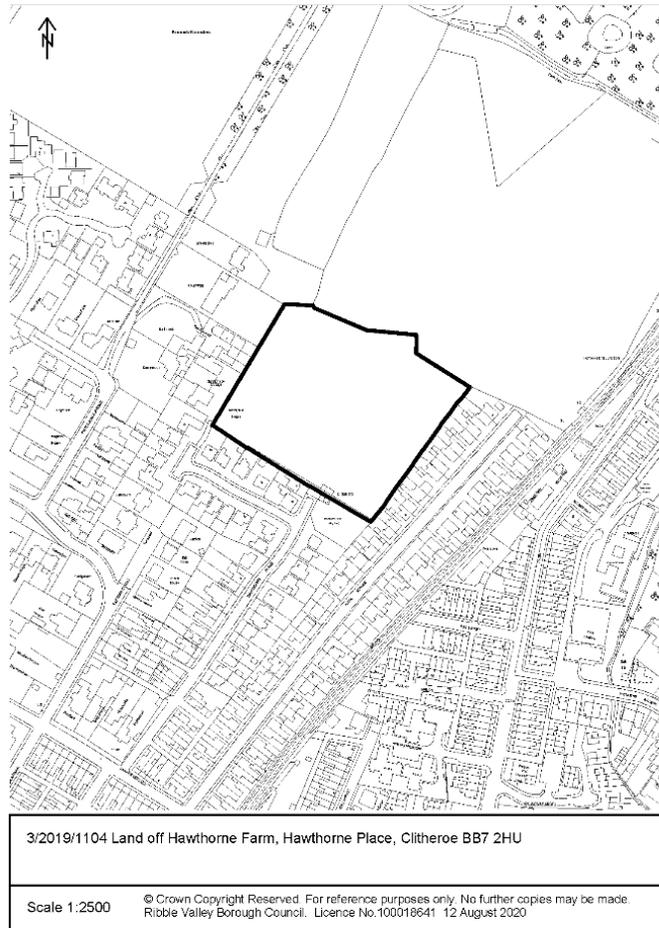


APPLICATION REF: 3/2019/1104
GRID REF: 374343 442743

DEVELOPMENT DESCRIPTION:

ERECTION OF 57 DWELLINGS (INCLUDING 30% AFFORDABLE) WITH OPEN SPACE, INFRASTRUCTURE AND ASSOCIATED WORKS. LAND OFF HAWTHORNE FARM, HAWTHORNE PLACE, CLITHEROE BB7 2HU



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

TOWN COUNCIL:

Clitheroe Town Council object to the proposal for the following reasons:

1. The Town Council notes that in July 2018 RVBC's Planning Committee chose 3 sites in Clitheroe, one of which was Hawthorne Place, for the 'Additional Housing Land Allocations.' This was to be part of the NPPF buffer over and above the 5-year land supply. It was suggested the site could take around 40 dwellings but this application puts the figure at 58.
2. The Town Council notes that, according to the County's Highways Engineer:
 - The garage dimensions fall below the accepted 6m x 3m minimum dimensions and therefore cannot be considered as bona fide parking spaces. This being the case, the parking provision would fall below expectations.
 - Driveway parking spaces should be of adequate length to avoid vehicles overhanging the footway and wide enough to allow pedestrians (wheelchairs and pushchairs included) to gain access to the front door. Advice on parking space width is a width of 2.6m – 3.2m depending on layout.
 - The Town Council also notes that the size of the affordable houses is below recommended standards. Combining these three issues the Town Council therefore objects to the development on grounds of density.
 - Furthermore, the Town Council notes that the Transport Statement was written in October 2018 and therefore considers this to be out of date. The Town Council thinks that, due to the ongoing development in the Waddington Road area and Clitheroe in general, the Highways impact of the development can only properly assessed with an up to date Transport Statement with a traffic survey carried out on a day when local schools are open.
 - Finally, if Planning Committee is minded to approve the application, the Town Council would respectfully ask for a condition that helped alleviate flooding under Waddington Road bridge: likewise, one that saw the adoption of the stretch of road from Milton Avenue past Cowper Avenue and underneath the middle railway bridge; that wheel washes are used for all vehicles leaving the site and that the developer makes good any damage to Hawthorne Place and surrounding roads by construction traffic.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

