



**Town and Country Planning Act 1990 –Section 78
Town and Country Planning (General Development Procedure Order 1995)
Town and Country Planning (Inquiries Procedure) (England) Rules 2002**

Appeal by Gladman Developments Limited

Site at Land off Henthorn Road, Clitheroe, Lancashire

**Proposed Residential Development of Up to 270 Dwellings,
Doctors Surgery, Access Details, Highway Works, Public Open
Space and Associated Works**

APP/T2350/A/11/2161186

**Proof of Evidence – APPENDICES by
Timothy A Dean MA Dip TPS MRTPI
On Behalf of the Appellant**

 **GLADMAN**
DEVELOPMENTS LIMITED

December 2011

Appendix 1

**Pre-Application planning advice issued by RVBC dated
16th August 2010 – Also Contained at [Folder 4 (CD 3.25
P195-202)]**



RIBBLE VALLEY BOROUGH COUNCIL

please ask for: SARAH WESTWOOD
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my ref: SW/CMS/RV/2010/ENQ/00268
your ref:
date: 16 August 2010

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Dear Mr Gee

RE: PRE-APPLICATION ENQUIRY
LAND OFF HENTHORN ROAD, CLITHEROE

I write with regard to the above following our meeting on the 28 July to fully expand on the issues we discussed with regard to the potential development of this site for in the region of 300 houses. For ease of reference I shall breakdown the response in headings and where appropriate give you contact details of the specialists who have offered advice on individual matters.

Principle of Development/Affordable Housing

The site lies outside the settlement boundary of Clitheroe and is designated open countryside in the Districtwide Local Plan (Policies G5 Settlement Strategy and ENV3 Open Countryside)

Policy G5 of the Districtwide Local Plan offers a somewhat restrictive approach to residential development outside defined settlement limits (agricultural/forestry workers dwellings or 100% affordable) but given the Council's current land supply the guidance contained in PPS3 regarding under-supply is a material consideration in the determination of any planning application. I am also mindful of paragraph 69 of PPS3 which states that in deciding planning applications, local planning authorities should have regard to:

- achieving high quality design;
- ensuring developments achieve a good mix of housing,
- the suitability of a site for housing, including its environmental sustainability;
- using land effectively and efficiently; and
- ensuring the proposed development is in line with planning for housing objectives

In satisfying paragraph 69 any submitted application must be of a high quality in terms of design, with a good mix of housing offered as well as using the land effectively and efficiently. Bullet point 3 above relates to the need for local planning authorities to have regard to the suitability of the site for housing, including its environmental sustainability. As the site is closely related to a key service centre with local amenities and services, it is considered that the site is in a suitable location and meets this element of the PPS3 criteria.

SW08-16

In addition to the above there will be the requirements to fully comply with the relevant general development control policy of the Districtwide Local Plan (G1) and Policy ENV3 which concerns itself with landscape protection of the open countryside areas of the borough. ENV3 states that in the open countryside development will be required to be in keeping with the character of the landscape area and should reflect local vernacular style, features and building materials. Proposals to conserve, renew and enhance landscape features would be permitted providing regard has been given to the characteristic landscape features of the area.

As we discussed at the pre-application meeting, it is anticipated that any subsequent planning application will need to include an element of affordable housing. The Council's Affordable Housing Memorandum of Understanding (AHMU) is a material planning consideration and is intended to be both complementary with and supplemental to the relevant policies contained within the Districtwide Local Plan. As your site is within the open countryside, Policy G5 would require development to be 100% affordable. However, as we discussed, your site is closely related to a key service centre and in such an instance having regard to the current five-year housing land supply and requirements of PPS3, the Council would adopt the approach laid out in paragraph 3.1 of the AHMU *ie in Longridge and Clitheroe on housing developments of 10 or more dwellings (or sites of 0.5 hectare or more irrespective of the number of dwellings) the Council will seek affordable housing provision of 30% of units on the site.* This approach is taken because of the particular location of your site in relation to the identified settlement boundary and not because it is a qualifying development under the saved settlement strategy of the Districtwide Local Plan.

As you will be aware a report was presented to Planning and Development Committee on 17 June regarding our intention to continue to use the evidence based RSS housing figures and strategy approach until further guidance or transitional arrangements are issued. Although RSS was officially revoked on 6 July 2010 the letter to Chief Planning Officers from Steve Quartermain (CLG dated 6.7.2010) states that *"some authorities may decide to carry on with their existing housing targets that were set out in the revoked regional strategies"*. This is the approach that RVBC is taking. It is for this reason having regard to the current five-year housing land supply situation and requirements of PPS3 that the Council would adopt the above approach *ie 30% affordable requirement*

David Morris who is currently covering the strategic housing role discussed with you matters of affordable housing and identified need. He advised that the preferred tenure for the affordable element would be rental but that he recognised that shared ownership is another option and that on a site of this size a mix of tenure types may be possible. He also raised the possibility of providing some lifetime homes on site and as the need for a development in this particular development would be met by a borough wide connection, as opposed to parish connection, then a range of property types could also be justified. Any submission will need to be accompanied by a draft Section 106 Agreement and you mentioned that at the same time as submitting this to us as part of any formal planning submission, you would send a copy direct to John Gorton in our Legal Services Section who deals with such matters.

