



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

**TO: WEST CRAVEN COMMITTEE**

**DATE: 05<sup>th</sup> January 2021**

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## **PLANNING APPLICATIONS**

### **PURPOSE OF REPORT**

To determine the attached planning application.

# REPORT TO WEST CRAVEN COMMITTEE 5<sup>TH</sup> JANUARY 2021

**Application Ref:** 20/0550/REM

**Proposal:** Reserved Matters: Major: Erection of 10 No. dwelling houses (Appearance, Landscaping, Layout and Scale) of Outline Permission 17/0001/OUT.

**At:** Land To The West Of Birtwistle Court, Kelbrook Road, Barnoldswick.

**On behalf of:** Rural splash Kelbrook Limited

**Date Registered:** 24.08.2020

**Expiry Date:** 11.01.2021

**Case Officer:** Charlotte Pinch

## Site Description and Proposal

The application is to be decided at committee as it has received more than three objections.

The application is a Reserved Matters application for the appearance, landscaping, layout and scale for the erection of 10 dwellings. Outline planning permission (access only) was granted in 2017 at appeal.

The application site is an open field located adjacent to the settlement boundary of Barnoldswick. To the north west is West Craven High School, to the south west is Kelbrook Road with dwellings opposite, to the south east is a detached dwelling and open land and to the north east is a group of dwellings at Birtwistle Court.

The scheme consists of four 2 bedroom single storey bungalows and six 4 bedroom two storey dwellings. There are five different house types across the scheme.

Access is proposed to be gained off Marina Way, onto Kelbrook Road.

## Relevant Planning History

17/0001/OUT

Outline: Major: Residential development (0.42 hectares) (Access Only).

Refused. 2017.

Appeal Allowed. 2017.

## Consultee Response

### LCC Highways

Further to the Highway Development Support Section's initial response dated 29 September 2020, and following the receipt of an amended site layout plan (Drawing 1001 Rev B), and agent's e-mail, both submitted 19 October 2020, additional comments are made below.

### **Off-road car parking**

The level of off-road parking per plot proposed to be provided within the site is now acceptable.

### **Cycle storage**

Cycle storage is now proposed either in the integral garages for Plots 1, 2, 7, 8, 9 and 10, or in cycle stores for Plots 3, 4, 5 and 6. These proposals are acceptable, although details of the cycle stores proposed would need to be submitted.

### **Application of conditions**

In their e-mail dated 19 October 2020 the applicant's agent raises a number of queries regarding those conditions recommended by the highway authority.

**Condition 1 – off-site highway improvements** - the wording of the condition is that details of the scheme for these works should be approved prior to commencement of the development, and not that the works themselves should be completed prior to commencement. All works would need to be completed prior to occupation of the first residential unit. It would be to the applicant's advantage that details of the highway improvements scheme are approved at an early stage given the length of time the legal Section 278 process can sometimes take, and to avoid potential delays. However the condition could be amended so that details are submitted within three months of the start of the development.

### **Condition 2 – management/maintenance of internal road**

Again the wording of the condition could be amended so that details are submitted within three months of the start of the development.

### **Condition 3 – off-road parking provision**

The condition does say that the off-road parking provision should be provided prior to first occupation of any residential unit. It has been amended slightly to make this clear.

### **Condition 4 – cycle storage**

### **Condition 5 – vehicle charging point**

The wording of these conditions have been amended slightly to make it clear that these facilities should be provided prior to first occupation of any dwelling.

### Lancashire Constabulary

No objections.

### Lancashire Fire and Rescue

No objections.

### Yorkshire Water

We have no comments to make on the details submitted (water supply).

### United Utilities

It should be noted that we have previously commented on the Outline Application (Planning Ref: 17/0001/OUT) to which the above application relates. Our previous response (Our Ref: DC/17/746) is available from the Local Planning Authority.