The Highway Officer raised the following concerns on the originally submitted scheme however the proposed plans have been amended to address these:

Transport Statement

Personal Injury Accident - The transport statement identifies the occurrence of 1 injury accident in the vicinity of the site (on Waddington Road near Brungerley Avenue). Since the report was compiled there has been a further injury collision reported involving a vehicle emerging onto Waddington Road from Eastham Place resulting in a slight injury. There are no collisions reported on Hawthorne Place or at its junction with Waddington Road.

Proposed Access Arrangements - To ensure that the proposed visibility splays are appropriate for this section of highway appropriate evidence in the form of an 85%ile speed survey carried out over a period of 7 days is required

Car Parking - It is unclear from the submitted documents whether or not the garages for part of the provision calculations or not. If they are then they should have a minimum internal dimension of 6m x 3m.

Driveway parking should be of sufficient length to accommodate the required parking scenario without any part of the vehicle overhanging the footway. Care will also need to be taken to ensure that the opening / closing of any garage door is not compromised by the parking.

Servicing - Details of the swept path analysis for refuse vehicle access is required

Sustainable Transport

Walking - It is recommended that the various routes into the town centre be audited and improvements identified where necessary. The area of this review should be Waddington Road and routes along Railway View Road to the bus interchange and rail station as well as crossing opportunities to the town centre.

Cycling - It is suggested that the applicant provides suitable storage opportunities for each residential unit either within the garages provided (taking into account the required minimum dimension for garages previously mentioned) or within garden sheds / purpose build cycle shelters.

Public Transport - The applicant has failed to identify the travel opportunities afforded by the proximity of the bus interchange (600m)

Rail - The nearest rail station is located adjacent to the bus interchange and offers an alternative transport opportunity, but the same pedestrian constraints will also be applicable (as identified above) and need to be addressed.

Electric vehicles - It will be necessary for each dwelling to have the facilities required to charge electric vehicles.

Trip Generation - The impact of the development traffic on the Railway View Road / Waddington Road junction is required.

Proposed Layout - Whilst generally acceptable, with the caveat regarding the swept path analysis for refuse vehicles being provided, there are a number of issues that will need attention.

- 1 There is no turning head provided for the cul-de-sac serving properties 41 – 46
- 2 There is no turning head provided for the cul-de-sac serving properties 37 – 40
- 3 The layout shows 2 types of junction splays being provided, radius and angular.

The preference is for the use of radiused throughout the development

EAST LANCASHIRE HOSPITALS NHS TRUST:

The NHS have requested a contribution of £38,754 to provide increased capacity for acute and planned health services within the Trust's Area for the first year of occupation.

LCC EDUCATION:

There is a requirement for a financial contribution in respect of 14 primary school places and 6 secondary school education places.

LANCASHIRE FIRE AND RESCUE:

No objections but gave advice with respect to access for fire appliances and water supplies that the development must adhere to satisfy building regulations.

CADENT GAS NETWORKS:

No objection but request that an informative is added regarding the presence of pipelines within the site boundary.

ADDITIONAL REPRESENTATIONS:

143 objections have been received with the concerns raised summarised as:

- Questions regarding the quality of the house builder.
- Increased traffic, congestion and demand for parking.
- Flood risk
- Lack of local need for housing
- Inadequate infrastructure and services to support additional housing.
- Loss of open fields
- Destruction of trees and wildlife.

1. Site Description and Surrounding Area

- 1.1 The application site is a roughly square and relatively flat parcel of land located at the end of Hawthorne Place. It is bounded on three sides by residential development with open land to the North.
- 1.2 Hawthorne Place leads directly to the site access and branches off to the West before terminating in a cul-de-sac. Hawthorne Farm is now surrounded by residential development constructed presumably on its former farm land. The existing dwellings close To Waddington Road date from the mid to late 20th century with more modern dwellings surrounding Hawthorne Farm.
- 1.3 There is a single point of access onto the wider road network via a priority junction onto Waddington Road. Hawthorne Place currently serves a residential development of approximately 55 properties.