Highways

Martin Nugent from Lancashire County Council was present at our meeting and we had a general discussion about issues associated with vehicles leaving the site and routes onto Edisford Road and out of town. You explained that consultants had looked at a number of junctions which may come under pressure should this scheme be built and

that they would send a copy of their traffic assessment direct to Martin for further consideration.

The masterplan details a revision to Henthorn Road whereby the road priority would be to turn into the newly created estate and not towards the household waste recycling centre. I queried whether the design option put forward would prohibit any future road alterations eg mini roundabout should a scheme come forward on the other side of the road. As I understand it you were going to check whether this was the case prior to making a formal submission.

Again the draft masterplan details a cycleway with possible exit onto the single width track that leads from Edisford Road to serve the touring caravan site. I have spoken to John Gorton in the Council's Legal Section in order to establish whether the roadway is in Council ownership and can clarify that whilst we do hold the freehold, it is leased to the Caravan and Camping Club. Therefore if you wish to pursue this then you would need to contact both Graham Jagger of our Engineers Section, as well as the Caravan and Camping Club. Similarly there is a notional linkage on the draft plan between the sports pitches and proposed play area that backs onto Fairfield Drive. I would suggest you contact Graham Jagger on 01200 414523 regarding this matter and whether the Council would wish to see this linkage.

Public Open Space/Play Areas

You have shown two proposed play areas on the masterplan – one adjacent to the kennels to the north of the site and the other at the corner of the development where the residential element meets the proposed parkland area.

At our meeting I explained that it would not be the Council's intention to take on responsibility for the management and maintenance of any areas of open/play space associated with this development. Therefore you will need to give consideration to how this would be done and we did discuss the option of a management company.

Trees/Ecology

Whilst the Council's Countryside Officer, David Hewitt, was unable to attend the meeting, he has spoken to your client's arboriculturalist about the development of this site. Our emphasis is on the retention of existing hedgerows with supplementary planting in accordance with traditional landscape boundary treatments – a Lancashire hedgerow with occasional standard trees.

As part of any submission we will require a tree survey that identifies the exact location, crown spread and stem diameter to determine the root protection zone in accordance with BS5837 – 12 x stem diameter and 20% at least to get maximum survivability.

We would wish to see the ponds for ecological enhancement designed in such a way to allow the natural emergence of vegetation types in order to facilitate the migration of species that may be identified in any ecological survey.

The masterplan identifies an expansive area of parkland with meadow and trees and we discussed the preference of the Council's Countryside Officer to see a community broad-leaved woodland. This would have greater bio diversity potential than a parkland and would involve less intensive maintenance on your client's part. There is potential to have broad areas of planting to either side of this area with a swathe of parkland through the centre with walkways through to link into the public footpath network that aligns the riverside. Again I understand that contact has already been made with our

Engineers Section to discuss the potential for footway linkages. In respect of the woodland David Hewitt has suggested that you may wish to contact the Woodland Trust and that there may be grant funding available from LCC for new planting. If you wish to discuss these points in any greater detail, I suggest you contact David Hewitt direct on 01200 414505.

Design

At our meeting I explained that I had very brief comments to make at this stage with further information needed on land levels across the site in order to full assess the relationship between the development and surrounding dwellings. Our standard distance between dwellings is 21m for facing habitable windows at first floor but there have been instances where a reduction in this has been viewed acceptable having regard to the specific site characteristics. The masterplan showed a close relationship with the final dwelling on the Henthorn Road frontage and this will need further clarification should an application be forthcoming.

All the schemes of this size will be assessed against the Building for Life National Standard for Well Designed Homes and Neighbourhoods provided by CABE and the Home Builders Federation.

You queried whether the Council has any set density levels for development and Diane Cafferty (Senior Planner – Local Plans Section) explained that the approach we would take at this time would be to assess your proposed density in relation to that of development which surrounds this site. PPS3 advises that the land should be used efficiently and comparing adjacent density levels to your development would appear a logical approach. Recognition would also be given to the fact that this site lies on the fringe of the settlement and a lower density level than that shown on the master plan may indeed be more appropriate.

Renewables

I mentioned at the meeting that on major sites the Council is seeking to promote the development of renewable energy sources in accordance with PPS1 and as such would seek a minimum contribution of 10%.

Environmental Health

Given that there is a commercial kennels to the north of the site, I asked James Russell, Environmental Health Manager, for any observations he may have in terms of potential noise disturbance. The master plan shows a play area immediately adjacent to the kennels and it has been asked whether there is scope for incorporating landscaping measures within any scheme to ameliorate potential noise disturbance.

He also raised air quality as a potential issue with queuing traffic at the junction onto Edisford Road and the terraces that open directly onto the pavement at this point. He has asked that as part of any outline submission you provide an air quality impact assessment. Should you wish to discuss either of these further please contact James direct on 01200 414466.

