance should take place outside of the breeding season March to September.

Whilst the proposed development will lead to the loss of a greenfield site and a number of trees there is some scope to provide more appropriate tree planting to provide screening which would result in some ecological improvement.

Whilst bats are unlikely to use the area for foraging they may occur in the area. Roosting by bats have not been found to be present on the site.

Mitigation measures are proposed for badgers, bats, birds and invertebrates including protecting the beck, providing bat boxes on site and no clearance from March – September.

The development thereby accords with saved policies 4C and 4D of the Replacement Pendle Local Plan.

## **7. Landscaping and Trees**

The trees on the site boundary would be protected and the proposed landscaping includes new hedgerows.

Tree protection fencing shall be erected along the north east and southern boundaries in order to protect the retained boundary trees.

Some of the boundary trees will require pruning but all are proposed to be retained.

The proposed landscaping scheme has appropriate replacement tree planting as well as the open space area to the south which incorporates the attenuation measures.

Subject to a detailed landscaping condition including appropriate boundary treatments this is acceptable.

## **8. Drainage and Flood Risk**

A Flood risk assessment has been prepared as part of the supporting documents. At the time of writing we have not had responses from all the consultee bodies. An update on this will be given to Committee.

Yorkshire Water raised some observations on the proposed drainage scheme with regard to the surface water discharge to public sewer via storage with restricted discharge of 14.5 litres/second.

The agent has provided information that the new diverted foul sewer will carry existing flows and minimal additional flows from the new development and will reconnect to the existing foul sewer at the southwest corner of the site. The new diverted surface water sewer will carry both existing flows and the additional flow from the new development and will not reconnect to the existing surface water sewer as this will become redundant but will reuse the existing outfall discharging to Salterforth Beck. This will be limited to 14.5l/s (Qbar for existing greenfield site). Oversized pipes will be used within the highway to ensure no flooding for the 1 in 30 year event and a storage used to ensure no site flooding for up to the 1 in 100 year + 40% climate change event.

The existing calculated greenfield run-off rates for the undeveloped site are 24.6 l/s for the 1 in 30 year event, and 30.2 l/s for the 1 in 100 year even for which the proposed 14.5 l/s is a significant betterment.

Comments are expected from either the Lead Local Flood Authority and/or Earby and Salterforth Drainage Board IDB are expected and subject to appropriate conditions requiring details to be submitted this would accord with paragraph 163 of the Framework and paragraph 80 of the Planning Practice Guidance document.

Subject to no adverse comments from the LLFA/Earby and Salterforth Drainage Board IDB then the details submitted are sufficient to satisfy the requirements above as well as those of Policy ENV7.

## **9. Layout, Design and Materials**

The proposed layout is acceptable and would create a spacious layout with appropriate planting and open space within the site as well as

The scheme is very similar in terms of design and materials to that of the nearly completed Becks adjacent.

The palette of materials and designs of the housetypes are acceptable in this location and accords with policies ENV1 and ENV2.

## **10. Contributions**

A contribution towards secondary education places of £71,211.84 has been requested by LCC.

A contribution towards unplanned hospital visits at Airedale of £2,484.11 has also been requested.

The agent has been asked to consider these requests. The response will be reported to the meeting.

## 11. Summary

The proposed scheme is for a residential scheme of 34 dwellinghouses which is acceptable in terms of impact on residential amenity, highway safety, landscape impact, ecology, landscaping, drainage and design and materials subject to no adverse comments from the LLFA, appropriate conditions and any requirements for contributions being fulfilled.

### **RECOMMENDATION: Approval**

Subject to the following conditions:

1. The development must be begun not later than the expiration of five years beginning with the date of this permission.

**Reason:** In order to comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (As Amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

1202SHW/Sp2/LP01 Rev D, SSL: 11482E:2001:2, SSL:11482E:200:2:2, 1202SHW/Sp2/S102 Rev ?, 1202SHW/Sp2/S101 Rev ?, H5114-AHL-001, V2 Bow-01, V2 Bow 1 -01, V2 Bre-01, V2 BRI /01, V2 BRI1 01, V2 Clg-01, V2 Clg2-01, V2 Law – 01, V2 Mar 01, V2 Mea – 01, V2 Mea1 – 01, V2 She – 01 & 5678.02 rev B.

