

**REPORT FROM: PLANNING, ECONOMIC DEVELOPMENT AND  
REGULATORY SERVICES MANAGER**

**TO: POLICY AND RESOURCES COMMITTEE**

**DATE: 27<sup>th</sup> JUNE, 2019**

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## **PLANNING APPLICATIONS**

### **PURPOSE OF REPORT**

To determine the attached planning applications.

## **REPORT TO POLICY AND RESOURCES COMMITTEE 27<sup>th</sup> JUNE, 2019**

**Application Ref:** 18/0821/RES

**Proposal:** Outline: Major: Erection of 14 No. dwelling houses with access road (Access and Scale only)

**At:** Land Opposite The Barn Ben Lane Barnoldswick BB18 6HR

**On behalf of:** Mr L Green

**Date Registered:** 29 January 2019

**Expiry Date:** 30 April 2019

**Case Officer:** Kathryn Hughes

This application has been referred from the West Craven Committee as Members were minded to refuse the application on Highway Safety grounds.

An appeal was made in 2016 on the decision to refuse an outline application for 4 dwellinghouses. This appeal dealt with the issues raised here and was allowed by the Planning Inspector. On this basis there is a high risks of costs in the event of an appeal on this application and therefore it has been referred to Policy and Resources Committee.

### **Site Description and Proposal**

The application seeks outline consent (including means of access and scale) for the erection of 14 dwellinghouses on land opposite the Barn, Ben Lane, Barnoldswick, field no. 5467.

As present the site consists of a large well maintained field mainly used for grazing sheep. The proposed site measures 0.62ha and is separated from Ben Lane by an existing permission for four dwellinghouses (see history).

The site contains mature trees and Tree Preservation Orders are in place adjacent to the site.

The land is immediately adjacent to, but outside of the settlement boundary of Barnoldswick, within the Open Countryside. Open fields are sited to the rear and side of the site (north east and east) with detached dwellings to the front (south east/west). With further residential properties along Skipton Road to the side (north).

### **Relevant Planning History**

13/15/0546P – Outline: Erection of 4 dwellings with garages (Access, Layout and Scale) – Refused- Allowed on Appeal – 7<sup>th</sup> November, 2016.

17/0244/REM – Reserved Matters: Erection of 4 dwellings with garages (Appearance and Landscaping) – Invalid.

17/0313/REM – Reserved Matters: Erection of 4 dwellings with garages (Appearance and Landscaping) – Approved 18<sup>th</sup> August, 2017.

### **Consultee Response**

**LCC Highways** – The southern section of the field, fronting Ben Lane, has an approval for 4 dwellings with detached garages served from a new site access on Ben Lane. The application

reference D13.15.0546P-outline including access, layout and scale was refused and subsequently allowed at appeal reference APP/E2340/W/16/3155958. Applications D13.17.0244 and D13.17.0313 have been subsequently approved for reserved matters - landscaping and boundary treatment.

The approval provides a new site access on Ben Lane with visibility splays of 2.4m x 45m agreed in both directions. A 5m wide carriageway with 2m wide footways on both sides and a turning head to allow a refuse wagon to turn and exit in forward gear are proposed. This is considered suitable to accommodate the movements from the 14 additional dwellings sought under this application.

Ben Lane is an unclassified road and is categorised as a Local access road with a speed limit of 20mph. The visibility at the junction of Ben Lane and Skipton Road is suitable and causes no concern. The width of Ben Lane between Skipton Road and the site access is at least 4.8m wide which allows a HGV and car to pass. The Inspector considered that Ben Lane is lightly trafficked and that there is spare capacity to accommodate additional traffic from 4 dwellings which equates to approx. 2-3 vehicles in the pm peak 5pm-6pm.

Ben Lane carries less than 100 vehicles in the peak hour and less than 1000 vehicles a day which means that the guidance within the Manual for Streets and Quiet Lanes for pedestrians and vehicles to share the carriageway space does not necessarily constitute a safety concern.

However there is a concern about the lack of street lighting on Ben Lane particularly for pedestrians in the hours of darkness. Therefore it is considered necessary, due to the intensification of vehicle movements to implement a scheme of street lighting on Ben Lane between Skipton Road and the site access to ensure the safety of vulnerable road users.

