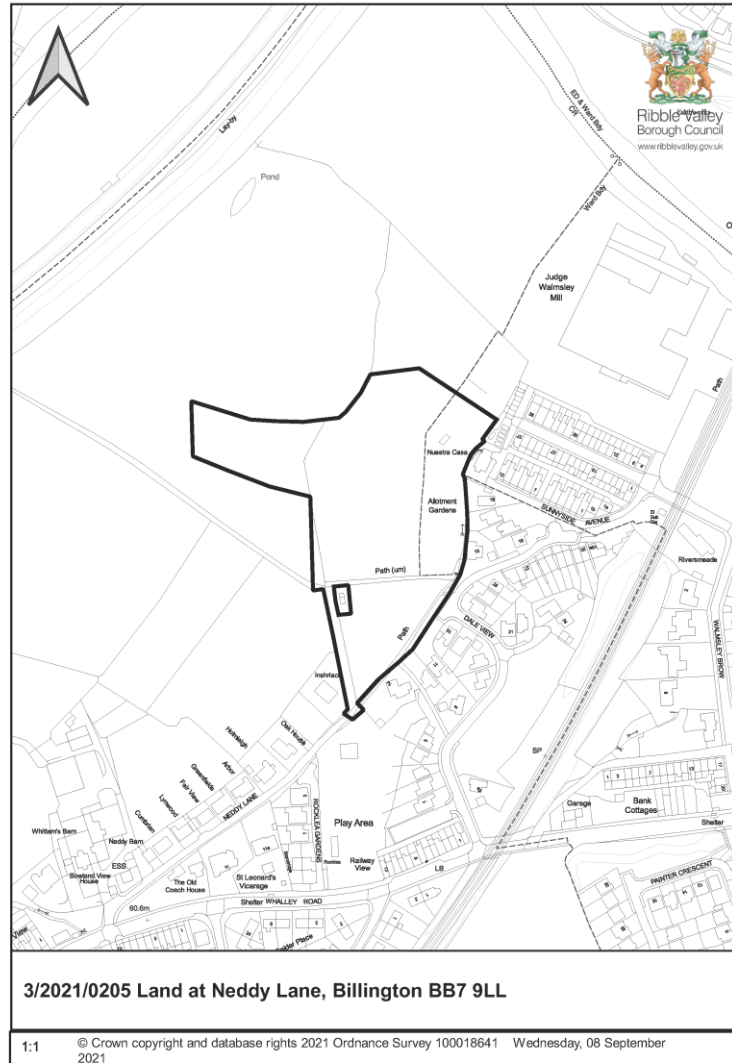


APPLICATION REF: 3/2021/0205

GRID REF: SD 372477 435842

DEVELOPMENT DESCRIPTION:

PROPOSED ERECTION OF 36 RESIDENTIAL DWELLINGS, ALONG WITH LANDSCAPING AND ASSOCIATED SITE INFRASTRUCTURE. LAND AT NEDDY LANE BILLINGTON BB7 9LL



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

Billington & Langho Parish Council object to the proposal on the following grounds:

- Flood Risk
- Highway safety
- Part of the site is outside the settlement boundary
- Jobs created will only be temporary.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

LCC Highways raised no objections in principle to the scheme but have suggested technical conditions to address some outstanding issues.

ENVIRONMENT AGENCY:

The applicant has submitted a revised FRA and the Environment Agency were reconsulted. They have now confirmed that they have no objections, subject to technical conditions.

LEAD LOCAL FLOOD AUTHORITY (LLFA)

The Lead Local Flood Authority has no objection to the proposed development, subject to the inclusion of conditions.

UNITED UTILITIES:

No objections. UU recommend that conditions are imposed in relation to drainage and have also advised that part of the site includes land within UU's ownership. They have requested that the developer continues to engage with them with regard to works that may affect their infrastructure.

LCC CONTRIBUTIONS:

In their consultation response of 9th March 2021 LCC education requested the following contributions towards school places.

Due to a current adequate supply of primary places LCC are not seeking any contribution towards this.