LCC PLANNING CONTRIBUTIONS

LCC adopted the policy paper Planning Obligations in Lancashire on 3 November 2006 which was updated in 2008. It puts forward principles, methods and good practice with

the aim of developing a consistent and robust approach to planning obligations across Lancashire

Due to the potential scale of the development proposed at this site and resulting impact on services provided at LCC I contacted them with a view to establishing whether any contributions would be sought. Their document on planning obligations has not been formally adopted by this Council and a report presented to Planning and Development Committee on 18 December 2008 identified priorities for this Council when seeking contributions – namely affordable housing, transport safety, open space and education. The comments of the Planning Contributions Officer were not available when we met but Martin Nugent explained the possible highways contributions. Their formal response has since been received and what follows is a comprehensive breakdown of their observations.

Transport

In terms of possible highway contributions, we assessed the Residential Development Accessibility Score for this site to be 25. On this basis, from the limited information available and for an unknown property size, a sum of £1,550 was identified for each unit. Therefore, for 300 properties a highway contribution in the region of £465,000 would be sought

To discuss this further, please contact Dave Law tel: 01254 770965 or Martin Nugent tel: 01254 770984

Education

Using the LCC Planning Obligations Policy Paper, a yield of 0.35 primary and 0.25 secondary pupils per house has been used. Therefore, there is a possible yield of 105 primary and 75 secondary aged pupils

Primary School Places

Whilst there are projected to be sufficient places in this area for the next 5 years, this does not take into account other developments where planning applications have been submitted but to date no decisions have been made.

Therefore the number of available places would be 102 capacity – 33 other potential = development = 69 places.

Given that this development could yield 105 pupils, we would be seeking at this time to make a claim in respect of the shortfall, ie 36 pupils.

Using the DCSF cost multiplier (£12,257 x 0.9) x 1.0733 per place = £426,236.

Secondary School Places

There are projected to be sufficient places in these schools to accommodate the potential yield of this and other applications pending. Therefore, we would not be seeking a claim in respect of secondary places.

Waste Management

The County Council makes vital major investments in waste management infrastructure for reasons of environmental protection and sustainability. Also, the necessity to secure

the County Council's budget position as a waste disposal authority, through investing in an early switch away from landfilling, has become all the more apparent, since the recent announcement on the rise in landfill tax in this year's National Budget. Every District in the County is being provided with advanced treatment facilities to treat waste prior to landfilling, either directly or via purpose designed transfer stations. Since each and every new house, wherever it is in the County, has to be provided with this basic service and the Council has to comply with significant new requirements relating to the management of waste, it is considered that the Council is justified in requesting a contribution towards waste management. Based upon the Policy Paper methodology for Waste Management, the request is £144,000.

By way of summary, the likely planning contribution request for Lancashire County Council services is as follows:

Transport	£465,000
Education	£426,236
Waste Management	£144,000
Grand Total	<u>£1,035,236</u>

As you can see the first two of the above tie in with this Council's priorities when seeking contributions ie transport and education. To date this Council has not sought to pursue waste management contributions but Planning and Development Committee may take the view that in this particular instance, given the scale of development, the contribution would be reasonable.

UNITED UTILITIES

United Utilities provided comments on the originally submitted plan for approximately 200 dwellings as follows:

In accordance with PPS25 surface water should not be allowed to discharge to foul/combined sewer. This prevents foul flooding and pollution of the environment

The anticipated foul water flows from the proposed development could be catered for within the existing adjacent combined public sewer system however, no surface water flows what so ever would be permissible in to the same system.

We can readily supply water for domestic purposes, but for larger quantities we will need further information

A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999

Should this planning application be approved, the applicant should contact our Service Enquiries on 0845 7462200 regarding connection to the water mains/public sewers.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

United Utilities offers a fully supported mapping service at a modest cost for our electricity, water mains and sewerage assets. This is a service, which is constantly updated by our Map Services Team (Tel No: 0870 7510101) and I recommend that the applicant give early consideration in project design as it is better value than traditional methods of data gathering. It is, however, the applicant's responsibility to demonstrate

the exact relationship on site between any assets that may cross the site and any proposed development.

For further details please contact Jillian Walker, United Utilities, Asset Protection

ENVIRONMENT AGENCY

The Agency has not raised any fundamental objections to the use of this site for residential purposes and has made the following detailed observations:

Flood Risk & Water Quality

In accordance with Planning Policy Statement 25 (PPS25), any application for a development over 1 hectare in Flood Zone 1 should be accompanied by a Flood Risk Assessment (FRA). Surface water run-off rates from the site must be restricted to existing rates at minimum. In accordance with PPS25, opportunities offered by new development to reduce the causes and impacts of flooding should also be considered. Full details of the proposed drainage arrangements will need to be submitted as part of the FRA.