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

3. No development shall take place unless and until a planning obligation pursuant to Section 106 of the Town and Country Planning Act 1990 (or any subsequent provision equivalent to that Section) relating to the land has been made and lodged with the Local Planning Authority and the Local Planning Authority has notified the person(s) submitting the said planning obligation in writing that it is to the Local Planning Authority's approval. The said planning obligation will provide for education facilities and NHS provision at Airedale Hospital.

**Reason:** To ensure that there are sufficient education places available in the area of these additional dwellinghouses and provide for an acceptable health care provision at Airedale NHS Foundation Trust.

4. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

- i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 20% of housing units/bed spaces;
- ii) the timing of the construction of the affordable housing and its phasing in relation to the

occupancy of the market housing;

iii) the arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing] (if no RSL involved);

iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and

v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

**Reason:** To ensure the provision of a mix of tenure on the site appropriate for the requirements of the area.

**5.** Within two weeks of the commencement of development, a plan and written-brief detailing the proposed phasing of the site shall have been submitted to and agreed in writing by the Local Planning Authority. Such detailing shall include details of the works involved in each phase and how each phase is to be completed in terms of the completion of roads, building operations, foul and surface water sewers and landscaping, and each phase shall be substantially completed before the next successive phase of the development is commenced.

**Reason:** To secure the proper development of the site in an orderly manner and to limit the number of access points to the highway.

**6.** 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 in order to prevent contamination of the controlled waters.

**7.** Prior to the commencement of any development the following details shall be submitted to, and approved in writing by, the Local Planning Authority.

a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, 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) The drainage strategy should demonstrate that surface water run-off must not exceed the existing pre-development runoff rate for the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed;

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

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

e) Site investigation and test results to confirm infiltration rates. If infiltration is shown to be a viable option for the disposal of surface water, then this should then be used as the primary method for disposing of surface water from the site. Disposal via a surface water body will only be considered where infiltration is proved to be unsuitable.

f) Details of water quality controls, where applicable.

The scheme 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 drainage system shall be retained, managed and maintained in accordance with the approved details.

**Reason:** To ensure that the proposed development can be adequately drained, that there is no flood risk on or off the site resulting from the proposed development and to ensure the water quality is not detrimentally impacted by the development proposal.

**8.** No development shall commence 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, reduce the flood risk to the development as a result of inadequate maintenance and identify the responsible organisation/body/company/undertaker for the sustainable drainage system.

**9.** The development shall be carried out in accordance with the mitigation plan set out in the "Ecological Appraisal Kelbrook Road, Salterforth" dated April 2018 for envirotech. The development shall then only commence and be completed in accordance with the agreed details.

**Reason:** To ensure no net loss of biodiversity as a result of the development.

**10.** 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.
- e) Details of wheel-washing facilities including location
- g) Measures related to construction waste management
- i) Soil resource management including stock-pile management
- 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.
- 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
- s) A Construction 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 phases.

**11.** No part of the development shall be commenced until all the highway works to facilitate construction traffic access have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority.

The scheme shall include (among other things) details of routes to be used by construction traffic and periods during the day when trips to and from the site may be undertaken.

**Reason:** To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

**12.** The access and 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 before any other development (in that phase) takes place within the site, details of which shall have previously been submitted to and approved in writing by the Local Planning Authority. The estate road (as it relates to that phase) shall have been completed in its entirety, including the wearing course, before the first occupation of any dwellings in that phase.

**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.

**13.** No vehicular access onto Hayfields shall be permitted at any time including for construction vehicles, except for emergency vehicles unless otherwise agreed in writing with the Local Planning Authority. Details of the bollards to be erected to the pedestrian/emergency access link shall be submitted to and approved in writing by the Local Planning Authority prior to be erected on site.