2. Proposed Development for which consent is sought

- 2.1 The application site lies within the settlement boundary of Clitheroe.

3. Relevant Planning History

None.

4. Relevant Policies

Ribble Valley Core Strategy
Key Statement DS1 – Development Strategy
Key Statement DS2 – Sustainable Development
Key Statement H1 – Housing Provision
Key Statement H2 – Housing Balance
Key Statement H3 – Affordable Housing

Key Statement EN4 – Biodiversity and Geodiversity
Key Statement DMI1 – Planning Obligations
Key Statement DMI2 – Transport Considerations
Key Statement DMG1 – General Considerations
Key Statement DMG2 – Strategic Considerations
Key Statement DMG3 – Transport and Mobility
Key Statement DME2 Landscape and Townscape Protection
Key Statement DMH1 Affordable Housing Criteria
Key Statement DMB4 – Open Space Provision
Key Statement DME3 – Site and Species Protection and Conservation
Key Statement DME6 – Water Management
Key Statement DMB5 – Footpaths and Bridleways

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

5. **Assessment of Proposed Development**

5.1 **Principle:**

5.1.1 The site proposed for development lies within the identified settlement boundary of Clitheroe. Clitheroe is one of the principal settlements for new housing development as identified within policy DS1 of the Core Strategy. Growth in this location accords with the strategic considerations as per Policy DMG2 of the Core Strategy subject to the development being appropriate to the scale of and in keeping with, the existing settlement.

5.1.2 The site proposed for housing development is also one which has been identified by the authority for housing by virtue of its inclusion in the Housing and Economic Development DPD (HED DPD site MM2/HAL4). The examination hearings of the HED DPD were held between 27th November 2018 and 24th January 2019 and the inspector's final report was issued on 10th September 2019. The inspector concluded in his report that the main modifications put forward by the Authority (Including the application site) were sound and meet the tests of compliance.

5.1.3 The development of this site would effectively round off the extent of existing developments on Ribblesdale Place and Park Avenue; it would form a logical boundary of development with the open land to the North.

5.1.4 The development proposes a housing mix and affordable housing which would meet the requirements outlined in policies H1 and H3 of the Core Strategy. The provision of affordable housing would be secured via a legal agreement.

5.1.5 Therefore, the principle of development of the site for housing is acceptable however consideration still needs to be given to all other development management issues which are discussed below.

5.2 **Highway Safety and Accessibility:**

5.2.1 The site is located within a central position of Clitheroe with close access to public transport links and local amenities. The site is located at the end of Hawthorne Place and would be a natural extension of this existing highway.

- 5.2.2 LCC highways have provided detailed comments on the proposal and have no objections to the principle of development but sought some additional information further to the submitted transport assessment and amendment to the internal layout of the site. They did not feel that sufficient assessment of the impact of the development on the local road network, in particular the Railway View Road and Waddington Road junction, has been fully assessed and a sufficient level of evidence produced to support the applicant's assumption that the proposed development will have no material impact.
- 5.2.3 Further traffic surveys have not been possible over recent months due to the current pandemic and significant reduction of vehicular traffic as a result. However the matters raised have been discussed with the applicant and an addendum to the traffic survey has been submitted. The highway officer has been forwarded this information and their comments and any suggested conditions have been requested. It is recommended that members assess the application on the basis that there are no objections to the principle of development on highway grounds but any suitable conditions or further clarification would be sought before the application is determined.
- 5.2.4 The applicant has confirmed that the driveway lengths will meet current standards. Current advice is that parking spaces should have a width of 2.6m – 3.2m depending on layout. The proposed driveway lengths vary between min. 5.5m to 19m length, depending on the layout, and as such vehicle overhang onto footways will not occur. Driveway widths vary between min. 3.1m (single drive with separate access path to property) to 5m width, depending on the layout, and therefore comply with Building Regulations to allow passage of wheelchairs. For properties with parking spaces (not driveways), the private shared paths are separate from the parking to allow access for wheelchairs, again to comply with Building Regulations.
- 5.2.5 The garages previously fell short of the minimum recommended dimensions of 6x3 metres and were not large enough to accommodate an average car and storage. Given the density and layout of the site and likelihood that larger properties may have more than two cars there were concerns about the lack of parking and that any additional parking demand could not easily be accommodated on the street. This would have been likely to result in additional pressure for parking on surrounding streets which would cause inconvenience for existing residents and road users and potential highway safety issues. Therefore; confirmation was sought as to whether the parking provision met the requirement of:
- Single bed house – 1 car spaces per unit
 - 2 bedroom house – 2 car spaces per unit;
 - 3 bedroom house – 2 car spaces per unit and;
 - 3+ bedroom house – 3 car spaces per unit.
- 5.2.6 The applicant has responded to this request by providing a detailed breakdown of the number of spaces for each plot. There have also been some minor plot substitutions to facilitate the parking requirement. Those dwellings with internal garages now meet the recommended internal garage dimensions of a minimum of 3 x 6 metres.

