

RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

APPROVAL

DATE: 24 AUGUST 2023

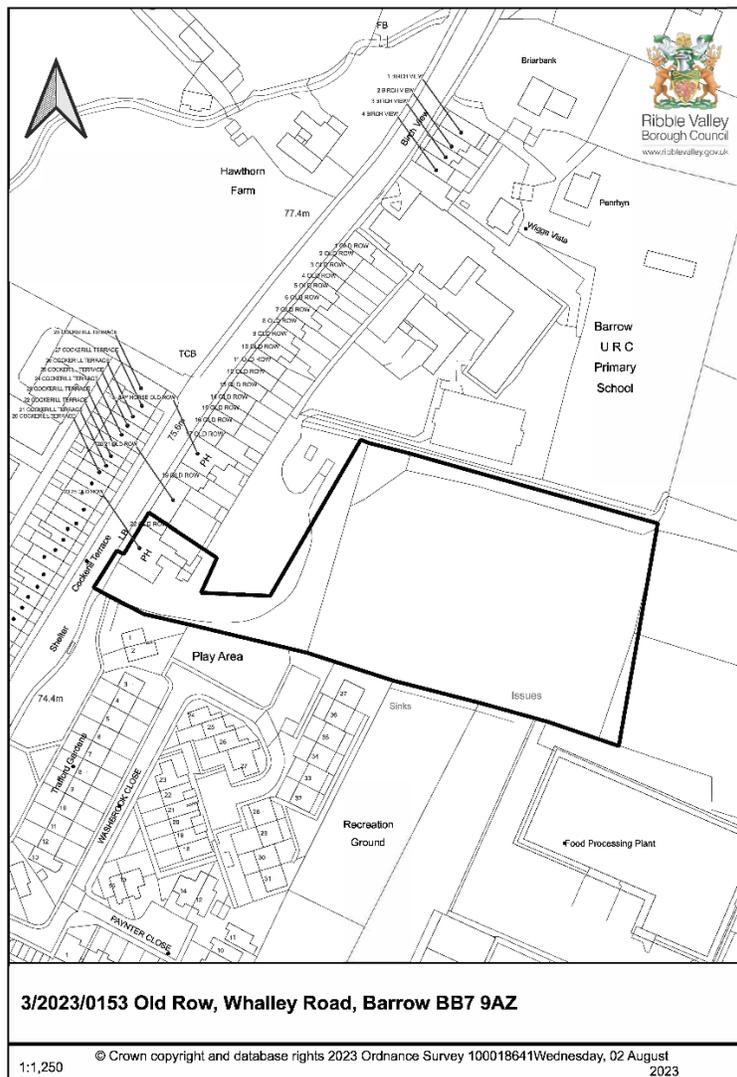
REF: LH

APPLICATION REF: 3/2023/0153

GRID REF: SD 373779 438441

DEVELOPMENT DESCRIPTION:

PROPOSED ERECTION OF A 66 BED CARE HOME (USE CLASS C2) FOR ELDERLY PEOPLE WITH ASSOCIATED PARKING, ACCESS, LANDSCAPING AND ASSOCIATED GROUND WORKS, ALONGSIDE THE ERECTION OF 3 DWELLINGS FOLLOWING THE DEMOLITION OF NOS. 23-25 OLD ROW AT OLD ROW, WHALLEY ROAD, BARROW



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

LOCAL HIGHWAY AUTHORITY (LHA) - LANCASHIRE COUNTY COUNCIL HIGHWAYS:

Further information was requested and subsequently provided and the scheme has been assessed on this basis. There are no objection subject to a number of off-site highway improvements and subject to conditions relating to construction management plan, site access and off-site works, Travel Plan, parking provision, electric vehicle charging points and cycle storage.

UNITED UTILITIES:

No objection subject to conditions.

LEAD LOCAL FLOOD AUTHORITY:

No objection subject to conditions.

CADENT GAS:

No objections subject to an informative relating to damage to assets or inference with rights of access.

OPEN REACH:

Apparatus within the vicinity of the site. Guidance notes issued to the applicant.

BARROW PARISH COUNCIL:

No response.