They seek a contribution towards 3 secondary school places. £23,061.75 x 3 places = £69,185.25

LANCASHIRE FIRE AND RESCUE:

It should be ensured that the scheme fully meets all the requirements of Building Regulations Approved Document B, Part B5 'Access and facilities for the Fire Service'. Land at Neddy Lane, Billington, BB7 9LL If Document B, Part B5 cannot be fully complied with then, in certain circumstances, the installation of a residential sprinkler system may be used as a compensatory feature, but professional advice should be sought in such cases.

ADDITIONAL REPRESENTATIONS:

Letters of representation have been received from 15 addresses objecting to the application on the following grounds:

- Loss of a greenfield site.
- Inadequate local infrastructure, schools, doctors etc.
- The plans do not accurately show the relationship between existing dwellings and the new development.
- Trees are not accurately shown.
- The watercourse should be maintained

- Detrimental impact on wildlife
- Flood risk
- Poor access to Whalley Road, excessive on street parking
- Disruption during construction / Devaluation of property

1. **Site Description and Surrounding Area**

- 1.1 The application relates to a greenfield area of land 1.8 Hectares in size. The site is located in Billington and the extent of the area to be developed is a committed housing site within the settlement boundary. An area to the west and a separate parcel to the West is included in the red edge to provide a SUDS pond and compensatory flood water storage area.
- 1.2 The site is to the West of Dale View and is adjoined by residential development to the East and South which is a mix of modern and older properties. To the North and West are open fields.
- 1.3 A public right of way skirts the southern boundary of the site and crosses the centre of it.

2. **Proposed Development for which consent is sought**

- 2.1 The application seeks full planning permission for 36 dwellings, which comprises the following mix of accommodation
- 26no. dwellings comprising 17no. four-bedroom properties and 9no. three-bedroom properties (Private market sale).
 - 2no. two-bedroom bungalows, (Affordable Housing, over 55s, made available for shared ownership).
 - 8no. one bedroom maisonette apartments (Affordable Housing, made available for affordable rent).
- 2.2 The submitted layout proposes that the vehicular access to the site will be an extension of Dale View which is a modern development accessed directly off Whalley Road. There will also be pedestrian links to the site via the existing footpath network to the South.
- 2.3 The development will be arranged around a central spine road which leads to courtyard parking for the apartments and bungalows to the North of the site and 3 cul-de-sacs which terminate towards the Western boundaries. A SUDS attenuation pond is located to the West with an area of informal open space around it.
- 2.4 The submitted details propose that 30% (rounded down to the nearest unit) of the housing to be provided on site will be affordable in accordance with Policy H3 of the adopted Core Strategy.

3. **Relevant Planning History**

3/2017/0133

The erection of 41 dwellings and associated works. (Approved)

4. **Relevant Policies**

Ribble Valley Core Strategy

Policy DS1: Development Strategy
Policy DS2: Sustainable Development
Policy EN4: Biodiversity and Geodiversity
Policy DMG1: General Considerations
Policy DMG2: Strategic Considerations
Policy DMG3: Transport and Mobility
Policy DME2: Landscape and Townscape Protection
Policy DME3: Site and Species Protection and Conservation
Policy H1: Housing Provision
Policy H2: Housing Balance
Policy H3: Affordable Housing
Policy DME6: Water Management
Policy DMH1: Affordable Housing Criteria
Policy DMB4: Open Space Provision

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Technical Guidance to National Planning Policy Framework