5.2.7 The highway officer has offered no further comment on the revised drawings. However it is considered that they overcome the previous concerns and the parking provision is now acceptable.

5.3 Layout / Density:

5.3.1 The density is slightly higher than other comparable developments within the Ribble Valley, however the development represents an efficient use of the land in a sustainable location and does not appear out of place visually. At a national level the Framework advocates housing densities which enable the optimal use of the land. The applicant has also now demonstrated that the site can accommodate a sufficient level of off-street parking. The mix of house types includes rows of smaller properties which have a smaller footprint than those on developments surrounding the site; many of which are substantial properties with small gaps between them. The scheme includes a reasonable amount of public and private greenspace and landscaping to break up the built form.

5.4 Design:

5.4.1 The scheme presented is a fairly typical modern housing design consisting of a mixture of two storey dwellings arranged around cul-de-sacs. Properties are oriented so that there are no blank gables on the street frontages. The surrounding area is characterised by a mixture of modern and older properties in a variety of styles and materials. The site is not within a conservation area or within the setting of any listed buildings so the design is considered acceptable in this locality. Details of the exact choice of materials will be reserved by condition.

5.5 Residential Amenity/ Noise:

5.5.1 The proposal is for a residential development in a residential area, so there are no conflicts in principle with regard to the land use. The proposed layout and position of windows is such that it meets adequate facing distances to both existing dwellings and between the new dwellings proposed. Boundary screening will ensure privacy for ground floor windows and private gardens at the rear with the principle elevations to the street being more open. The proposal does not raise any concerns with regard to overlooking or overshadowing.

5.6 Drainage / Flooding:

5.6.1 There have been concerns raised by a number of objectors with regard to flooding. It is evident that this field is poorly drained and collects surface water, particularly during recent flood events. A proper drainage system will be put in place as part of the development to ensure that the new properties are properly drained and the Lead Local Flood Authority (LLFA) have raised no objections. Furthermore, whilst a private matter, the drainage scheme has been amended following discussions between the developers and an adjacent land owner who were concerned about the impact on the drainage from their industrial premises and this issue has been resolved between the parties involved whilst also satisfying the requirements of the LLFA.

5.6.2 Concerns have also been raised with regard to localised flooding on Waddington Road where the railway passes over the highway. Whilst it is acknowledged that

this does occur, there is no evidence to suggest that this housing development would have a direct impact on or exacerbate this situation.

5.7 Trees and Wildlife

5.7.1 The application is accompanied by an arboricultural impact assessment, which identifies those trees which are to be removed and retained. Those to be removed are identified as poor quality and there is no objection to their removal, the site will be landscaped and new trees and bushes planted which will ensure tree coverage is maintained. The ones identified for retention will be protected during development and includes so groups around the site boundaries which will soften the impact of the development.

5.7.2 There are some hedgerows within the site, those which are to be removed must be replaced with one of equal or greater length and native species are proposed to be planted to attract a variety of wildlife to provide a net gain for biodiversity. Bat and bird boxes should also be incorporated into the development and a condition requiring details of this will be imposed.