ADDITIONAL REPRESENTATIONS:

Nine letters of representation have been received objecting to the application on the following grounds:

- Traffic levels and noise along Whalley Road have increased significantly in recent years due to other developments nearby. The development will raise the levels even further and cause even more chaos and congestion;
- Concerns with loss of parking, site access arrangements and inadequate parking for the development
- Increase in traffic (including the addition of commercial traffic from the development) is unacceptable particularly with the level of parking on the main road and proximity to the school. Poses a highway safety risk in particular to the school.
- Alternative access via the A59 more preferable
- Loss of open space / reduced access to adjacent open space;
- No benefit to wider community. Developer should be required to set out a community use plan;
- Lack of community facilities in Barrow and Wiswell. Missed opportunity to include them as part of the development

- No need for this development;
- No needs analysis or local workforce analysis provided to support the applicant's statement on the benefits of the proposal
- Increased demand on local GP services
- Travel Plan lacking in detail
- Increase in traffic harmful to air quality, noise and dirt/dust
- 23-25 Old Row is an eye-sore and its demolition is welcomed
- Design of the new-build dwellings is not in keeping with Old Row and surrounding architecture

1. **Site Description and Surrounding Area**

- 1.1 The application site covers 0.93 hectares and is located east of Whalley Road. At the front/western side of the site is 23-25 Old Row which consists of a derelict dwelling and former La Taverna restaurant as well as an existing vehicle access. This provides access to the rear of properties on Old Row as well as to a car park (land owned by RVBC, car park managed by Barrow Parish Council) which runs to the rear of these properties. The application site does not include this car park but runs alongside it and then extends to the rear of it. Currently at the rear this land is vacant grassland.
- 1.2 The site is located within a predominantly residential area. There are two areas of public open space immediately to the south of the site and Barrow Primary School including playing field to the north. To the rear (east) is undeveloped grassland adjacent to the Ribble Valley Enterprise Park. A Public Right of Way runs along the northern boundary of the site (outside the site boundary) leading from Old Row to the A59.

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

- 2.1 The application seeks full planning permission for the erection of a new care home (C2 use class) building with associated parking and services to the front and landscaping area to the rear. Also proposed is the demolition of 23-25 Old Row at the front of the site and the erection of three dwellings. To facilitate the development the existing access onto Whalley Road will be altered and new footpaths provided alongside this access. On the southern side of the access the footpath will extend along the southern boundary of the site to its rear (east) boundary. To the rear of the building it is also proposed to construct a landscape bund as a form of noise mitigation.
- 2.2 The care home has been designed internally to be split into separate care requirements-general care and dementia care. It would provide 66 bedrooms in total together with amenity space for residents including recreational and communal facilities. Within the building footprint there would be servicing, plant and back-of house space. In addition there would also be an ancillary meter house / garden store, bin store, cycle store and battery housing for the solar panels.

3. **Relevant Planning History**

3/2020/0650 - Demolition of 23 to 25 Old Row to facilitate the removal of Japanese knotweed growing immediately behind the buildings. Approved

3/2018/1149 - Reserved matters application for planning consent 3/2016/0146 (outline application with all matters reserved for residential development of 23 dwellings, following

the demolition of Nos. 23-25 Old Row and with indicative details submitted for access, parking and associated landscaping). Approved

3/2016/0146 - Outline application with all matters reserved for residential development of 23 dwellings, following the demolition of Nos.23 25 Old Row and with indicative details submitted for access, parking and associated landscaping. Approved

3/2014/0846 - Outline planning application with all matters reserved for the erection of 167 residential dwellings with access and associated landscaping following demolition of no 23 and 25 Old Row. Refused and Appeal Dismissed.

Land to Rear

3/2022/0781 - Outline application for the development of land north of Ribble Valley Enterprise Park to provide up to 23,959 sq m of new commercial/employment floorspace. Requesting consideration of access with all other matters reserved. Resolution to grant outline permission subject to s106 agreement.

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy
Key Statement DS2 – Sustainable Development
Key Statement DMI2 – Transport Considerations
Key Statement EN3 – Sustainable Development
Key Statement EN4 – Biodiversity and Geodiversity
Key Statement EC1 – Business and Employment Development
Key Statement DMI1 – Planning Obligations

Policy DMG1 – General Considerations
Policy DMG2 – Strategic Considerations
Policy DMG3 – Transport & Mobility
Policy DME1 – Protecting Trees and Woodland
Policy DME2 – Landscape and Townscape Protection
Policy DME3 – Site and Species Protection and Conservation
Policy DME6 – Water Management
Policy DMB1 – Supporting Business Growth and the Local Economy
Policy DMB5 – Footpaths and Bridleways

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG) – in particular the PPG on ‘Housing for Older and Disabled People’

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

5.1.1 The application site lies within the defined settlement limits of Barrow (Tier 1 Settlement). Key Statement DS1 directs the majority of new development to the principal settlements of Clitheroe, Whalley and Longridge as well as the Tier 1

settlements. Therefore the principle of introducing a new care home within the settlement of Barrow is in line with the spirit of the development strategy.