### **Drainage**

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

**Further to our review of the submitted Drainage Strategy Report, prepared by Rutter Johnson, Ref: 20008-DS Dated August 2020, the plans are acceptable in principle to United Utilities.**

**For clarity foul will drain to the public sewer and surface water will drain to the culverted watercourse crossing the site at a maximum pass forward flow of 5 l/s**

The applicant can discuss the above with **Developer Engineer, Robert Brenton**, by email at [wastewaterdeveloperservices@uuplc.co.uk](mailto:wastewaterdeveloperservices@uuplc.co.uk).

Please note, United Utilities are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

#### LCC Lead Local Flood Authority

The LLFA has **no objection** to the above development proposal, subject to the requirements of Conditions 10 and 11 of Outline Planning Permission 17/0001/OUT being satisfied in full.

#### **Surface water drainage:**

It's noted that the surface water drainage scheme outlined in the applicant's latest drainage strategy report (reference: 20008-DS Rev A, dated: October 2020) is only a preliminary issue and is still subject to change following further detailed design and investigation. The applicant will therefore be expected to provide the final details of the sustainable drainage scheme once all detailed design and investigation work has been completed. The final strategy will need to be submitted to and approved by the LPA prior to the commencement of any development, and must comply with the requirements of the National Planning Policy Framework and the DEFRA technical standards for sustainable drainage systems. The strategy must also be accompanied by an appropriate management and maintenance plan that details how the surface water drainage network will be managed and maintained over the lifetime of the development. The LLFA is satisfied that these details can be secured through the existing requirements of conditions 10 and 11 of outline planning permission 17/0001/OUT.

Whilst the LLFA has no objection in principle to the latest surface water drainage proposals, the LLFA does have the following observations to make:

- The LLFA notes that the final surface water discharge point is located beyond the red edge boundary of the site. The LPA should take note of this and satisfy itself that there are appropriate legal agreements in place to secure future access for the construction, operation and future maintenance of these assets;
- The LLFA notes that the current surface water drainage proposals have only been modelled up to a point immediately downstream of the hydrobrake flow control device. That's sufficient for this stage in the planning process, however the final strategy will need to be modelled up to and including the final discharge point on the receiving culvert. The final network design should also be modelled with a surcharged outfall to account for any issues within the receiving culvert prior to its outfall into the marina basin.

- With regards to the perforated land drain at the rear of plots 4, 5, 6 and 7, it's recommended for additional entry points to also be provided at plot level to ensure there's sufficient right of access to the drain for future maintenance purposes.

These observations should be brought to the attention of the applicant and appropriately considered as part of the final sustainable drainage proposals.

### **Sustainable Drainage Systems:**

The LLFA encourages the applicant to maximise the use of sustainable drainage systems (SuDS) when designing the surface water drainage scheme for the development site. This is because sustainable drainage systems offer significant advantages over conventional piped drainage systems in reducing flood risk.

Sustainable drainage systems can attenuate the rate and quantity of surface water run-off from a site, and they can also absorb diffuse pollutants and promote groundwater recharge. Ponds, reed beds and seasonally flooded grasslands are also particularly attractive features within public open space. The wide variety of available sustainable drainage techniques means that virtually any development should be able to include a scheme based around these principles and provide multiple benefits, reducing costs and maintenance needs.

Some SuDS features, for example rainwater harvesting and permeable paving used on roads and driveways, must not be included as part of the hydrological calculations for the site. This is because occupants may change or remove these features in the future and this could have the potential to increase surface water runoff from the site.

Where SuDS features such as rainwater harvesting and permeable paving are included in the hydrological calculations, the local planning authority would be advised to consider the removal of permitted development rights.

### **Ordinary Watercourse Land Drainage Consent:**

Under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), the applicant will need consent from the LLFA for any works which may alter or impede the flow of an existing ordinary watercourse, regardless of whether that watercourse is culverted or not. This includes, but is not limited to, works pertaining to the proposed culvert diversion scheme and culvert connection scheme.