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

- 5.1.1 The application is for the construction of 36 new dwellings. The majority of the site lies within the settlement boundary of Billington and is identified as a committed housing site under policy DS1 of the Housing and Economic Development DPD, adopted in October 2019. Despite reference being made by objectors to this being a greenbelt site, it does not lie within the greenbelt boundary. An earlier consent (3/2017/0133) for 41 dwellings remained extant until November 2020.
- 5.1.2 There are two areas of the site which are outside the settlement boundary. These are an area to the West adjoining the site and another parcel further West both of which are within open countryside. Since the previous approval there has been a material change in circumstances with regards to the EA flood zones and therefore it is necessary to provide infrastructure to mitigate against flood risk. The area directly to the West is proposed to be a SUDS pond and the separate area is part of the compensatory storage area in the event of flooding, this will be subject to minor regrading but remain as open land. The new dwellings are contained within the extent of the boundaries of the previous approval and the allocated housing site.
- 5.1.3 It is considered that there are material planning considerations which justify the incursion into open countryside.
- The site is a committed housing site, and the infrastructure is needed to allow the development to proceed.
 - The reduction in the number of dwellings results in a more acceptable density which is more in keeping with the character of the area.

- The proposal includes affordable rented units and over 55s accommodation for which there is an evidenced need in this location
- The proposal includes infrastructure which will address flood risk

Therefore, on balance the benefits of the scheme in this particular case are considered to outweigh the harm and it is acceptable in principle.

5.2 Impact on Residential Amenity:

- 5.2.1 The 36 dwellings proposed are a mix of two storey 3 and 4 bed houses, a block of apartments and a pair of semi-detached one storey bungalows which are arranged around a central spine road. The site is bounded to the East and South by existing residential development and to the North and West is open countryside.
- 5.2.2 The proposed dwellings are arranged as such that they will maintain adequate facing distances to the existing surrounding dwellings with existing vegetation providing a buffer to those properties on Dale View. There are rows of terraced dwellings on Longworth Road and Sunnyside Avenue whose front and rear elevations are at 90 degrees to the site with a garage court in between them and the site. There is a single detached dwelling on Sunnyside Avenue whose rear elevation will look towards the car park for the apartment block. Additional hedge planting is also proposed to these boundaries. Concerns have been raised by neighbours that some existing dwellings have been extended and this is not reflected on the site plan. This is noted however notwithstanding this it is still considered that the relationship to existing properties is acceptable.
- 5.2.3 The relationship between the new dwellings is also considered adequate with the new dwellings arranged so that there is no direct overlooking from habitable room windows and 1.8 metre boundary treatment proposed to most rear garden boundaries. It is noted that lower boundary treatments in the form of post and rail fences are provided between some gardens, and this raises a concern with regard to privacy between gardens and the future occupants may wish to erect higher boundary treatment. However, the EA has commented that boarded fences may prevent the free flow of water and the developer has been asked to clarify this point as further conditions may be required to specify boundary treatments.

5.3 Design, Layout and Visual Amenity:

- 5.3.1 It should be noted that permission has previously been granted for the residential development on this site and the principle is established. The scheme presented consists of a mixture of two storey dwellings, bungalows, and an apartment block from the Redrow "heritage collection" which will be constructed using a mixture of brick, render and wood with brown or grey roof tiles. It will be in keeping with the nearby modern development on Dale View and it is acknowledged that there is a variety of building styles in the vicinity. The number of dwellings has been reduced from the 41 previously approved to 36 and incorporates areas of landscaping which will give a more spacious feel to the development than that previously approved.
- 5.3.2 The layout of the scheme will be located around a central spine road and includes dual aspect properties which take advantage of the views over open countryside and landscaped areas. The proposed layout shows fairly low-density

development closer to the open land and the higher density to the East of the site. The apartment block nearer to the existing terraced dwellings will reflect the existing urban grain and not appear unduly obtrusive in long distance views.

5.4 Highway Safety and Accessibility:

5.4.1 The Highways Development Control Officer has raised no objection to the principle of the development but has some concerns in respect of several issues which they suggested could be addressed with suitable conditions or further submissions. These concerns relate to the following:

In addition to the plans presented some off-site highway works are required at the new junction to be formed with Dale View and some improvements to the local bus stop infrastructure to aid the sustainability of development.

Whilst the development is in walking distance of a local high school not all the school aged pupils may be eligible to attend the faith school

There will need to be some additional traffic calming measures built into the junction with Dale View these are expected to be along the lines of a junction table and other similar measures on the approaches to the junction.