- 5.1.2 The inset map for Barrow identifies the site as a committed housing site due to a historical (extant) permission for 23 dwellings. Table 4.12 underneath Key Statement DS1 identifies a requirement of 710 new homes in Barrow over the plan period. This is considered a general figure to reflect the general distribution of housing across the Borough. However even if taken as a specific requirement figure for Barrow, housing monitoring data shows the number of dwellings completed and remaining to be built out on committed sites since the start of the plan period exceeds this figure. Therefore Barrow is not dependent on this site to achieve this figure, and so allowing the majority of the site to come forward for a C2 use will not undermine delivery of the housing strategy. It would also complement the surrounding residential uses.
- 5.1.3 The development of the site for a care home does not raise any strategic conflicts with the development strategy for the borough subject to other policy requirements being met.
- 5.1.4 Policy DMB1 of the Ribble Valley Core Strategy requires proposals intended to support business growth and the local economy to be supported in principle. The Applicant's Planning Statement references the economic benefits of the development. These include employment opportunities once the care home is operational (estimated 50-60 full-time equivalent jobs, with 24 staff likely to be present on site at any one time) and during construction, as well as resident's local spending. Whilst a detailed local workforce analysis has not been provided, and so it is difficult to understand the accuracy of these figures, in a general sense the development will clearly deliver economic benefits which gains support from this policy and also carries weight in the overall planning balance.
- 5.1.5 The NPPG on Housing for Older and Disabled People is also a material consideration in assessing the principle of development. This provides general support to housing for older people and requires decision makers to consider the location and viability of a development when assessing planning applications for such proposals. Consideration to the appropriateness of the site location is set out above. Whilst Barrow has limited shops and community facilities the site is considered to have good levels of accessibility and connectivity to nearby bus stops subject to mitigation measures being implemented as set out in the highways section below, and there are opportunities to connect to nearby services on the Ribble Valley Enterprise Park, with the provision of a footpath link through the site. The location is therefore considered suitable in principle for a care home development. No issues regarding viability have been raised as a reason to justify relaxing any policy or mitigation requirements.
- 5.1.6 In terms of demonstrating need, the NPPG does not specifically require this for decision making purposes. Nonetheless the applicant has submitted a 'Planning Need Assessment' which concludes that there is considered to be a significant and increasing unmet need for additional market standard elderly care home beds within the market catchment (generally based on a 6-mile radius from the site) and more generally within the RVBC local authority area. Officers do not disagree with the general need findings of this document and the development will clearly deliver

social benefits which carries weight in the overall planning balance. Objectors raise issue with the fact that there is no intention to open up the building to the wider community, which would be of particular benefit to Barrow given the lack of existing facilities. However, there is no policy reason to refuse the application on this basis. The granting of planning permission does not prevent the applicant agreeing to such an arrangement in future.

5.1.7 The principle of development gains support from Local Plan policy and the NPPG.

5.2 Impact upon Residential Amenity:

5.2.1 The closest residential property to the proposed care home building is 37 Washbrook Close to the south of the site. The front of the building would be set behind the rear elevation of this property and so there would not be a direct interface with the side (north) elevation of Number 37 or its side garden area. The intervening distance between buildings would be approx. 19m. Due to this distance and the off-set arrangement no unacceptable overbearing or loss of daylight issues would occur. The building is to the north-east of this property therefore no loss of sunlight would occur. Windows in the south elevation of the care home building are limited and would serve the corridors as opposed to bedrooms. They would not directly look onto the rear garden area of this property. No unacceptable overlooking issues are identified.

5.2.2 There is a distance of approximately 70m between the rear elevation of residential properties along Old Row and the facing front elevation of the care home building. No unacceptable impacts for occupiers of either the homes or care home would occur as a result of this distance.

5.2.3 The 3 proposed dwellings along the site frontage would follow the existing building line and so would mimic the current interface distances between properties along Old Row and those directly facing on Whalley Road. This is acceptable. Plot 1 would be located adjacent to No. 21 Old Row and would follow the rear building line. It would not result in any unacceptable overbearing, loss of light or overlooking issues for the occupiers of this property.