**Reason:** In order to satisfy the Local Planning Authority that the details of the highway works are acceptable.

**14.** Unless approved in writing by the Local Planning Authority no ground clearance, demolition, changes of level or development or development-related work shall commence until protective fencing, in full accordance with BS 5837: 2012 has been erected around each tree/tree group or hedge to be preserved on the site or on immediately adjoining land, and no work shall be carried out on the site until the written approval of the Local Planning Authority has been issued confirming that the protective fencing is erected in accordance with this condition. Within the areas so fenced, the existing ground level shall be neither raised nor lowered. Roots with a diameter of more than 25 millimetres shall be left unsevered. There shall be no construction work, development or development-related activity of any description, including the deposit of spoil or the storage of materials within the fenced areas. The protective fencing shall thereafter be maintained during the period of construction.

All works involving excavation of soil, including foundations and the laying of services, within the recommended distance calculated under the BS 5837 (2012) of the trees to be retained on the site, shall be dug by hand and in accordance with a scheme of works which has been submitted to and approved by the Local Planning Authority, prior to the commencement of works.

**Reason:** To prevent trees or hedgerows on site from being damaged during building works.

**15.** Notwithstanding the submitted landscaping plan, the development hereby permitted shall not be commenced until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be submitted at a scale of 1:200 and shall include the following:

- a. the exact location and species of all existing trees and other planting to be retained;
- b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
- c. an outline specification for ground preparation;
- d. all proposed hard landscape elements and pavings, including layout, materials and colours;
- e. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas;
- f. all boundary treatments between properties and to the boundary of the site including fencing, walls and hedgerows.

The approved scheme shall be implemented in its entirety approved form within the first planting season following the substantial completion of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

**Reason:** To ensure that the development is adequately landscaped so as to integrate with its surroundings and retains existing trees and hedgerows where possible.

**16.** Prior to the commencement of development samples of all materials to be used on the external elevations including window, doors, surfacing and rainwater goods shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved materials.

**Reason:** In the interest of the visual amenity of the area.

**17.** The windows and doors shall be set back from the external face of the walls by at least 75mm in depth.

**Reason:** To ensure the continuation of a satisfactory appearance to the development.

**18.** The garages hereby permitted shall not at any time be used for any purpose which would preclude its use for the parking of a motor car.

**Reason:** To ensure that there is adequate off-street parking provision within the site to prevent on-street car parking that would be inimical to highway safety.

**19.** Notwithstanding the submitted plans all garage doors shall be located at least 5.5m back from the highway boundary at all times and the garages/driveways thereafter kept clear for the parking of a private motor vehicle and cycle.

**Reason:** To ensure satisfactory off street parking arrangements are reserved at all times.

**20.** Prior to first occupation the garages, driveways and communal parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for the as long as the development is occupied.



**Reason:** To ensure satisfactory off street parking arrangements do not lead to an increase in flooding.

**21.** Prior to the commencement of development details of any proposed earthworks and retaining wall to be erected shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the volume of material to be imported to/exported from the site, the proposed grading and mounding of land areas including the existing and proposed levels and contours to be formed, the exact position of retaining wall, heights and materials, the relationship of proposed mounding and retaining walls to existing vegetation and surrounding landform together with a management plan of the earthworks and the timing of the works and construction. The development shall be carried out in accordance with the approved details.

**Reason:** In the interest of maintaining the amenity value of the area

**22.** A scheme for the management (including maintenance) of the open space area, sustainable drainage scheme and highways shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved scheme shall be carried out in full accordance with the agreed scheme before the first dwelling is occupied.