The additional dwellings will add approx. 66 vehicles a day and 7. 2-way movements in the am peak and 8, 2-way movements in the pm peak.

In the previous 5 years there have been 2 slight injuries from 2 separate collisions on Skipton Road at the junction of Coates Lane. These are attributed to poor visibility when emerging from the junction. There is separate collision recorded on Ben Lane itself resulting in 2 serious injuries to the 15 year old driver and pillion passenger of an unlicensed 85cc motorbike driven in the hours of darkness.

Each dwelling proposes off-street parking in accordance with the maximum car parking standards, with secure cycle storage within the garages and electric vehicle charging points.

There is no objection to the proposal subject to conditions being attached to any approval relating to construction method statement, restricted traffic movements, construction site access, off-site highway works, management and maintenance of the estate road, construction of internal estate roads, driveways, cycle stores and electric charging points

**Lead Local Flood Authority** – unable to provide a substantive response as insufficient information has been submitted.

**Update** – No objection subject to appropriate drainage conditions.

**LCC Education** – No contribution required.

**Yorkshire Water** – A water supply can be provided.

**United Utilities** - Appropriate drainage conditions should be attached to any approval.

NHS Trust – contribution requested of £1,591.13 towards additional services to meet patient demand;

**PBC Environment Officer** – There are existing mature trees to the north east and east which are shown to be retained and these should be protected during construction and including in the landscape scheme for the site. There are trees protected by TPO no. 2,1977 to the front (south east/west) which have been considered as part of the application for four dwellings along this frontage. Protected trees to the rear (north east) of the site fall under TPO No. 10, 2008 but are outside the application site.

**PBC Environmental Health** – No adverse comments.

### **Public Response**

Nearest neighbours notified by letter. 18 responses have been received objecting on the following grounds:

- Outside settlement boundary;
- Proposed houses immediately to the rear of existing properties on Skipton Road resulting in overlooking and loss of privacy;
- Minimum parking standards have been applied and a narrow road proposed which is likely to result in on-road parking;
- No screening or landscaping proposal;
- Soakways are shown to rear boundaries of existing properties or tree protection areas;
- This scheme proposes a considerable increase in traffic movements along this narrow lane;
- This area has a history of flooding;
- Given the number of houses that have been provided Pendle are set to exceed the long term housing supply so there is no imminent pressure to accept sites outside the settlement that are not fit for purpose;
- Views will be removed and existing properties will lose any element of privacy;
- There are pods in the gardens which are inhabited by frogs and newts, many birds frequenting the site with swarms of bats throughout the summer months;
- Coates Hall is a listed building is sited close by and a working well has been uncovered in the grounds of The Barn which probably served Coates Hall and should be protected;
- Increase in surface water and poor drainage on site;
- Lack of safe access is a real safety concern;
- There is only one route off the estate which involves pedestrians negotiating multiple vehicles on a poorly lit, muddy lane, full of potholes with no pavements;
- In January this year a child was hit by a car when walking to catch a school bus (this is not on the report) increased volume of traffic will increase the risk of collisions in the future;
- How will materials be transported onto the site when the lane is unsuitable for HGV's?
- The land already generally suffers from subsidence;
- Our property suffers from rot and increased properties will make this worse and add to pressure on utilities and raises concerns of further damage to my property;
- The sewage pipe is already prone to volume issue and there is no mention of how the main drain will cope with an extra 14 households;
- Is this an infringement on green belt in contradiction to the structure plan;
- Development of this area is not needed as the most recent AMR shows Pendle has to provide 298 houses per year, in fact for the next four years it is forecasting 319, 579, 5869 and 635 houses. Policy LIV1 states land outside the settlement boundary can be used- as this has been reached development outside the settlement boundary in this case is not necessary;
- The proposed development is high density with a total of 18 houses in one field;
- The development would result in an unacceptable visual impact on the landscape;
- Pendle has a large quantity of undeveloped brownfield sites; and
- To reduce potential conflicts the school encourages a one way system so parents exit out of the lane. Traffic exiting and entering the land should be kept to a minimum.