5.2.4 The proposed care home will result in some noise and disturbance associated with vehicles entering and leaving the site and moving around within the site. This will predominantly be visitors, staff and deliveries and so any noise and disturbance from these traffic movements will predominantly be during the daytime or early evening when there is existing background noise from the traffic using Whalley Road and noise from the business park to the south-east. There will also be some impact on facing properties from vehicle headlights leaving the site. However, as above the bulk of activity is expected to be during the daytime and early evening and so this impact is not considered to be adverse. As such no unacceptable impacts on residential amenity are identified from the commercial use of this site

5.2.5 A noise assessment has been submitted with the application given the existing noise sources nearby (A59 to the east, Barrow Primary School to the north and an existing food processing plant on the business park to the south-east) and future noise sources from the business park extension to the east. To ensure future residents of the care home will not be subject to unacceptable noise levels the

noise assessment recommends mitigation in the form of an acoustic fence/bund to the south-east of the site and acoustic glazing and trickle ventilators on some of the care home elevations. RVBC's Environmental Health team have reviewed this assessment and accept its findings. A condition to secure this mitigation is appropriate.

- 5.2.6 For the above reasons there are no amenity concerns with the proposal and no conflict with Policy DMG1 (Amenity) of the Ribble Valley Core Strategy is identified.

5.3 Design/Visual Amenity/External Appearance

Care Home

- 5.3.1 The care home would be a two-storey detached building with the central ridge being 9.4m in height, although the majority of the building will be slightly lower at 8.7m in height. This two-storey scale is reflective of two-storey dwellings in the vicinity of the site. Because of its significant set back from Whalley Road and siting behind the two-storey properties along Old Row it will not be readily visible in the streetscene.
- 5.3.2 The building would be laid out on a 'H-shaped' footprint, with two wings running in a north-south direction and a central connecting wing running west-east. The main elevation would face towards Whalley Road with a central two-storey glazed entrance feature.
- 5.3.3 The main roof span would be of hipped roof design and incorporate solar panels typically laid out in three rows. To break up the west (front) and east (rear) elevations there are central gable features, peaked roofs and material variations. The material treatment consists of smooth render, red brick and stone with concrete tile roofing. This mixture provides visual interest and will allow the building to be compatible with its surroundings. Full details can be secured by condition.
- 5.3.4 The care home building footprint is positioned approximately 6m from both the north and south boundaries and approx. 34m from the rear boundary. There is ample space to the front and rear to provide parking and landscaping. As such it does not appear a cramped form of development. Access to the care home would be via a new access road close to the southern boundary. This would be flanked by footpaths on either side, with the southern footpath providing a connection to the play area (to the south) and continuing along the full length of the southern boundary to provide a future connection to the business park.
- 5.3.5 In terms of parking, the proposed car park would be located between the front of the care home building and the rear of the existing car park. It would follow similar dimensions to the building footprint and provide for 25 designated spaces including accessibility spaces. A service area for bins, sub-station and battery housing for the solar panels is proposed adjacent to this car park. These are low lying structures to be enclosed by boarded fencing and so should not appear unduly prominent on the arrival to the care home.
- 5.3.6 In terms of landscaping the bulk of this will be to the rear with landscaped gardens enclosed by 1.8m high railings to provide a secure area for residents. A landscape

bund 20m in length is also proposed to the rear in the south-east corner of the site. This will be approx. 1m high with 2m high close boarded timber fence panels on top to provide acoustic properties. This will be clearly visible from the new footpath link proposed however it would project away from the footpath creating space for planting to soften the visual impact.

- 5.3.7 As such, the scale, form and external appearance of the care home development is considered to be in accordance with Policy DMG1 of the Ribble Valley Core Strategy insofar that the proposed care home scheme would be of a good design and visually appropriate in this location.

Residential Dwellings

- 5.3.8 There is an existing derelict dwelling and former restaurant on the road frontage (23-25 Old Row) which in its current form does not positively contribute to the streetscene. The proposal includes demolition of these buildings and replacement with 3 No. two-storey, terraced dwellings. No.21 is located next to the application site and its side gable would be re-built following demolition of the derelict properties which adjoin onto it. There would be a 1m gap between this dwelling and plot 1 which would have an eaves height of 4.9m to mimic the eaves height on adjacent properties.

- 5.3.9 Plots 2 and 3 adjoin plot 1 and would be an identical pairing located on the end of the row next to the site access with a taller eaves height of 5.5m and taller ridge height of 8.5m. This detail was requested by officers in order to give the buildings height to reflect the book end arrangement provided by the existing built form. Also requested (and illustrated on amended plans) was for the proposed dwellings to be brought forward so they sit on the same building line as the existing dwellings on Old Row; for them to incorporate architectural detailing to reflect the character of existing properties (chimneys added, window/door surrounds changed and flat roof porch canopies removed); and for plot 3 to have an improved elevational treatment on its side elevation given its prominence in the streetscene. The plans indicate the dwellings would be constructed using stone materials which is in keeping with the existing dwellings.