The applicant should contact the Flood Risk Management Team at Lancashire County Council to obtain Land Drainage Consent. Further information on the application process and relevant forms can be found via the following link: <http://new.lancashire.gov.uk/roads-parking-and-travel/roads/flooding/alterations-to-a-watercourse.aspx>

For the avoidance of doubt, once planning permission has been obtained it does not mean that land drainage consent will be given. Land drainage consent must be obtained prior to the commencement of the works, as consent cannot be issued retrospectively.

With regard to the applicant's proposed culvert diversion scheme, it's noted that the route of the diversion extends beneath the adjoining access road. The LPA should take note of this and satisfy itself that there's right of access to that piece of land either through direct ownership or legal agreement.

### **Construction Phase including enabling works:**

It's critical that flood risk is appropriately managed during the construction phase(s) of the development. Compaction of the soil is likely to speed up the run-off rate whilst the site is cleared

and the permanent drainage systems and/or attenuation systems are constructed and brought into use.

The developer should identify the flood risk associated with this phase of the development and provide details of how surface water will be managed during construction, including any mitigation. The LLFA is satisfied that these details can be secured through the inclusion of the above recommended planning condition.

### **Reason for pre-commencement conditions:**

Drainage is not only a material consideration but an early and fundamental activity in the ground construction phase of any development and it is likely to be physically inaccessible at a later stage by being buried or built over. It is of concern to all flood risk management authorities that an agreed approach is approved before development commences to avoid putting existing and new communities at risk.

The revised NPPF considers sustainable drainage systems to be important and states that they should be incorporated unless there is clear evidence that this would be inappropriate and, as such the LLFA needs to be confident that flood risk is being adequately considered, designed for and that any residual risk is being safely managed. To be able to do this the LLFA requires an amount of certainty either by upfront detail or secured by way of appropriate planning condition(s).

The proposed pre-commencement condition(s) allows for the principle of development to be granted and detailed drainage designs to be conditioned for approval via a discharge of condition application which could be more favourable to developers in terms of less delay and less financial outlay early in the process. Non-acceptance of the pre-commencement condition could lead the LLFA to object to the principle of development until all residual risk issues are safely managed.

### **What this response does not cover:**

This response does not cover highway drainage, matters pertaining to highway adoption (s38 Highways Act 1980) and/or off-site highway works (s278 Highways Act 1980). Should the applicant intend to install any sustainable drainage systems under or within close proximity to a public road network (existing or proposed), then they would need to separately discuss the use and suitability of those systems with the local highway authority.

The applicant is also encouraged to discuss the suitability of any overland flow routes and/or flood water exceedance with the local highway authority should they have the potential to impact the public highway network and/or public highway drainage infrastructure (either existing or proposed).

### **Material Changes to this Planning Application:**

If there are any material changes to the submitted information which impact on surface water, the local planning authority is advised to consider re-consulting the LLFA. Please send a copy of the decision notice to: [suds@lancashire.gov.uk](mailto:suds@lancashire.gov.uk)

## **Public Response**

Four letters of objection were received from neighbouring occupiers, their comments can be summarised as follows:

- Destruction of prime farmland which is rich in wildlife.
- Sufficient development and housing in the area already.
- Traffic and parking issues already exist in the area.

- Poor access road, which cannot accommodate further vehicles.
- Highway safety issues, especially with impacts from the adjacent school.
- Poor access from Marina Way onto Kelbrook Road.
- Assumption made regarding surface water drainage are based on inaccurate data.
- Additional screening and tree planting required at the eastern boundary of the development, adjacent to Birtwistle Court.
- Drainage, surface water and flooding details are inaccurate.

## **Officer Comments**

### **Policy**

#### Pendle Local Plan Part 1: Core Strategy

Policy SDP1 (Presumption in Favour of Sustainable Development) takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy SDP2 (Spatial Development Principles) sets out the roles each settlement category will play in future growth. Barnoldswick is defined as one of the Key Service Centres which will provide the focus for future growth in the borough and accommodate the majority of new development.

Policy SDP3 (Housing Distribution) identifies housing distribution for West Craven Towns as 18%. The amount of development proposed here is not disproportionate to the level of housing development Barnoldswick would be expected to provide, as a minimum, over the plan period.