All the footways within the site will need to be adjacent to the carriageway

The Public Rights of Way across the site may need to be altered

United Utilities will need to be consulted to ensure that all vehicles that are likely to require access to the pumping station can be accommodated, this may require the provision of some off-street parking.

5.4.2 The strong concerns raised by near residents with regards to the access to the site have been considered however for a development to be refused on highway safety grounds the impacts must be severe and, in this case, the professional advice of LCC highway engineers is that the proposal is acceptable in principle subject to the conditions suggested.

5.5 Landscape/Ecology:

5.5.1 The application is accompanied by an arboricultural impact assessment which identifies those trees to be retained. Conditions shall be imposed to ensure that trees shall be protected during the construction. Some neighbours have advised that there are trees within their gardens that are closer to the site than shown and they are concerned that they will not be adequately protected. This can be addressed through a condition that tree protection to BS5837 is installed to the satisfaction of the local planning authority.

5.5.2 The existing agricultural field is unlikely to provide very high value habitat. A detailed landscaping scheme shows that there will be additional hedgerow planted throughout the site as well as landscaped areas and tree planting. This will provide a buffer to surrounding development and enhancements to biodiversity through the provision of additional wildlife corridors. Bat and bird boxes should also be integrated within the dwellings. These measures will improve opportunities for nesting and roosting.

5.5.3 There is a culverted watercourse within the site boundaries and some local residents have raised concerns with regards to its damage. Whilst damage to private property is a civil matter, this has been raised with the developer who has given assurances that they will address the concerns and revert to the landowner accordingly

5.6 Affordable Housing Provision:

5.6.1 The applicant has submitted a commitment to meet the Core Strategy requirements in relation to overall housing mix and affordable housing provision on site, 30% of 36 units equates to 10.8 dwellings and 10 units are offered as affordable housing. This is compliant with Core Strategy Policy H3 in terms of the level of affordable housing offer. The applicant has engaged in discussions with RVBCs housing officer with respect to the mix and as a result the affordable housing offer is divided into 8 affordable rent units and 2 bungalow units restricted to affordable over 55s accommodation. This offer of less than 15% older persons accommodation has been agreed taking into consideration the particular housing need in this area, where there is an evidenced need for more affordable rented accommodation and less demand for older persons accommodation. As such all 8 of the units within the apartment block will be offered as affordable rented units and in this particular location this mix is considered appropriate. The proposal is therefore considered to accord with policy DMH1.

5.7 Flood Risk and Drainage:

5.7.1 It is acknowledged that the site lies close to areas at a high risk of flooding and the surrounding area has been impacted by recent flooding events. Whilst the planning process cannot be used to require a developer to deal with existing issues it must be ensured that a development does not increase flood risk elsewhere. Consideration must also be given to the fact that this is currently an open field and when developed proper drainage systems will be put in place. The developer has been in negotiation with the LPA and Environment Agency and has submitted amended details in an attempt to address the concerns raised with regard to flood risk as a result of the proposed development.

5.7.2 The Environment Agency have confirmed that the revised details in relation to flood risk, including compensatory storage are acceptable to them in principle and confirmed verbally that they will remove their objection to the proposal subject to conditions. The formal response has yet to be received and this will provide the wording of the conditions and the exact technical details required. This is expected in the next few days and will be reported as a late item to members.

5.7.3 The EA have some concerns regarding retention of the compensatory storage scheme and had recommended that this is secured with a Section 106 agreement. The additional land required for the flood compensatory storage is in the same ownership as the land purchased for the housing development. Therefore, the applicant does have an option on the land and has no objection to entering into a legal agreement in principle. The current owner would also need to agree with this.

5.7.4 Conditions will also be imposed which will require:

- i) Further technical detail regarding how the channel connecting to the flood extent would work.
- ii) Details of a maintenance and retention plan for the compensatory storage. With the retention being secured by S106 agreement
- iii) Compliance with the FRA and specific mitigation.