- 5.3.10 As such, the scale, form and external appearance of the dwellings is considered to be in accordance with Policy DMG1 of the Ribble Valley Core Strategy insofar that the proposed dwellings would be of a good design and visually appropriate in this location.

5.4 Drainage and Contamination

- 5.4.1 A drainage layout has been submitted which sets out the surface and foul drainage provision for the site. Surface water is shown to connect to the existing combined sewer with underground storage tanks within the site and hydro-brake to restrict the flow. Both United Utilities and the Lead Local Flood Authority (LLFA) accept this principle, however the LLFA have requested conditions which require full scheme details to be submitted/approved alongside management plan and verification report. These will be imposed.

- 5.4.2 A Geo-environmental appraisal submitted with the application confirms no significant contamination has been identified. Remediation in the form of re-using existing made ground under the access road and car park (away from the building) is suggested and this can be secured by condition.

5.5 Landscape and Ecology:

- 5.5.1 The application has been accompanied by an Arboricultural Survey and Impact Assessment which identifies a total of 15 individual trees and four groups of trees on and adjacent to the site. This demonstrates that the development will have minimal impact upon these trees other than G14, a Hawthorn Elder, located along the southern boundary and requires removal to accommodate the footpath. Since this impact assessment was undertaken amended plans now show the footpath continuing the full length of the southern boundary. Whilst the footpath does not directly interfere with these trees there may need to be some canopy lifting and low-dig construction method to minimise impact on root protection areas. A condition is appropriate to require an updated impact assessment and precise routing and construction details.
- 5.5.2 Should permission be granted, full details of proposed hard and soft landscaping will be required.
- 5.5.3 A preliminary ecology survey has been submitted which identifies the presence of invasive species on site. Their removal can be secured by condition. The site is considered to provide suitable habitat for hedgehogs and the survey recommends the provision of measures to allow them to move through the site post development. This can be secured by condition. Impacts upon birds and badgers is considered negligible although avoiding clearance works during bird nesting season is advised as a precautionary measure which can be secured by condition.
- 5.5.4 A bat emergency survey was undertaken in October 2022 on the existing derelict building. Bat activity was very low with no bat contacts recorded and no roosts identified or suspected. As a precautionary measure the applicant was advised that an updated emergence survey during the optimum bat season period would need to be secured by condition should the application be approved. The applicant instead chose to undertake the survey pre-decision given we are currently in this period. An updated emergence survey was undertaken in August 2023 but at the time of writing this report has not been received. The results of that survey will be reported to Committee on a Late Items Sheet.
- 5.5.5 In view of the above the proposal is considered to satisfy policy DME3 (Site and Species Protection).

5.6 Highway Safety and Accessibility:

- 5.6.1 The proposed care home will utilise an existing access located off Whalley Road which is a C classified road subject to a 30mph speed limit. The existing access will be improved as part of the application. Visibility splays of 2.4m x 45m in both directions will be provided and are acceptable to the Local Highways Authority (LHA).