## **Officer Comments**

The main issues to consider in assessing this application are policy compliance design, impact on amenity, pedestrian and highways safety, parking provision and flood risk.

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 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.

### **Policy**

The National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making. In this case, for the purposes of section 38(6) of the TCPA 2004, the development plan comprises Pendle's Local Plan Part 1: Core Strategy.

Paragraph 59 of the National Planning Policy Framework (NPPF) requires local planning authorities to identify a supply of deliverable housing sites to provide five years' worth of their housing requirements.

Paragraph 108 of the Framework states that decisions should take in to account whether safe and suitable access to the site can be achieved and should only be refused where residual cumulative impacts are severe.

Policies SDP1, ENV1, ENV2, LIV1 and LIV5 of the Core Strategy Part 1 are all relevant in the determination of new housing applications.

Policy SDP1 (Presumption in Favour of Sustainable Development) is set out to secure development that improves the economic, social and environmental conditions in the area.

Policy ENV1 addresses issues such as biodiversity, the protection of designated landscapes and impacts on open space.

Policy ENV2 seeks to achieve quality in design and states that all new development should seek to deliver the highest possible standards of design, in form and sustainability, and be designed to meet future demands whilst enhancing and conserving heritage assets.

Policy ENV4 relates to promoting sustainable travel and in particular sets out that new development should have regard to potential impacts to the highway network, safety and potential to restrict free flowing traffic.

Policy ENV7 seeks to ensure any proposal do not result in increased flooding on site or lead to increased flooding elsewhere.

Policy LIV1 states that to encourage significant and early delivery of housing, proposals for new development will be supported on non-allocated sites within the Settlement Boundary which are sustainable. The Policy goes further to state that until the Council adopts the Pendle Local Plan Part 2 (Site Allocations and Development Policies) sustainable sites outside but close to a settlement boundary which make a positive contribution to the 5 year supply of housing land will be supported.

Policy LIV5 advises that the types and sizes of new dwellings to be provided should help to diversify the existing housing stock and achieve a better, more balanced mix of dwellings in the borough.

Saved Replacement Local Plan Policy 31 'Parking' requires that new developments provide parking in line with the levels set out in Appendix 1 of the RPLP. This is addressed in the Highways section below.

## **Principle of Development**

The site is located outside of a settlement boundary, with its south western front abutting the settlement boundary of Barnoldswick. The site therefore falls within the open countryside.

The current position of the Council is that there is not a 5 year supply of housing land. In this instance the Council has not yet adopted the Pendle Local Plan Part 2: (Site Allocations and Development Policies). This outline proposal for 14 dwellinghouses would further encourage the early delivery of the housing requirement and is therefore supported by the aims of Policy LIV1. Policy LIV1 also states proposals for new housing development will be supported where they accord with other policies of the Core Strategy and are on sustainable sites outside of the settlement boundary.

Part of the site has already been considered at appeal and has been found to be sustainable. The site is within walking distance of public transport where regular buses travel along Skipton Road. The site also has easy access to essential services given its location near schools, major employment sites and its close location to Barnoldswick town centre. Taking into account the edge of settlement characteristics of the site and its close relationship with existing development it is a sustainable site.

Therefore, in terms of location, a site of this nature, which has clear and established links to Barnoldswick and associated services, would be sustainable and its development would help to ensure a five year supply. The proposed development would therefore accord with the NPPF and Policy SDP1 of the Local Plan Part 1.

## **Layout and Scale**

Paragraphs 124 through to 132 of the NPPF contain guidance on providing a wide variety of homes and requiring good design. Policies ENV1 and ENV2 of the Local Plan Part 1 echo these points and are relevant in the determination of this application.

Section 11 of the NPPF seeks to make effective use of land with optimal use of the site in terms of densities.

This application has been submitted in outline, with matters of appearance and landscaping reserved. Therefore at this stage, assessment of the application in terms of design is limited to layout and scale.

Permission has been granted for four dwellinghouses to the front (south) of the site there are no buildings currently on the site. The proposed dwellings would be in the form of a terrace layout fronting Ben Lane. The housing type would have a mix of 3 and 4 bedroomed dwellings.