Although the site is not within Flood Zone 2 or 3, there is an undesignated watercourse flowing through the site. We note that it is intended to retain/restore this watercourse based on the illustrative Masterplan. If it is intended to discharge surface water from the proposed development to this watercourse, it will be necessary to identify the existing and potential capacities and flows within this watercourse as part of the FRA

Surface water run-off should be managed through the use of sustainable drainage systems (SUDS), and we advocate their use.

The management of surface water via the use of SUDS would also benefit water quality. The River Ribble and Mearley Brook are both at moderate status for diatoms and invertebrates respectively. Mearley Brook is a priority catchment for us and there has already been an impact from previous housing developments causing contaminated surface water which is being addressed by United Utilities under their Asset Management Plan (AMP) 5 programme. We would recommend that any developer consult with UU to consider whether the development of this site could potential impact on the AMP5 works.

Developers will need to ensure that surface water from any areas on the site likely to be contaminated should be connected to the foul sewer to prevent pollution of the surface water drainage network. This could be achieved through a number of ways, such as the use of SUDS and ensuring all downspouts are sealed directly into the ground ensuring the only open grids present around any dwelling/building are connected to the foul sewage systems.

Any works to the watercourse within the site which involve infilling, diversion, culverting or which may otherwise restrict flow, require the prior written Consent of the Environment Agency under Section 23 of the Land Drainage Act 1991. Culverting other than for access purposes is unlikely to receive Consent, without full mitigation for loss of flood storage and habitats.

Biodiversity

Any subsequent application would need to be accompanied by an ecology survey to determine the presence or absence of protected species or habitats within the application site

We would request that any proposals retain water features such as ditches and ponds (even if they are seasonally dry) as they form important habitats and wildlife corridors. Buffer zones of a minimum 5 metres (measured from the top of the bank) should be maintained around/along these features

We would also recommend that any planting proposed be of locally native species, and that hedgerows and or trees that are present be left intact and protected during development.

Land Contamination

Given that this is a Greenfield site, it is unlikely that the proposed development would pose a significant risk to controlled waters. However, it is recommended that a desk study is undertaken to confirm whether or not this is the case.

Prior to the submission of any planning application, we would be happy to comment on any proposals for the site or any surveys/reports that the applicant intends to submit as part of the application.

For further details please contact Philip Carter, Planning Liaison Officer, Direct dial 01772 714219, Direct fax 01772 697032, Direct e-mail philip.carter@environment-agency.gov.uk

I trust the above is self-explanatory and provides a comprehensive review of the discussions we had. If there is anything that Diane, David or myself can assist with, then please do not hesitate to contact us.

I stress that the observations contained within this letter represent officer opinions only given without prejudice to the final determination of any application submitted.