5.7.3 The requirement to adhere to the recommendations within the Arboricultural and Ecological Surveys will be controlled by condition.

5.8 Financial Contributions:

Affordable Housing:

5.8.1 The proposal is for 58 dwellings comprising 4 x 2 bed, 30 x 3 bed, 13 x 4 bed and 11 x 5 bed (5 of which are 4/5 bed). The affordable housing offering is 30% as required by policies H3 and DMH1 of the Core Strategy and will be of the following type and tenure:

- 4 x 2 bedroom affordable dwellings for over 55s
- 5 x 3 bedroom open market dwellings for over 55s
- 6 x 3 bedroom rented affordable dwellings
- 7 x 3 bedroom intermediate dwellings.

The developer was requested to provide some bungalows as it is considered that there would be a demand for this type of accommodation in this area. However the developer has responded by saying that the dwellings proposed are fully compliant with building regulation M4(2). These ensure that dwellings are accessible and adaptable. They incorporate features which mean they are suitable for a wide range of occupants including elderly people and those with reduced mobility. Features include:

- Step free access into the building and associated parking.
- Step free access between the WC, living area, kitchen and eating areas on the entrance story of the house.
- Wider staircase to allow stair lift be fitted, should it be required.
- Provisions made so that level access showers can be fitted within the bathrooms.

5.8.2 The developer also considers that they have responded positively to preapplication advice in respect of this issue. Therefore, whilst bungalows would be desirable, the scheme presented complies with adopted core strategy policies and therefore it is not considered that refusal of permission would be justified on this issue alone.

Education:

5.8.3 A financial contribution towards education provision within the borough has been requested as follows:

Primary places:

£16,050.54 x 14 places = £224,707.56

Secondary places:

£24,185.16 x 6 places = £145,110.96

is required.

This was calculated based on the original layout and may be subject to change following re-consultation.

Off-site recreation:

5.8.4 A contribution which is likely to be used for Clitheroe Castle Grounds and Park will be sought of £216.90 per person based on the following occupancy ratios

1 bed unit – 1.3 people

2 bed unit – 1.8 people

3 bed unit – 2.5 people

4 bed unit – 3.1 people

5+ bed unit – 3.5 people

5.8.5 These contributions will be secured through a Section 106 agreement which is currently being drafted.

6. Conclusion

6.1 The planning issues raised by objectors are discussed in the appraisal above. However, the proposal would contribute to housing supply in a sustainable location within the district. The applicant has responded to officer requests to improve the layout and the scheme presented is now considered to be an acceptable form of development in accordance with core strategy policies. Therefore, it is recommended accordingly.

RECOMMENDED: That the application be DEFERRED and DELEGATED to the Director of Economic Development for approval subject to the satisfactory completion of a Legal Agreement, within 3 months from the date of this Committee meeting or delegated to the Director of Community Services 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 must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: 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. 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:

Plans

Location Plan -HTF-L01
Planning Layout – HTF-PL01 Rev G
Boundary Treatment Plan – HTF-BTP-302
Boundary Wall Details – SDW08/04
Fence Detail – SDF05
Knee Rail Detail – SDF12
Drainage and Levels Layout – C2091 – P03

Housetypes

Alnmouth – 2 Bed
Barton – 3 Bed
Burnham – 4 Bed
Coniston – 4 Bed
Danbury – 3 Bed
Delamere – 3 Bed
Holywell – 5 Bed
Lockwood – 3 Bed
Marston – 4/5 Bed

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

Materials

3. Prior to the commencement of above ground construction of the development hereby approved full details of the external materials and surfacing materials shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be constructed in accordance with the approved materials.

REASON: To ensure that the appearance of the development is appropriate to the character and setting of the area.

Residential Amenity

4. No building or engineering operations within the site or deliveries to and from the site shall take place other than between 07:30 hours and 18:00 hours Monday to Friday and between 08:30 hours and 14:00 hours on Saturdays, and not at all on Sundays or Bank Holidays.

REASON: In order to protect the amenities of existing residents and land uses.