The development would be positioned to the rear of the approved houses along the length of Ben Lane and to the rear of existing housing on Skipton Road. The development would raise no significant concerns in terms of design or relationship with the existing house as privacy distances can be achieved.

All 14 plots would have garages with some detached and parking spaces.

The architectural vernacular of the immediate area is mixed, populated by groups of older and more modern properties. As such there is no clear or defined style to replicate. From a physical perspective, the application site would most closely replicate the dwellinghouses on Skipton Road. The proposed development site would not project further north into the field than the proposed dwellings preventing any significant encroachment in to the Open Countryside.

In terms of scale, whilst there are a number of bungalows in the vicinity, the two storey dwellings proposed (with the plans and submitted information indicating stone walls and slates for the roof) would not appear incongruous or at odds with its surroundings. The immediate area is predominantly characterised by older and newer dwellings and due to its set back from the main highway on Skipton Road, wider public vantage points would be limited.

Policies ENV1 and ENV2 of the Core Strategy Part 1 and Paragraph 56 of the NPPF require good design. Whilst the individual appearance of the properties must be assessed through the submission of reserved matters, the form, scale and layout of the proposed development generates no adverse issues at this stage.

The details submitted are therefore acceptable and compliant with both Local and National requirements.

### **Amenity**

In terms of residential amenity, the principle assessments to be undertaken are the potential impacts of the proposed two storey dwellings on the properties positioned along Skipton Road and the four houses approved along Ben Lane. Open fields lie to the north east and south east of the site.

The proposed layout shows the dwellings would maintain a distance of 21m to the properties on Skipton Road. A distance of approximately 15m would remain between Plots 1- 4 approved and the gable of proposed plot 14. The distances between these properties would be acceptable to a blank gable wall.

Garages are proposed close to existing rear boundaries of properties on Skipton Road and this is acceptable and would not give rise to any loss of amenity to existing residents.

The Council's Design Principles SPD advises that a minimum distance of 12m should be provided between principle windows and side elevations and 21m between principle windows which face each other. Whilst the final position of window openings in the new development will only become apparent on the submission of reserved matters, the layout of the scheme at present respects these separation distances. The style, size and type of any windows within the development can be suitably controlled in the subsequent application.

The separation, scale and massing of the dwellings would not lead to an unacceptable relationship. Additional natural landscaping will also assist in screening the proposed development.

Policy ENV2 (Achieving Quality in Design and Conservation) states that all new development should seek to deliver the highest possible standards of design, in form and sustainability, and be designed to meet future demands whilst enhancing and conserving heritage assets. In this case each property would have sufficient curtilage and the layout provides a good mixture of private and public areas without being overly cramped. Appropriate boundary treatments would assist in reflecting the semi-rural character of the area and this can be addressed at the Reserved Matters stage.

## Highways

A Transport Statement has been submitted in support of this application.

The site will be accessed the approved access for the four dwellings allowed on appeal on to Ben Lane with visibility splays of 2.4m x 45m in both directions. Ben Lane is an unclassified road and is categorised as a Local access road with a speed limit of 20mph. A 5m wide carriageway with 2m wide footpaths on both sides and a turning head to allow refuse wagon to turn and exit in forward gear are proposed. This is acceptable.

The visibility at the junction of Ben Lane and Skipton Road is suitable and causes no concerns. The width of Ben Lane between Skipton Road and the site access is at least 4.8m wide and the Planning Inspector for the four dwellings considered in the appeal decision that Ben Lane was lightly trafficked and that there is spare capacity to accommodate the additional traffic from the 4 dwellings. As Ben Lane carries less than 100 vehicles in the peak hour and less than 100 vehicles a day guidance within Manual for Streets and Quiet Lanes for pedestrians and vehicles to share the carriageway space does not necessarily raise safety concerns. There is, however, a lack of street lighting and therefore with the proposed increase in vehicular movements a scheme of street lighting on Ben Lane between the site access and Skipton Road would provide some improvement for pedestrians and cyclists, etc.