Policy ENV1 (Protecting and Enhancing Our Natural and Historic Environments) seeks to ensure a particularly high design standard that preserves or enhances the character and appearance of the area and its setting. It states that the impact of new developments on the natural environment, including biodiversity, should be kept to a minimum.

Policy ENV2 (Achieving Quality in Design and Conservation) 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 ENV7 (Water Management) 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 (Housing Provision and Delivery) sets out the requirement for housing to be delivered over the plan period. This policy allows for non-allocated sites within the Settlement Boundary as well as sustainable sites outside but close to a Settlement Boundary.

Policy LIV3 (Housing Needs) provides guidance on the housing needs in order to provide a range of residential accommodation.

Policy LIV4 (Affordable Housing) sets out the targets and thresholds required to contribute towards the provision of affordable housing. For West Craven Towns the requirement for 5-14 dwellings is 0% affordable housing.

Policy LIV5 (Designing Better Places to Live) requires all new housing to be designed and built in a sustainable way. New development should make the most efficient use of land and built at a density appropriate to their location taking account of townscape and landscape character.

Provision for open space and/or green infrastructure should be made in all new housing developments.

### Replacement Pendle Local Plan

Policy 4D 'Natural Heritage' states that development proposals that would adversely impact or harm, directly or indirectly, legally protected species will not be permitted, unless shown to meet the requirements of the Conservation Regulations 1994.

Policy 16 'Landscaping in New Development' requires all development proposals to include a scheme of landscaping sympathetic to the site's character and vicinity.

Policy 31 'Parking' supports car parking in new developments in line with the Maximum Car and Cycle Parking Standards. All new parking provisions should be in line with these standards unless this would compromise highway safety.

### National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies in the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

Section 12 of the Framework relates to design and makes it clear that design is a key aspect of sustainable development. Paragraph 130 of the Framework states that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions.

Development in the Open Countryside SPD.

### **Principle of Development**

The principle of residential development on this site has been established by the previously approved outline application 17/0001/OUT.

### **Design and Visual Amenity**

The application site is not in a prominent location or significant in landscape views. It is sited adjacent to Kelbrook Road, a key link road between Barnoldswick and Salterforth, as well as the Birtwistle Court residential development.

The site is an open field but has developments on three sides and lines of trees to the south east and south west boundaries. The majority of the existing boundary trees are to be retained as part of this development, with additional planting and hedgerows added. Taking this into account this residential development can be accommodated within the site, without unacceptable impacts upon the landscape character and visual amenity of the area.

In addition to areas of planting throughout the site, and to the front of every property, the layout proposes an area of designated open space at the eastern end of the site. This is set adjacent to the eastern boundary providing a buffer with the properties in Birtwistle Court. This provides a sufficient area of open space in relation to the scale of the proposed development.

The layout of the proposed dwellings forms a 'J' shape, which allows for sufficient separation between the dwellings and results in no gardens backing onto each other. All properties benefit



from a rear garden in excess of 7m deep and 10m width. The larger properties in Plots 7-10 benefit from proportionately larger gardens. These are suitable garden sizes and appropriate for the scale of the dwellings proposed. Moreover, this ensures that the development does not result in a cramped built form with a suitable density of houses.

The proposed dwellings comprise of 5 house types, including four single storey bungalows and six two storey dwellings. All the dwellings have comparable features including simple pitched roofs, gable features and larger windows on the front and rear elevations. Although of simple design, the range in house types provides suitable variation throughout the development.

The dwellings are to be constructed of natural stone and render elevations, with replica slate roof tiles, UPVC windows and doors, with artstone cills and heads. These materials would be acceptable for this setting, location and form of development.

## **Open Space**

Policy LIV5 requires that provision for public open space and/or green infrastructure is made in all new housing developments. This may be in the form of private gardens, larger on-site communal open spaces or other green infrastructure assets.

The proposed development provides a modest density of houses, all dwellings are detached with space about them. Each dwelling has a reasonable size rear garden, proportionate to the size of the dwelling, with some additional front garden space set back from the access road.