5.7.5 The Local Lead Flood Authority have advised that they have no objection to the proposal subject to the imposition of technical conditions.

5.8 Financial contributions.

5.8.1 The proposed development does not include any areas of public open space and a contribution towards off site recreation will be required of £216.90 per occupant based on the following occupancy rate.

1 bed unit 1.3 people £281.97 x 8 = £2,255.76

2 bed unit 1.8 people £390.42 x 2 = £780.84

3 bed unit 2.5 people £542.25 x 9 = £4880.25

4 bed unit 3.1 people ££672.39 x 17 = £11,430.63

5 + bed unit 3.5 people

Total £19,347.48

5.8.2 LCC education have requested a contribution towards 3 secondary school places. £23,061.75 x 3 places = £69,185.25

6. Observations/Consideration of Matters Raised/Conclusion

6.1 The material planning issues raised by the objectors have been discussed within the body of the report. Matters such as temporary disruption during construction and devaluation of property are not planning considerations and therefore not a reason to refuse an application. Contributions are sought where appropriate towards education, recreation and affordable housing and suitable planning conditions imposed to ensure that the development is acceptable in planning terms.

6.2 For the reasons outlined above the proposed development is considered to be in accordance with the main aims and objectives of the adopted development plan and do not consider that there are any significant material reasons that would warrant the refusal to grant conditional planning permission subject to a section 106 agreement.

RECOMMENDATION: That the application be DEFERRED and DELEGATED to the Director of Economic Development and Planning for APPROVAL following the satisfactory completion of a Legal Agreement, within 3 months from the date of this Committee meeting or delegated to the Director of Economic Development and Planning in conjunction with the Chairperson and Vice Chairperson of Planning and Development Committee should exceptional circumstances exist beyond the period of 3 months and subject to the following conditions:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

REASON: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchasing Act 2004.

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Approved Plans

Location Plan 4441-LP-001 Redrow Homes
Detailed Site Layout 4441-DSL-001 Redrow Homes
Affordable Homes Layout 4441-AFH-001 Redrow Homes
Street Scene 4441-SS-01 Redrow Homes
Boundary Treatment Layout 4441-BTL-001 Redrow Homes
Land Disposal Layout 4441-LDL-001 Redrow Homes
Materials Layout 4441-ML-001 Redrow Homes
Waste Management Layout 4441-WML-001 Redrow Homes
Brick Screen Wall F-SD0806 Redrow Homes
Close Boarded Screen Fence F-SD0906 Redrow Homes
Knee Rail F-SD0902 Redrow Homes
Post and Rail Fence F-SD0900 Redrow Homes
Flood Risk and Drainage Strategy 20023_ FRA Banners Gate
Drainage Strategy Plan 20023 - DS01 - Rev C Banners Gate
Drive Swept Path Analysis – Layout Plan 20023 - DSP-01 - Rev A Banners Gate
Flood Routing Exceedance Plan 20023 - SK06 - Rev A Banners Gate
Highway Longitudinal Sections Sheet 1 of 2 20023 - SK04 Banners Gate
Highway Longitudinal Sections Sheet 2 of 2 20023 - SK05 Banners Gate
Proposed Extents of Adoption Plan 20023 - SK01 - Rev A Banners Gate
Schematic External Levels & Features Sheet 1 of 2 20023 - SK02 - Rev C Banners Gate
Schematic External Levels & Features Sheet 2 of 2 20023 - SK03 - Rev B Banners Gate
Schematic Flood Compensation 20023 - SK07 - Rev A Banners Gate
Proposed Site Access Arrangement 3276-F01 Croft
Landscape Proposals Sheet 1 of 2 6516.01 – Rev A Trevor Bridge Associates
Landscape Proposals Sheet 2 of 2 6516.01 – Rev A Trevor Bridge Associates
Topographical Land Survey Sheet 1 of 2 RH.TS.15 SurveyEng
Topographical Land Survey Sheet 2 of 2 RH.TS.15 SurveyEng