**Reason:** To ensure the site is properly maintained and managed in the interests of visual amenity.

**23.** Prior to first occupation each dwelling unit shall have an electric charging point.

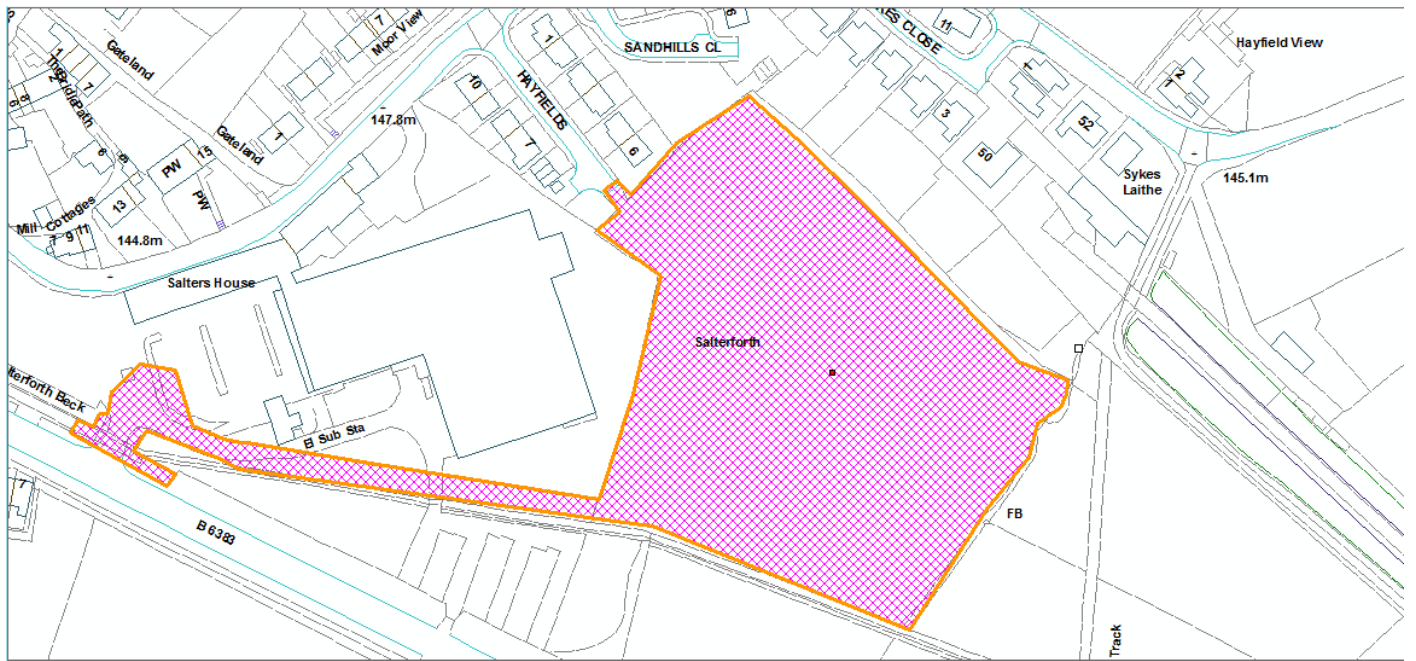
**Reason:** To ensure that the development provides for sustainable modes of travel.

**24.** Before a dwelling unit is occupied waste containers shall be provided on each plot.

**Reason:** To ensure adequate provision for the storage and disposal of waste.

#### Informatives

1. The grant of planning permission will require the applicant to enter into a Section 38/278 Agreement, with Lancashire County Council as Highway Authority. The applicant should be advised to contact Lancashire County Council, Highway Development Support email – [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk) in the first instance to ascertain the details of such an agreement and the information to be provided.
2. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. Bridleway 12 (Salterforth) may be affected by the development



**Application Ref: 18/0362/FUL**

**Proposal:** Full: Major: Erection of 34 dwellinghouses with associated access roads, car parking, open space, landscaping and other associated works with vehicular access via Beckside.

**At:** Land to the East of Beckside, Beckside, Salterforth

**On behalf of:** DDK Estates Limited and Seddon Homes Limited

## **LIST OF BACKGROUND PAPERS**

Planning Applications

**NPW/MP**

**Date: 27<sup>th</sup> July 2018**