Highways

Construction Plan

5. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the submitted statement shall provide details of:
 - A. The location of parking of vehicles of site operatives and visitors
 - B. The location for the loading and unloading of plant and materials
 - C. The location of storage of plant and materials used in constructing the development
 - D. The locations of security hoarding
 - E. The location and nature of wheel washing facilities to prevent mud and stones/debris being carried onto the Highway (For the avoidance of doubt such facilities shall remain in place for the duration of the construction phase of the development) and the timings/frequencies of mechanical sweeping of the adjacent roads/highway
 - F. Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - G. Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

The approved statement shall be adhered to throughout the construction period of the development.

REASON: In the interests of protecting residential amenity from noise and disturbance and to ensure the safe operation of the Highway.

6. Each dwelling shall have been provided with an electric vehicle charging point in a location suitable to enable electric vehicles to be charged at the dwelling prior to its first occupation.

REASON: To ensure that the development provides adequate and appropriate sustainable transport options and in the interest of lowering emissions resultant from vehicular movements associated with the development.

7. All car parking and manoeuvring areas, shown on the approved plans, shall be marked out and made available for use before each dwelling, to be served by such areas, is brought into use. The approved parking and manoeuvring areas shall be permanently maintained as approved thereafter.

REASON: To allow for the effective use of the parking areas.

8. The garage(s) hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household(s) and shall not be used for any use that would preclude the ability for their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

Reason: To ensure that adequate parking provision is retained on site that limits the visual impact of the parked motor-vehicle upon the street scene/area.

Ecology and trees

9. The development hereby approved shall be carried out in complete accordance with the recommendations and ecological enhancement measures detailed within Section 5 of the submitted Ecological Survey and Assessment (Ref: 2019-283 - September 2019).

REASON: In the interests of biodiversity and to enhance opportunities for species of conservation concern and reduce the impact of development.

10. No above ground level works shall commence or be undertaken on the construction of any dwelling 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 bird/bat species site plan and include details of plot numbers and the numbers (there shall be at least 1 nest brick/bat tile per dwelling) of artificial bird nesting boxes and artificial bat roosting site per individual dwelling and type. The details shall also identify the actual wall and roof elevations into which the above provisions shall be incorporated.

The artificial bird/bat boxes shall be incorporated into those individual dwellings during 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 protected species.

11. All trees identified to be retained within the submitted Arboricultural Impact Assessment Ref: P1239.19 September 2019, drawing P1239.19.01/02 shall be enclosed with temporary protective fencing in accordance with BS5837:2012 [Trees in Relation to Demolition, Design & Construction]. The fencing shall be retained during the period of construction and no work, excavation, tipping, or stacking/storage of materials shall take place within such protective fencing during the construction period.

REASON: To ensure that existing trees are adequately protected during construction in the interests of the visual amenity of the area.

12. Any removal of vegetation, including trees and hedges, should be undertaken outside the nesting bird season (March to August) unless an up-dated pre-clearance check has by carried out by a licensed ecologist on the day of removal and no nesting birds are present. The up-dated pre-clearance check shall be have submitted to the Local Planning Authority prior to the removal of any trees and/or hedges.

REASON: To ensure that there are no adverse effects on the favourable conservation status of birds and to protect the bird population from damaging activities.

13. No above ground works shall commence on site until details of a scheme for any external building or ground mounted lighting/illumination, has 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 lighting schemes shall be implemented in accordance with the approved details 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.

14. Notwithstanding the submitted details, prior to any dwelling being occupied, details/elevations at a scale of not less than 1:20 of the proposed boundary walling, gates and fencing shall have been submitted to and approved by the Local Planning Authority and these details shall identify the measures to be taken to encourage habitat connectivity throughout the site. The development shall be carried out in strict accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the detailed design of the proposal is appropriate to the locality and to enhance biodiversity.

Landscaping

15. Within three months of commencement of development on site, a scheme/timetable of phasing for the approved landscaping areas shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the duly approved timings and phasing's and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted.

REASON: To ensure the proposed landscaped areas are provided on a phase by phase basis.