House types

Hampstead Elevations EF-HAMP_DM.1.0 Redrow Homes
Hampstead Floor Plans EF-HAMP_DM.1.0 Redrow Homes
Hampstead Rendered Elevations EF-HAMP_DM.1.0 Redrow Homes
Hampstead Rendered Floor Plans EF-HAMP_DM.1.0 Redrow Homes
Bungalow Semi-Detached Jan 2021 Redrow Homes
Harlech EF_HARL_DM.1 Redrow Homes
Henley Elevations EF_HENL_DM.6 Redrow Homes
Henley Floor Plans EF_HENL_DM.6 Redrow Homes
Ledsham Elevations EF_LEDH_DM.1 Redrow Homes
Ledsham Floor Plans EF_LEDH_DM.1 Redrow Homes
Ledsham Rendered Elevations EF_LEDH_DM.1 Redrow Homes
Oxford Lifestyle EF_OXFOQ_DM.4 Redrow Homes
Shaftesbury Render EF_SHAF_DM.8 Redrow Homes
The Weaver Block Elevations The Weaver 8 Block Redrow Homes
The Weaver Block Floor Plans The Weaver 8 Block Redrow Homes
Warwick EF_WARW_DM.6 Redrow Homes
Single Garage Garage SGC_002 Redrow Homes
Twin Garage Garage DGT_003 Redrow Homes

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent hereby approved.

3. The materials to be used on the external surfaces of the development as indicated within the approved details shall be implemented in accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality and respond positively to the inherent character of the area.

Highways

4. *Construction Management Plan (CMP).*

No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

5. *Construction deliveries outside peak traffic.*

Deliveries to the site shall only be between the hours of 9.30am and 2.30pm Monday to Friday, with no deliveries at weekends or bank holidays

REASON: In the interest of highway safety and to avoid peak traffic on the surrounding highway network.

6. *Wheel washing / mechanical road sweeping.*

For the full period of construction facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period.

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

7. *New road built to base course level.*

The new estate road shall be constructed in accordance with Lancashire County Council's Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

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

8. No dwelling hereby permitted shall be occupied until that part of the service road which provides access to it from the public highway has been constructed in accordance with the approved plans.

REASON: In the interests of highway safety

9. *Management and maintenance of estate streets prior to formal adoption.*

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

REASON: In the interest of highway safety; to ensure a satisfactory appearance to the highway's infrastructure serving the approved development; and to safeguard the users of the highway and the visual amenities of the locality.

10. *Submission of details adoptable streets.*

No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details.

REASON: In the interest of highway safety; to ensure a satisfactory appearance to the highway's infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

11. *Off road parking.*

No dwelling hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and any associated turning space) shown on the approved plans has been completed. The parking (and manoeuvring) area(s) shall thereafter always remain available for parking of vehicles associated with the dwelling. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced in bound porous materials, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

REASON: To ensure satisfactory levels of appropriately constructed off-street parking are achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety

12. *Electric vehicle charging points.*

All garage facilities and off-street parking shall include provision of an electrical supply suitable for charging an electric motor vehicle.

REASON: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

13. *Development in accordance with the submitted Flood Risk Assessment*

The development permitted by this planning permission shall be carried out in accordance with the principles set out within the submitted flood risk assessment and outline drainage strategy (reference: 20023_FRA Rev 02, dated: 27th August 2021). The measures shall be fully implemented prior to first occupation of any dwelling and in accordance with the timing / phasing arrangements embodied within the scheme.

REASON: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems

14. *Final Sustainable Drainage scheme to be submitted*

No development shall commence until a final, detailed surface water sustainable drainage scheme has been submitted to, and approved in writing by, the local planning authority. The sustainable drainage scheme shall be based upon the submitted flood risk assessment and sustainable drainage principles set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), either directly or indirectly. The detailed sustainable drainage scheme shall include, as a minimum:

a) Final sustainable drainage plans, appropriately labelled to include:

i. A final surface water drainage layout plan showing all pipe and structure references, dimensions and design levels.

ii. A plan identifying the areas contributing to the surface water drainage network, including surface water flows from outside the curtilage as necessary.

iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate.