Yours sincerely

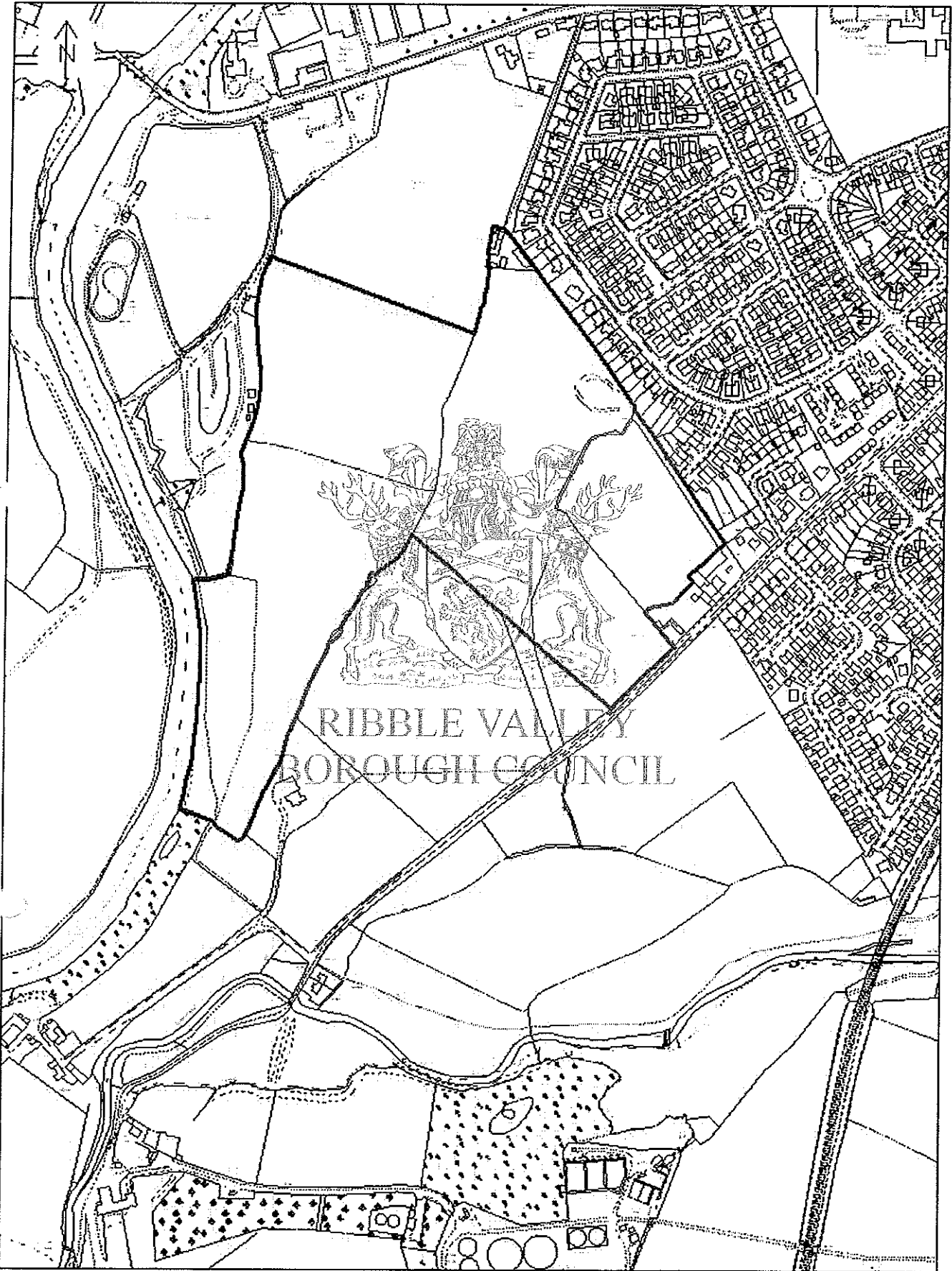


SARAH WESTWOOD
SENIOR PLANNING OFFICER

Mr M Gee
Janet Dixon
Town Planners Ltd
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CLITHEROE
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Appendix 2

Relevant extract of the SHLAA (Site ref:033)



Site 33 Land off Henthorn Road, Clitheroe

Scale: 1:5000 SD7240 Do not scale from this plan. © Crown Copyright. All rights reserved. Licence No. 100018641 March 2009

STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT 2008

<u>Site Details</u>		<u>Suggested By...</u>	
Site Ref:	033	Name:	Janet Dixon Town Planners
Site Location:	Land off Henthorn Road	Potential Capacity:	301.6
Town/Village:	Clitheroe	Gross Area (Ha.):	15.73
Current Land Use:	Fields	Net Area (Ha.):	7.54
Neighbouring Use:	Residential to one side, open fields to others		
Visual Prominence:	Significant		
In Operational Employment Use:	No		
Green/Brown field:	Greenfield		

<u>Availability</u>	<u>Achievability</u>	<u>Deliverability</u>
Site Availability: 0 - 5 Years	Is the Site Achievable: Yes	Is the Site Deliverable: INCLUDED IN 5-YEAR SUPPLY in terms of suitability, need to bear in mind impact on castle for when an application came in.
Is the Site Available: Yes		

Availability Comments: The site is either unregistered or has one registered owner and is therefore available

Achievability Comments: There is a reasonable prospect that housing will be developed on the site

Sustainability Scoring Criteria

S1. Main Development Location:	3	S12. Within Conservation Area:	5
S2. Previously Developed:	1	S13. Impact on Listed Building/Setting:	1
S3. Covered by Essential Open Space:	5	S14. Impact on Scheduled Ancient Monument or Setting:	1
S4. Lead to Loss of Employment Land:	5	S15. In Archaeological Hazard Area:	5
S5. Car Parking at Minimum Level:	5	S16. Site Contains a TPO:	5
S6. Is Majority in Green Belt:	5	S17. Nature Conservation Area:	3
S7. Suitable Infrastructure:	1	S18. Development Adversely Impacts on Surrounding Uses:	5
S8. Can Infrastructure be Adapted:	5	S19. Any Bad Neighbour Land Uses:	5
S9. Within Landfill Consultation Zone:	5	S20. Consultation Zone for High Pressure Pipelines:	5
S10. Constrained by Topography:	3		
S11. Risk of River Flooding:	5		
S21. Other Constraints: N/A		Final Criteria Score:	78

Has the Site been Exclud No

Reason for Exclusion N/A

Any other Comments: No additional comments.

Appendix 3

Development Plan - Policy Conformity Table

Policy Conformity Table

Saved policies of Ribble Valley Districtwide Local Plan – Adopted June 2008 (RVDLP)

Compliance with relevant policies is detailed below:

Policy	Comment	Comment	Compliance?
Policy G 2 Policy G 5 Policy ENV 3 Policy H 1 Policy H 19 Policy T 1	<i>Discussed in Proof of T Dean</i>		
Policy G 1	<p>Criteria</p> <p>(a) Development should be sympathetic to existing and proposed land uses in terms of its size, intensity and nature.</p> <p>(b) The likely scale and type of traffic generation will be assessed in relationship to the highway infrastructure and the proposed and existing public transport network. This will include safety, operational efficiency, amenity and environmental considerations.</p> <p>(c) Developments should make adequate arrangements for car parking (see Policy T7).</p> <p>(d) A safe access should be provided which is suitable to accommodate the scale and type of traffic likely to be generated.</p> <p>(e) The density, layout and relationship between buildings is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings as well as the effects of development on existing amenities.</p> <p>(f) Developments should provide adequate arrangements for servicing and public utilities.</p> <p>(g) Developments should provide adequate daylighting and privacy.</p> <p>(h) Materials used should be sympathetic to the character of the area.</p>	<p>Comment</p> <p>These issues are discussed in detail in the Design & Access Statement.</p> <p>These issues are addressed in the Transport Assessment and Travel Plan.</p> <p>These issues are discussed in detail in the Design & Access Statement.</p> <p>Adequate arrangements are achievable; these are discussed in detail in the Utilities Report and FRA.</p> <p>Whilst matters to be considered as part of a subsequent reserved matters application, the approach proposed is set out in the Design & Access Statement.</p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>

	<p>(i) Developments should not result in the loss of important open space including public and private playing fields.</p> <p>(j) Developments should not damage SSSI's, County Heritage Sites, Local Nature Reserves or other sites of nature conservation importance.</p> <p>(k) Development should not require culverting, artificial channelling or destruction of a watercourse. Wherever possible watercourses should be maintained within a reasonable corridor of native vegetation.</p> <p>(l) Developments should be economic in the use of land, water and aggregates and should not prejudice future development which would provide significant environmental and amenity improvements.</p> <p>(m) Where it is the intention to rely upon a private water supply, developments should provide an adequate means of water supply, which will not derogate existing users.</p> <p>The policy encourages crime prevention to be considered at the design stage.</p>	<p>No such space is impacted by the proposals.</p> <p>The proposals cause no damage any such designated areas. These matters are discussed in the Ecological Assessment.</p> <p>No such features are harmed by the proposed development. Further details on drainage is set out in the FRA.</p> <p>The development will conform to these aspirations</p> <p>N/A.</p> <p>There is adequate public water supply, as detailed in the Utilities Report.</p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>
Policy G 11	<p>Whilst a matter to be considered as part of a subsequent reserved matters application, the approach proposed is set out in the Design & Access Statement.</p> <p>This safeguards best and most versatile agricultural land (Grade 1 to 3a). The site is designated as grade 4 to 5 and therefore does not involve the loss of best and most versatile agricultural land</p>		<p>✓</p>
Policy ENV 7	<p>This policy relates to protected species. The Ecological Report concludes that the development of the site does not give rise to unacceptable harm with regard to ecology.</p>		<p>✓</p>
Policy ENV 13	<p>This policy provides landscape protection, seeking to resist proposals which harm important landscape features. Landscape Character Assessment concludes that the proposals can be satisfactorily assimilated into the existing landscape.</p>		<p>✓</p>
Policy ENV 14	<p>ENV 14 protects the Borough's archaeological and historic heritage. The Archaeological Report on this site concludes that...</p>		<p>✓</p>
Policy RT 8	<p>This policy requires all residential sites over 1 hectare to provide adequate and useable open space. The Policy refers to the standards set out in the unsaved Policy RT9; the saving direction comments proposals should instead reflect PPG17. The Design and Access Statement details the approach to this matter, with the illustrative master plan indicating how the appropriate level of open space could be accommodated.</p>		<p>✓</p>
Policy RT 18 Policy RT 19	<p>These policies seek to improve and maintain public rights of way. No such routes exist across or adjacent to the application site. The proposed pedestrian connections are considered in Transport Plan, Travel Plan and Design & Access Statement.</p>		<p>✓</p>
Policy T 7	<p>Requires development proposals to provide adequate car parking. Whilst this would be addressed as part of the reserved matters application, the density of development proposed would allow adequate provision to be made.</p>		<p>✓</p>

North West RSS

Policy	Comment	Compliance?
<p>RDF 1 RDF 2 Policy L4 Policy L5 Policy CLCR1 Policy CLCR2</p>	<p><i>Discussed in Proof of T Dean</i></p>	
<p>Policy DP1: Spatial Principles</p>	<p>Policy DP1: set out the principles which underpinned RSS. The proposal at Clitheroe represents an individual proposal but importantly adheres to the following principles:</p> <ul style="list-style-type: none"> • <i>DP 2 - promote sustainable communities;</i> • <i>DP 4 - make the best use of existing resources and infrastructure;</i> • <i>DP 5 - manage travel demand, reduce the need to travel, and increase accessibility;</i> • <i>DP 6 - marry opportunity and need;</i> • <i>DP 7 - promote environmental quality;</i> • <i>DP 8 - reduce emissions and adapt to climate change.</i> <p>Taking each in turn, accordance with the key tenets of revoked Regional Spatial Strategy development plan policy is demonstrated below:</p> <p>The development is in a highly sustainable location, will be of high quality design and will be a place where people want to live whilst also being a location that provides for ease of access to jobs and regularly used services and facilities by a choice of modes of transport. This development will build a sustainable community in this part of the region and will meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life.</p> <p>The development will contribute towards:-</p> <ul style="list-style-type: none"> • Improving the health of people within this part of the region promoting physical exercise through opportunities for sport and formal / informal recreation, walking and cycling, particularly given the on site provision of public open space accessible to all. • educational attainment of the region's population, by reason of an appropriate contribution toward increased capacity within the local schools; • promoting community safety and security, by adopting the principles of Secured by Design; • reducing flood risk by developing on land that will not give rise to such problems; • community engagement, by reason of pre and post planning application consultation. 	<p>✓</p>