16. Prior to occupation of the first dwelling, a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (other than within curtilages of buildings), shall be submitted to and approved in writing by the Local Planning Authority. The site thereafter shall be managed and maintained in accordance with the approved plan for a minimum period of 25 years.

REASON: To ensure the proper long-term management and maintenance of the landscaped areas in the interests of visual amenity and biodiversity enhancement.

UPDATE FOLLOWING 24 SEPTEMBER PLANNING AND DEVELOPMENT COMMITTEE MEETING:

On 24 September 2020 Committee were Minded to Refuse the application due to lack of bungalows for over 55s and the high density of the proposed development. A decision on the application was deferred to enable the Director of Economic Development and Planning to draft an appropriate refusal reason relating to the principle of development.

The recommendation remains that the application should be deferred and delegated for approval. For Committee's information following the 24th September meeting, the following additional information has been received:

The applicants sought to overcome the specific concerns raised by Committee in advance to a decision being made. A final amended plan was received on 4 January 2021. It was not considered necessary to re-consult neighbours as the proposed changes were minor.

The key changes are:

- A reduction in the number of dwellings by one dwelling
- Amendments to housing mix and layout to provide of 4 affordable rented bungalows to the west as well as 5 open market housing for over 55's, AD Part M4(2) compliant.
- Minor changes to layout of South Eastern corner to reflect the above changes.
- Amendments to kerb radii

Further correspondence has been received from some of the objectors but no new material planning issues have been raised. However, these objectors are concerned that there hasn't been more input from consultees, such as the Highway Authority, Environment Agency and Lead Local Flood Authority.

In response to these specific concerns; the Highway Authority was asked to provide additional comments to confirm their current position following the discussions at the previous committee meeting. These comments were received on 17th November. In summary the Highway Officer confirmed that in their opinion the impact on the highway network was not severe enough to warrant a refusal on highway safety grounds. They did however request some amendments to the internal layout which have been addressed by the amended plan.

With regard to concerns about flooding, a flood risk assessment was submitted with the application. The site is in flood zone 1 which is the lowest risk of flooding from main rivers, therefore the Environment Agency did not need to be consulted. The risk of flooding from other sources has been concluded to be low. Whilst it is accepted that the field is poorly drained, a housing development will have formal drainage systems put in place and United Utilities, who have no objection in principle, have suggested several conditions to ensure that the proposal will not increase surface water run off or pollution.

Since the last committee meeting the Lead Local Flood Authority have provided comments in relation to the proposal. In summary, as the plans have evolved since the original submission they have asked that the flood risk assessment and drainage strategy be updated to reflect the latest proposals to ensure that any risks are mitigated. It should be noted that the planning process can only seek to ensure that development does not cause increased risk from flooding but cannot be used as a tool to improve an existing situation elsewhere.

LCC education have reassessed the education contributions given the length of time that has lapsed since their original assessment in order that their request remains CIL compliant.

Based on information as of 12 October 2020 with respect to projected requirements for school places, LCC were seeking a contribution of:

15 Primary places: £16,749.96 x 15 places = £251,249.40
 7 Secondary places: £23,061.75 x 7 places = £161,432.25
 This is a slight uplift on the original requirement.

A further assessment has been requested as another 3 months has lapsed.

Should Committee still be minded to refuse the application the following reasons are recommended:

1. The proposal is considered contrary to Policy DMG1 of the Adopted Core Strategy for the Ribble Valley. The density of the development proposed will be an over intensive use of the site which is at odds with the prevailing pattern of development in the locality.

REASON: The development is therefore detrimental to the visual qualities of the area and local amenity.

At the Committee meeting on 24 September Members raised concerns with regards to the lack of bungalows and the applicant has responded by amending the plan to provide 4 affordable rented bungalows as well as 5 open market M4 compliant affordable dwellings, 6 rented affordable dwellings and 7 intermediate affordable houses which is considered by officers to be a suitable mix. If Committee still consider the mix to be unacceptable then the following reason would be suggested.

- 2 REASON: The proposal is considered contrary to Policy DMH1 of the Adopted Core Strategy for the Ribble Valley. The development fails to provide an adequate mix of affordable and older persons house types, (in particular bungalows) to cater for local needs.