It is considered the development will generate an estimated 66 vehicular movements a day with peak flow of 7 2 way movements in the morning and 8 2 way movements in the evening.

Comments have been received from a Traffic, Transport and Highway Consultant which concludes that the current highway and pedestrian provision of Ben Lane is already very poor and that this proposal would significantly worsen this position and add significant risk in respect of highway safety. The report suggests that in the absence of suitable date and mitigation to address the implications then the application runs contrary to the severe impact test of the NPPF and Policy ENV4.

Given that the site access and internal layout arrangements including the visibility splay and road geometry was examined in detail and agreed in principle by the Inspector the proposed development will have an acceptable impact on highway capacity in the immediate vicinity of the site subject to appropriate conditions.

In the last five years there are records of two slight injuries from 2 separate collisions which are attributed to poor visibility when emerging from this junction. I am aware from public comments that there are serious concerns over pedestrian safety and especially school children using this route. Based on the information submitted and LCC Highways responses the proposed improvements would alleviate some of these concerns with the provision of footways and a street lighting scheme and this is considered acceptable in this respect.

The plans submitted indicate 2.4 x 45m sight lines would be provided and both the appeal Inspector and LCC Highways are satisfied that this can be provided and is acceptable. I concur with this view.

Each property would have sufficient parking provision within its curtilage by way of driveways and garages along with room to manoeuvre and turn within the site. LCC Highways have raised no objections to this development subject to appropriate conditions.

Therefore, the proposed development should have an acceptable impact on highway safety and highway capacity in the immediate vicinity of the site and would be in accordance with policy ENV4 and Replacement Pendle Local Plan policy 31 as well as Paragraph 108 of the NPPF.



## **Drainage**

A Flood Risk Assessment & Drainage Strategy has been submitted in support of this application.

The report states that the site is as low risk from flooding and it is not considered that flood risk to the development will be increased and it could be argued that this would be reduced following implementation of an approved and effective drainage system.

Further works are proposed to investigate the viability of soakaways and drainage surveys are required in order to establish depths on existing sewers. All systems will be designed to accommodate 1 in 30 year storm event without flooding and 1 in 100 year plus 40% climate change. Underground surface water storage tanks are proposed within plots 6, 7, 8, 10, 11, 12, 13 and 14.

LLFA has considered the submitted information which includes Greenfield run-off rates and drainage attenuation storage capacities and is of the opinion that an appropriate and acceptable surface water drainage system can be accommodated on the site and that details of this can be submitted at the reserved matters stage for further consideration.

There are currently some flood mitigation works including replacing a culvert to the north if site being undertaken. PBC Engineers are involved in this project and have considered the potential impact of this proposal on these works. They are of the opinion that provided appropriate storage attenuation can be provided to restrict surface water run-off to Greenfield run-off rates that this would have no adverse impact and is acceptable.

Therefore, subject to a detailed scheme being accepted on the site the proposed development should have an acceptable impact on drainage in the immediate vicinity of the site and would be in accordance with policy ENV7 subject to appropriate conditions.

## **Landscaping**

Landscaping has been reserved for future approval, however, there are two large mature TPO trees along Ben Lane which may be affected by the proposal. The tree to the southern corner is shown on the drawing and referred to in the supporting text as being retained. However, there is a second tree on the verge to Ben Lane outside the adjacent dwelling to the west which is not shown on the drawing and not referenced in the text.

It is important to ensure that these two trees are successfully protected and retained and that the dimensions (trunk diameter) of the trees are given and any future drawings show that all construction is outside the calculated protection area for these trees. The Trees Officer has no objection in principle, however, a high quality landscaping scheme will be important to the quality of the development and would be assessed in more detail at the reserved matters stage.

## **Ecology**

The land has no statutory designation in terms of ecology and would not affect any such designations.

Whilst there are recordings of bat activity in the local area whilst there is no potential for roosting within the site there are higher quality sites nearby which provide foraging and activity across the site can be improved on as part of the site development by providing infill planting of the hedgerow and planting of native and night flowering species as part of the landscaping scheme.

The submitted Ecological Appraisal does not raise any undue concerns and the mitigation for compensatory planting and habitat enhancements can be conditioned as part of any approval.