The site is surrounded by a number of mature trees and hedgerows, which are commensurate with the surrounding open countryside.

The site also benefits from an area of communal open space adjacent to the eastern boundary of the site, which would provide additional public open space.

As such, the proposed layout provides sufficient open space in accordance with the scale of the development, in accordance with Policy LIV5.

## **Residential Amenity**

The site proposes a mix of house types in a relatively regimented layout throughout the site. The majority of the plots face into the site, with the rear elevations and gardens backing onto the boundary of the site.

Plots 3-6 are single storey bungalows, facing into the centre of the site, with their rear elevations facing out, to the north west and south east. All properties would retain a 21m separation distance from the properties directly to the front of them within the development. Plot 4 would retain a 28m separation distance from the closest properties in Birtwistle Court to the north east.

Moreover, plots 1-2 and 7-10 are two storey detached dwellings, with plots 1 and 2 being of a slightly smaller scale. Plots 8-10 back onto Kelbrook Road and plots 1 and 2 onto Marina Way. Plots 1 and 7 directly face each other, but retain a separation distance of 21m, all other properties are at an obscured angle. Plot 10 faces the side elevation of plot 1, but retains a 15m separation distance with Plot 1 south westerly side elevation.

The proposed siting of the dwellings would result in sufficient separation distances to ensure no significant detrimental overlooking or overbearing impacts on future or existing neighbouring occupiers.

Whilst some of the house types propose first floor side facing windows, these are kept to a minimum and all are obscure glazed and serving bathrooms or stairway areas, which are not considered habitable rooms. Obscure glazing of these windows will be secured by condition.

## **Landscaping**

A landscaping plan, arboricultural impact assessment and method statements have been submitted as part of this application.

The scheme shows a large number of the existing boundary trees retained, with additional trees in the rear gardens of the proposed properties on the northern boundary with Marina Way and to the front of Plots 5-8.

The majority of the perimeter of the site is to be bound by 1.8m high close boarded fencing. Whilst some additional hedging is proposed to hide this, particularly on the northern boundary, this will take time to establish and in the meantime will create a harsh appearance. Alterations have been requested for reduction in the amount of fencing, to be replaced with hedges and stone walls. Nevertheless, this alone would not be grounds for refusal of the application.

The majority of the site internally will be grassed, including the open space, with block paving for the front parking area and bedding areas to be planted with shrubs. This planting will help soften the hard landscaping elements within the development.

Subject to confirmation of boundary treatments, the proposed landscaping is considered acceptable.

## **Highways**

Access to the site from Marina Way was dealt with as part of the outline application and suitable conditions applied.

The internal layout of the development creates a 'J' shape, which allows for a turning head at the end of the development, adjacent to the allocated open space.

In accordance with Saved Policy 31, which sets out the parking standards. Each unit benefits from driveway parking, sufficient for two vehicles. Only two on plot parking spaces are required for Plots 3-6. The remaining plots of two storey four bedroom dwellings require three on plot parking spaces. Each benefits from a driveway large enough for two vehicles, in addition to single integral garages which are large enough to accommodate a vehicle. As a result, there is sufficient on plot parking within the site, in accordance with Policy 31.

## **Flood Risk and Drainage**

Concerns were raised regarding drainage and surface water flooding issues on the site and the impacts this would have on the surrounding properties and highway. Amended drainage details and information was submitted during the course of the application, to address these comments.

As a result of the amendments and subject to the requirements of Conditions 10 and 11 of the outline planning permission 17/0001/OUT being fulfilled, no objections are raised by the Lead Local Flood Authority.

In the interests of clarity, confirmation has been requested with regards to maintenance and access to the surface water discharge point and right of access for the culvert diversion route, which will be provided as an update.

## Ecology

An ecology survey was submitted as part of the outline application, which concluded that the site had low ecological value and that the proposed development is unlikely to cause significant disturbance to protected species. No mitigation measures were necessary. Therefore, the proposed development is acceptable in terms of its ecology impacts, in accordance with Policy 4D.