- 5.6.2 The care home is likely to generate 9 two-way vehicle movements during the AM and 8 two-way vehicle movements during the PM peak. As a result the LHA consider the proposal is unlikely to have a major material impact on the operation of the adopted highway during peak times.
- 5.6.3 The internal layout is to an acceptable standard. The internal carriageway will provide 2m wide footways on either side, up until the footway which serves the existing Play Area. The existing car parking area within the site will be accessed via the proposed internal carriageway with a 4.8m wide access. 25 car parking spaces will be provided for the care home including 3 accessible spaces and 6 spaces providing electric vehicle charging points which complies with the LHAs parking guidance. Shared motorcycle and cycle spaces are also proposed which is welcomed by the LHA.
- 5.6.4 The parking provision for the 3 dwellings involves a shortfall of 1 space (only one car parking space will be provided for the 2-bed dwelling) but the LHA accept this minimal shortfall given the other car parking facilities in the vicinity.
- 5.6.5 A number of off-site highway improvements are requested by the LHA as follows:
- Kerb build out adjacent to number 1 Cockerill Terrace and dropped crossing provided directly across the adopted carriageway. This is to enhance pedestrian connectivity to and from the northbound bus stop which is located 117m away from the site access.
 - Traffic calming measures in the form of an enhanced gateway treatment on Whalley Road at the 30/40mph speed limit change to the north of the site and school, including a carriageway width restriction, enhanced signage and road markings. This is due to additional traffic data collected on Whalley Road which suggests traffic speeds higher than the speed limit, and to mitigate the impact of the development traffic to protect vulnerable road users, pedestrians and cyclists.
 - A review of the traffic regulation orders in the vicinity of the site access on Whalley Road. This is due to evidence of heavy on-street parking in the vicinity of the site access to ensure that a safe and suitable access can be provided for all users.
- 5.6.6 A footpath is proposed through the site. This is because there is an opportunity for this footpath to link to land to the east which is expected to come forward as an expansion to the existing business park (there is a resolution to grant outline permission for employment development). A footpath connection would enable staff and visitors of the development to access the business park and its services in future; it would also benefit the existing community of Barrow who currently rely on a public right of way which runs to the rear of Old Row and along the school boundary which is a less desired route. This connection is a benefit to the scheme and will encourage more sustainable modes of travel.
- 5.6.7 Third party concerns regarding the Whalley Road site access and proximity to the school are noted. So too are observations about an alternative site access being preferable from the business park. However the local planning authority are required to consider the proposal presented and whether or not this is acceptable. On the basis that LHA do not raise any objections to the proposal subject to

conditions which secure the mitigation deemed necessary, the proposal satisfies Policy DMG3 of the Ribble Valley Core Strategy as a suitable and safe access into the site will be provided.

5.7 Obligations / Contributions:

5.7.1 The care home falls within a C2 use class as such it is not required to make provision for affordable housing, education or public open space. The three dwellings fall below the threshold for requiring such provision.

6. **Observations/Consideration of Matters Raised/Conclusion**

6.1 For the reasons outlined above the proposed development is in accordance with the Ribble Valley Core Strategy and will provide economic and social benefits which carry weight in the overall planning balance. Given the site's location and the positive development characteristics there is limited environmental harm identified. As such the proposed scheme is supported subject to a number of conditions which are considered necessary to make the development acceptable.

RECOMMENDATION: That the application be APPROVED subject to the following conditions:

1. The development must be begun before the expiration of three years beginning with the date of this permission.

REASON: This condition is required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in full conformity with the following submitted plans and details received by the Local Planning Authority:

Location Plan BB7 9AZ-A-01
Site Plan BB7 9AZ-A-03 D
Proposed Ground Floor Plan BB7 9AZ-A-04.1
Proposed First Floor Plan BB7 9AZ-A-04.2
Proposed Roof Plan BB7 9AZ-A-06
Proposed West And East Elevations BB7 9AZ-A-05.1
Proposed North and South Elevations BB7 9AZ-A-05.2
Proposed West and East Courtyard Elevations BB7 9AZ-A-05.3
Proposed Dwelling Elevations 1 BB7 9AZ-A-05.4 A
Proposed Dwelling Elevations 1 BB7 9AZ-A-05.5 A
Site Sections BN23 6DW-A-07
Streetscene BB7 9AZ-A-11
Acoustic Fence Detail BB7 9AZ-A-12

Details of Solar PV - JAM60S21 355-375/MR MC4
Details of Solar PV - Easy Roof Data Sheet
Details of Battery Housing - PV01
Details of Bin Store SDL-033A
Details of Cycle Shelter - CYSH-PREM-2250 X 3000 X 2100
Details of EVCP - Quantum EV TOKEN MECH - PAYG Data Sheet -04

Details of Electric Meter House SDL-090.4A

3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended or re-enacted) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended or re-enacted) the care home development hereby approved shall only be used for the purposes of a Residential Care Home (C2) and for no other purpose, including any other purpose within Use Class C2.

REASON: To define the scope of the permission hereby approved and to ensure that the development remains compatible with the character of the area.

4. The approved boundary treatments shall be completed before the use hereby permitted is first commenced, or before the dwellings are first occupied. The approved details shall thereafter be maintained and retained.

Notwithstanding the provisions of Schedule 2 Part 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended or re-enacted) there shall be no amendments to the approved boundary treatments, or no new fences, walls, railings or other means of enclosure erected within the site, without express planning permission being obtained.

REASON: In the interests of the appearance of the locality and the residential amenity of occupants / neighbours.

5. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the sitespecific flood risk assessment and indicative surface water sustainable drainage strategy submitted (January 2023 / Drawing No: 10-01 / RSK) and sustainable drainage principles and requirements 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), directly or indirectly, and shall be limited to a maximum peak flow rate of 2l/s.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

- a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 50% climate change allowance, with an allowance for urban creep

Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems.

- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:

- i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv. Drainage plan showing 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 and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - 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 delivers suitably clean water to sustainable drainage components.
- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365.
- d) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.
- e) Evidence of an agreement in principle with the third party asset owner to connect to the off-site combined sewer.

The approved drainage strategy shall be implemented prior to occupation of the development and/or in accordance with the timing / phasing arrangements embodied within the scheme and shall be retained thereafter for the lifetime of the development.

REASON: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems, Policy EN3 and Policy DME6 of the adopted Core Strategy 2008 - 2028, Ribble Valley Local Plan.

6. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.

The details of the plan to be submitted for approval shall include, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.

- 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 plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

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 surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.

- 7. The occupation of the development shall not be permitted until a site-specific Operation and Maintenance Manual 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 details of the manual to be submitted for approval shall include, as a minimum:

- a) A timetable for its implementation;
- b) Details of SuDS components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component;
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

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

REASON: To ensure that surface water 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 sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.

- 8. The occupation of the development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable 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, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved

drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

REASON: To ensure that surface water 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 the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.

9. A comprehensive remediation scheme based on the findings of the Geo-Environmental report prepared by Calabrian dated October 2022 (Report ref 7208/1) and submitted with the application shall be submitted to and approved in writing by the Local Planning Authority. This shall include an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination).

All agreed remediation measures shall thereafter be carried out in accordance with the approved implementation timetable under the supervision of a geotechnical professional and shall be completed in full accordance with the agreed measures and timings, unless otherwise agreed in writing by the Local Planning Authority. Prior to commencing construction of any building, the developer shall first submit to and obtain written approval from the Local Planning Authority a report to confirm that all the agreed remediation measures have been carried out fully in accordance with the agreed details, providing results of the verification programme of post-remediation sampling and monitoring and including future monitoring proposals for the site.

REASON: In order to protect the health of the occupants of the new development.

10. 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:
- a. 24 Hour emergency contact number;
 - b. Details of the parking of vehicles of site operatives and visitors;
 - c. Details of loading and unloading of plant and materials;
 - d. Arrangements for turning of vehicles within the site;
 - e. 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;
 - f. Measures to protect vulnerable road users (pedestrians and cyclists);
 - g. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - h. Wheel washing facilities;
 - i. Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
 - j. Measures to control the emission of dust and dirt during construction;

- k. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- l. Construction vehicle routing;
- m. 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.

Note: Construction Management Plan.

- 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.
11. Within six months of the granting of planning permission details of the access arrangements for the site shall have been submitted to and approved in writing by the Local Planning Authority. The approved access arrangements shall be implemented prior to first use of the care home development or occupation of any dwelling hereby permitted, whichever is the sooner.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and the works are completed in a timely manner in the interests of general highway safety.

12. Prior to first occupation of any dwelling / first use of the care home development hereby approved, whichever is the sooner, the off-site works of highway mitigation, namely:
- Kerb build out adjacent to number 1 Cockerill Terrace and dropped crossing provided directly across the adopted carriageway;
 - Traffic calming measures in the form of an enhanced gateway treatment on Whalley Road at the 30/40mph speed limit change to the north of the site and school, including a carriageway width restriction, enhanced signage and road markings; and
 - A review of the traffic regulation orders in the vicinity of the site access on Whalley Road

shall be carried out, unless an alternative timetable for implementation is submitted to and approved in writing by the Local Planning Authority, in which case the off-site highway

works shall be carried out in accordance with any alternative approved timetable for implementation.

REASON: In order to ensure the timely delivery of the necessary off-site highway works in the interests of highway safety and to encourage sustainable travel.

13. Prior to first use of the care home development hereby approved, a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the Local Planning Authority.

REASON: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

14. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with LNT Construction drawing number BB7- 9AZ-A-09. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

15. Prior to first use of the care home development hereby approved, the motorcycle parking provision shown on the approved plans shall be constructed and made available for use. The area shall thereafter be kept free of obstruction and available for the parking of motorcycles only at all times.

REASON: To ensure the provision and availability of adequate motorcycle parking and to allow for the effective use of the parking areas.

16. Prior to first use of the care home development hereby approved, the cycle parking provision shown on the approved plans shall be constructed and made available for use. The area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

REASON: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

17. (A) Prior to the first occupation of any dwelling hereby approved, the dwelling shall have an electric vehicle charging point. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently. These shall be retained thereafter for the lifetime of the development.