- iv. Flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems.
- v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building.
- vi. Details of proposals to collect and mitigate surface water runoff from the development boundary.
- vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components.

b) A full set of sustainable drainage flow calculations for the surface water drainage network.

The calculations must show the full network design criteria, pipeline schedules and simulation outputs for the 1 in 1 year, 1 in 30 year and 1 in 100-year return period, plus an additional 40% allowance for climate change and a 10% allowance for urban creep. Surface water run-off must not exceed a maximum rate of 8.3l/s. The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings.

REASON: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

15. *Construction Phase Surface Water Management Plan*

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. Those details shall include, 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.

REASONS:

1. 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;
2. 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.

16. *Operation and Maintenance Plan & Verification Report of Constructed Sustainable Drainage System*

No building 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.

17. *Surface water*

No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation. The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

18. *Foul water*

Foul and surface water shall be drained on separate systems.

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

19. *Sewer Protection and Diversion*

No construction shall commence (including any earthworks) until details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development have been submitted to and approved in writing by the Local

Planning Authority in writing. The details shall include a survey that identifies the exact location of all sewers in the red line boundary, the potential impacts on the assets from construction activities (including the construction compound), the impacts post completion of the development on the sewer infrastructure within the site and identify mitigation measures, including a timetable for implementation, to protect and prevent any damage to the sewers both during construction and post completion of the development. Any mitigation measures shall be implemented in full prior to commencement of development in accordance with the approved details and timetable and shall be retained thereafter for the lifetime of the development. In the event that the survey of sewer infrastructure identifies the buildings/plots as within a 3 metre standoff either side of the asset (6 metres in total), the developer shall submit evidence to the Local Planning Authority that a diversion has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to the commencement of development.

REASON: In the interest of public health and to ensure protection of the public sewer network.

20. *Landscaping*

The landscaping proposals hereby approved (Drawing: 6516.01 – Rev A) shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be maintained thereafter for a period of not less than 10 years to the satisfaction of the Local Planning Authority.

This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

All trees/hedgerow shown as being retained within the approved details shall be retained as such in perpetuity.

REASON: To ensure the proposal is satisfactorily landscaped and trees/hedgerow of landscape/visual amenity value are retained as part of the development.

21. *Tree Protection*

During the construction period, all trees to be retained shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standard to the satisfaction of the Local Planning Authority.

REASON: To protect trees/hedging of landscape and visual amenity value on and adjacent to the site or those likely to be affected by the proposed development hereby approved.

22. *Bat and Bird Boxes*

Notwithstanding the submitted details, no development, including any site preparation, demolition, scrub/hedgerow clearance or tree works/removal shall commence or be undertaken on site until details of the provisions to be made for building dependent species of conservation concern, artificial bird nesting boxes and artificial bat roosting sites have been submitted to, and approved in writing by the Local Planning Authority.

For the avoidance of doubt the details shall be submitted on a dwelling/building dependent species site plan and include details of plot numbers and identify the actual wall and roof elevations into which the above provisions shall be incorporated.

The artificial bird/bat boxes shall be incorporated into the identified individual dwellings during their construction and be made available for use before each such dwelling is occupied and thereafter retained. The development shall be carried out in strict accordance with the approved details.

REASON: In the interests of biodiversity and to enhance nesting/roosting opportunities for species of conservation concern and to minimise/mitigate the potential impacts upon protected species resultant from the development

23. Any conditions as required by the Environment Agency

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

INFORMATIVES

In relation to Condition 4, there must be no reversing into or from the live highway at any time all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway.

There must be no storage of materials in the public highway at any time.

There must be no standing or waiting of machinery or vehicles in the public highway at any time. Vehicles must only access the site using a designated vehicular access point.

There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations all of which must be managed within the confines of the site.

A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk

All references to *public highway* include *footway, carriageway and verge*.

Strategy for the Ribble Valley and the National Planning Policy Framework.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2021%2F0205