<p>Policy DP 4: Make the Best Use of Existing Resources and Infrastructure</p>	<p>This Policy notes that priority should be given to developments in locations consistent with the regional and sub-regional spatial frameworks. Development at Clitheroe will draw upon and help support existing community resources and infrastructure.</p>	<p>✓</p>
<p>Policy DP 5: Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility</p>	<p>The development is located so as to reduce the need to travel, especially by car, and will enable people as far as possible to meet their needs locally.</p> <p>The proposals adopt an integrated approach to managing travel demand offering safe and sustainable access for all, particularly by way of enhanced public transport provision, between homes and employment and a range of services and facilities, such as retail, health, education, and leisure.</p> <p>As the development constitutes major development and is located immediately adjacent to the urban area where strategic networks connect and public transport is well provided, the development directly contributes toward the key policy objective of reducing the need to travel.</p>	<p>✓</p>
<p>Policy DP6: Marry Opportunity and Need</p>	<p>This policy notes that priority should be given, in locational choices and investment decisions, to linking areas of economic opportunity with areas in greatest need of economic, social and physical restructuring and regeneration. This development at Clitheroe will make a positive contribution to the achievement of economic growth and prosperity within the Central Lancashire City Region thus marrying 'opportunity with need'.</p>	<p>✓</p>
<p>Policy DP 7: Promote Environmental Quality</p>	<p>Pursuant to Policy DP 7 (Promote Environmental Quality) the proposals have been founded upon sound environmental principles. The environmental qualities of the site have been properly investigated and the proposals enshrine a dual approach of protection and enhancement. In this regard the following can be said of the proposals.</p> <ul style="list-style-type: none"> • The proposals respond to and respect the character and distinctiveness of the site, particularly by ensuring the maintenance and enhancement of the majority of mature hedgerows and trees. • the proposals shown on the illustrative masterplan demonstrate that the development will achieve high quality design in new development and ensure that the development respects its setting taking into account relevant design requirements, the NW Design Guide and other best practice; • The proposals have properly assessed the potential impacts of managing traffic growth and mitigating the impacts of road traffic on air quality and health; • The green infrastructure within site provides a strong and attractive landscape framework within which the residential development will sit; • The maintenance of the majority of the existing green infrastructure together with its proposed enhancement will serve to increase the quantity and quality of biodiversity and habitat on the site; 	<p>✓</p>