## 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. This notice constitutes an approval of matters reserved under Condition 1 of Planning Permission No. 17/0001/OUT and does not by itself constitute a planning permission.

**Reason:** The application relates to matters reserved by Planning Permission No.17/0001/OUT

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

1001 RevD, 1012 RevA, Site survey Rev A, 20008-L1, 1009, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1010, 1011 and 1000.

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

3. Prior to the commencement of development samples of the external facing materials to be used in the construction of the development and the hard landscaping hereby permitted (notwithstanding any details shown on previously submitted plans and specification) shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with the approved details.

**Reason:** To ensure the external materials and finish of the development is appropriate for the setting and character of the area.

4. The windows in the first floor side elevations of Plot 1 and 2 of the development hereby permitted shall at all times be glazed only with obscure glass of Level 4 or above. Any replacement glazing shall be of an equal degree of obscurity and the windows shall be hung in such a way so as to prevent the effect of obscure glazing being negated by way of opening.

**Reason:** In order to protect and preserve the privacy and amenity of the occupiers of the adjoining dwelling.

5. Within three months of the commencement of the development hereby approved, a scheme for the construction of the off-site works of highway improvement shall be submitted to and approved in writing by the Local Planning Authority. Works shall be completed in accordance with the approved scheme, prior to occupation of the first dwelling.

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

6. Within three months of the commencement of the development hereby approved, details of the proposed arrangements for the future management and maintenance of the internal road shall be submitted to and approved in writing by the Local Planning Authority. The road and infrastructure shall thereafter be maintained in accordance with the approved details until such time as a private management and maintenance company has been established.

**Reason:** To ensure that the internal road serving the development is completed and thereafter maintained to an acceptable standard in the interest of residential/highway safety.

7. Prior to first occupation of each dwelling, the parking area associated with that dwelling, shall be constructed, laid out and surfaced in bound porous material, in accordance with the approved plans. The parking area shall thereafter always remain available for the parking of domestic vehicles associated with the dwelling.

**Reason:** In order to ensure satisfactory levels of off-road parking are achieved within the site to prevent parking on the highway.

8. Prior to first occupation of each dwelling an electric vehicle charging point shall be installed and available for use.

**Reason:** To ensure that the development provides sustainable transport options.

9. 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.

Those details shall include for each phase, as a minimum:

a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.

b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The development shall be constructed in accordance with the approved details.

**Reason:** To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it 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.

10. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report and Operation and Maintenance Plan for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The Verification Report must demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations), and contain information and

evidence (including photographs) of details and locations (including national grid reference) of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an final 'operation and maintenance manual' for the sustainable drainage scheme as constructed.

Details of appropriate operational, maintenance and access requirements for each sustainable drainage component are to be provided, with reference to published guidance, through an appropriate Operation and Maintenance Plan for the lifetime of the development as constructed. This shall include arrangements for adoption by an appropriate public body or statutory undertaker, and/or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

**Reason:** To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of Paragraph 165 of the National Planning Policy Framework.

## **INFORMATIVE**

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as the Highway Authority prior to the start of any development. For the avoidance of doubt works shall include, but not be exclusive to, the construction of the footways on Kelbrook Road to an appropriate standard, including radius kerbs, and the provision of buff coloured tactile paved, dropped pedestrian crossings on both sides of the junction. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section (Area East) on 0300 123 6780 or by email on [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, quoting the relevant planning application reference number

**Application Ref: 20/0550/REM**

**Proposal:** Reserved Matters: Major: Erection of 10 No. dwelling houses (Appearance, Landscaping, Layout and Scale) of Outline Permission 17/0001/OUT.

**At:** Land To The West Of Birtwistle Court, Kelbrook Road, Barnoldswick.

**On behalf of:** Rural splash Kelbrook Limited

## **LIST OF BACKGROUND PAPERS**

Planning Applications

**NPW/MP**

**Date:** 21st December 2020