## Summary

The proposed development of this site for housing would make a positive contribution to the Councils housing supply and is within a sustainable location as encouraged by National guidance. Highways safety and the scale and layout of the dwellings in this location would be acceptable subject to appropriate conditions this proposal is recommended for approval.

## *Reason for Decision*

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed development accords with the Local Plan and National Planning Policy Framework. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

## ***RECOMMENDATION: Approve***

Subject to the following conditions:

1. An application for approval of the reserved matters (namely the appearance, layout 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 appearance, layout and landscaping (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: 2604.5

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

4. No development shall take place until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- 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) Details of wheel-washing facilities including location
- e) Measures related to construction waste management
- f) Measures to ensure that vehicle access of adjoining access points are not impeded.
- g) Location and details of site compounds

- h) Hoarding details during construction
- i) A Construction Waste minimisation Strategy.
- j) Parking area(s) for construction traffic and personnel
- k) Routeing and timings 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. 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 period.

5. Prior to the commencement of development a scheme for construction site access on Ben Lane shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to the first use of the site.

**Reason:** To ensure an acceptable access if provided prior to construction work being carried out on the site.

6. Prior to the commencement of development a scheme for the off-site highway works shall be submitted to and approved by the Local Planning Authority. The works shall include the following and be implemented prior to the first occupation of any dwelling.

- a. A scheme of street lighting on Ben Lane between Skipton Road and the site access.

**Reason:** To ensure an acceptable access if provided prior to construction work being carried out on the site.

7. Prior to the commencement of development details of the proposed arrangements for future management and maintenance of the estate road within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details unless until such time as any other agreement has been entered into.

**Reason:** To ensure an acceptable access if provided prior to construction work being carried out on the site.

8. No development shall be commenced until full engineering, drainage, street lighting and constructional details to adoptable standards (LCC specification) of the internal estate roads have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in full accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** To ensure an acceptable access if provided prior to construction work being carried out on the site.

9. The internal estate roads shall be constructed in accordance with the approved engineering details and to at least base course level prior to first occupation of any dwelling, unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** To ensure an acceptable access if provided prior to construction work being carried out on the site.

10. Prior to the occupation of each dwelling the driveways 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 an acceptable access if provided prior to construction work being carried out on the site.

11. Foul and surface water shall be drained on separate systems.

**Reason:** To secure proper drainage and to manage the risk of flooding and pollution.

12. 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:

a) Information about the lifetime of the development, design storm period and intensity, temporary surface water storage facilities, details of the methods employed to delay and control surface water discharged from the site, details of any 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) Evidence to demonstrate that surface water run-off will not exceed the existing pre-development runoff rate for the corresponding rainfall event; c) A site layout plan showing flood water exceedance routes, both on and off site; d) A site layout plan showing surface water catchment areas within the site (i.e. areas that will contribute to the proposed surface water drainage network); e) A timetable for implementation, including phasing where applicable; f) Site investigation and test results to confirm infiltrations 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; g) Details of water quality controls, where applicable; and h) Details of an appropriate management and maintenance plan for the surface water drainage scheme for the lifetime of the development.

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, to ensure that there is no flood risk on or off the site resulting from the proposed development, to ensure that water quality is not detrimentally impacted by the development proposal and to ensure that appropriate maintenance mechanisms are put in place for the lifetime of the development

13. No development shall commence 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 conditions of water bodies.

14. No development shall commence 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 conditions of water bodies.

- 15.** The development hereby approved shall be carried out in full accordance with all the mitigation measures proposed in Section 7 Mitigation/Recommendations dated January 2019 by Envirotech.

**Reason:** To order to protect the trees and hedgerows on the site and ensure that appropriate compensatory planting and habitat enhancements are provided on the site.

- 16.** Prior to first occupation each dwelling shall have an electric vehicle charging point.

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

- 17.** 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.

### Informative note

The grant of planning permission will require the applicant to enter into a Section 278 Agreement, with the County Council as Highway Authority. The applicant should be advised to contact Lancashire County Council, Highway Development Control 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.



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