(B) Prior to first use of the care home development hereby approved, the electric vehicle charging points shown on the approved plans shall be installed and made available for use. These shall be retained thereafter for the lifetime of the development.

REASON: In the interests of supporting sustainable travel.

18. No dwelling hereby permitted shall be occupied until a cycle storage plan for the residential units has been submitted to the Local Planning Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

REASON: To allow for the effective use of the parking areas and to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

19. Within six months of the granting of planning permission details of the pedestrian link along the southern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall be informed by an updated Arboricultural Impact Assessment and include the precise route in relation to existing trees, construction methodology, surfacing and any tree protection measures.

Prior to first use of the care home development hereby approved the pedestrian link shall be constructed in accordance with the approved details and built up to the east and south site boundaries. This pedestrian link shall thereafter be maintained and remain open and unobstructed at all times.

REASON: To ensure that the development provides appropriate connections and sustainable linkages to neighbouring development and public open space.

20. 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, artificial bat roosting sites and measures to support hedgehog movements across the site, have been submitted to, and approved in writing by the Local Planning Authority.

The approved artificial bird/bat boxes and hedgehog features shall be provided before the buildings are first occupied/ brought into first use.

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.

21. No demolition of 23-25 Old Row or scrub clearance within the curtilage of this building, shall take place until a methodology for dealing with the invasive species identified on site and preventing their spread, has been submitted to and approved in writing by the Local Planning Authority. The invasive species shall then be removed in accordance with the approved methodology.

REASON: To ensure compliance with the Wildlife and Countryside Act 1981.

22. Prior to their installation details of a scheme for any external building or ground mounted lighting/illumination, shall have been submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt the submitted details shall include luminance levels and demonstrate how any proposed external lighting has been designed and located to avoid excessive light spill/pollution and shall include details to demonstrate how artificial illumination of important wildlife habitats is minimised/mitigated.

The approved lighting schemes(s) be implemented in accordance with the approved details prior to the occupation of the development hereby approved and retained as approved.

REASON: To enable the Local Planning Authority to exercise control over development which could prove materially harmful the character and visual amenities of the immediate area and to minimise/mitigate the potential impacts upon protected species resultant from the development.

23. All tree works/tree protection shall be carried out in strict accordance with the recommendations set out in the submitted Arboricultural Impact Assessment dated September 2022.

The specified tree protection measures shall remain in place throughout the demolition and construction phases of the development and the methodology hereby approved shall be adhered to during all site preparation/construction works.

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.

24. No development above ground level shall be commenced until details of the materials to be used in the construction of the external surfaces of the buildings hereby approved (including the external walls, roof, and windows) have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the approved materials.

REASON: To safeguard the visual amenities of the locality.

25. No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include areas of soft landscaping (including any retained trees, hedgerows and other planting and any replanted or transplanted hedgerows), hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing landscaping to be retained, and shall show how account has been taken of any underground services.

The landscaping works shall be carried out in accordance with the approved details prior to first occupation or first use of any part of the development or otherwise in accordance with a programme agreed in writing by the Local Planning Authority and shall thereafter be retained and maintained.

Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 15 years of planting, or any trees or shrubs planted as replacements shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally

required to be planted, unless the Local Planning Authority gives its written consent to any variation.

REASON: To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecology.

26. Prior to first occupation of the care home development hereby approved, the scheme of noise insulation measures set out in the supporting Noise Assessment submitted with the application [prepared by S&D Garritt Ltd, dated 23rd January 2023] namely acoustic bund and fencing; acoustic glazing and trickle ventilators to identified elevations shall be implemented. The approved noise insulation measures shall thereafter be retained.

REASON: To ensure there is no adverse effect on the health and quality of life of future occupants and to avoid an unacceptable impact on residential amenity by virtue of noise.

INFORMATIVES:

1. Cadent Gas Ltd own and operate the gas infrastructure within the area of the development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent Assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and/or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. Prior to carrying out works please submit details of the planned works for review.
2. The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number. Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.
3. Openreach records indicate that apparatus exists near to the area of your proposed works. Before commencing any work, or moving of heavy plant or equipment over any portion of the site the contractor shall confirm details of Apparatus, owned, leased or rented by the Company, within the site, with the Company Representative, who can be contacted for free on site assistance during office hours, prior to commencement of works :-E-mail: cbyd@openreach.co.uk. Further information is available at: <https://www.openreach.com/network-services/locating-our-network>

BACKGROUND PAPERS

https://webportal.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2023%2F0153