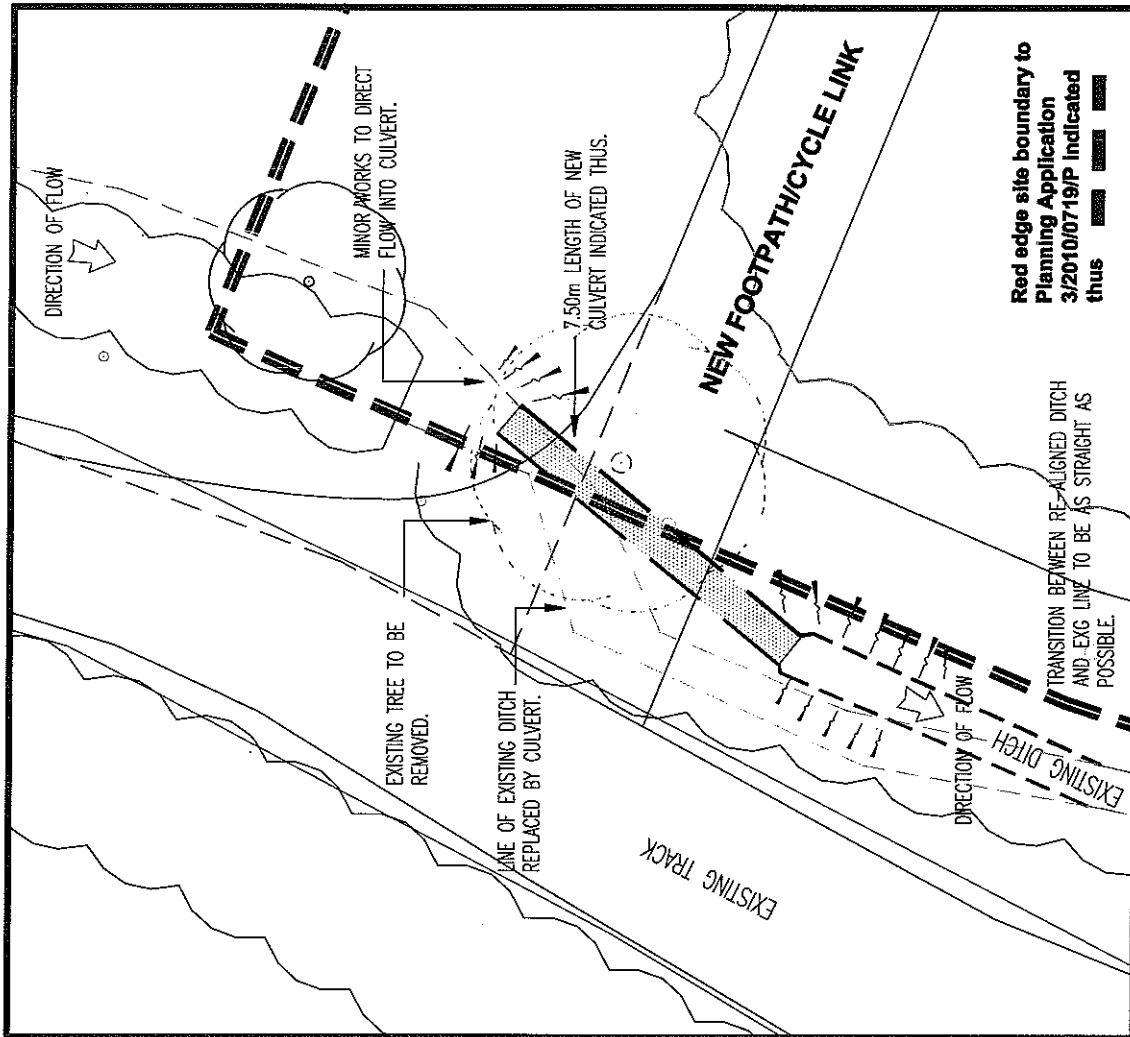
<p>Policy DP 9: Reduce Emissions and Adapt to Climate Change</p>	<p>Policy DP 9 seeks to Reduce Emissions and Adapt to Climate Change. Development of the type proposed at Clitheroe in this highly sustainable location will assist with the delivery of the regional priority of reducing the region's carbon dioxide emissions from all sources by reason of:</p> <ul style="list-style-type: none"> • reducing the need to travel by promoting walking, cycling and the use of public transport. • adopting energy reduction measures in the construction of buildings. • adopting an appropriate housing density having regard to the character of the existing area. • development of land that will not give rise to flood risk. • adopting a sustainable drainage system. <p>Thus ensuring compliance with the North West Sustainability Checklist for development.</p>	<p>✓</p>
<p>Policy Policy L1: Health, Sport, Recreation, Cultural and Education Services Provision</p>	<p>Policy L1 Health, Sport, Recreation, Cultural and Education Services Provision states that plans, strategies, proposals and schemes (including those of education, training and health service providers) should ensure that there is provision for all members of the community (including older people, disabled people and the black & minority ethnic population) for:</p> <ul style="list-style-type: none"> • the full spectrum of education, training and skills provision, ranging from childcare and pre-school facilities, through schools, to further and higher education and to continuing education facilities and work-related training; • health facilities ranging from hospitals down to locally based community health facilities; and • sport, recreation and cultural facilities. <p>In this regard the proposals have been fully consulted upon taking into account views of the local community, RVBC, Clitheroe Town Council and Lancashire County Council. Hence, with regard to health facilities, liaison with East Lancashire Primary Care Trust (PCT) has been undertaken with regard to impact arising as a result of the development proposals.</p> <p>The PCT has confirmed that Clitheroe presently suffers with a lack of capacity within the existing health and doctors facility within Clitheroe town centre, therefore they have requested that provision be made within the appeal proposals for an additional local community health facility. The application submission was amended accordingly and provision is made within the appeal proposals to meet this need, delivery of which is secured by way a legal agreement.</p> <p>In respect of sport and recreation health, the proposals make provision for onsite public open space, both formal and informal, the amount, type and quality of which exceed the quantum required within the Local Plan standards. The 'Community Park' proposed within the appeal submission will be of significant benefit to the wider community as well as new residents of the proposed scheme.</p>	<p>✓</p>

	<p>In respect of education consultation with Lancashire County Council Education Services has been undertaken and accordingly discussions are in progress between the appellant and LCC to agree a requisite financial contribution commensurate in scale and kind with the need arising as a result of the appeal proposals. This will be incorporated into the accompanying Section 106 Agreement.</p> <p>Policy RT2 requires The Regional Planning Body, local authorities, and other highway and transport authorities to develop a coordinated approach to managing travel demand.</p>	✓
<p>Policy RT2: Managing Travel Demand</p>	<p>In accordance with the advice in policy RT2 community consultation has been undertaken and liaison with Ribbles Valley Borough Council.</p> <p>The proposals are located so as to assist in reducing the car-borne commuting and education trips during peak periods. Measures to discourage car use are proposed by way of a Travel Plan which promotes the use of public transport, walking and cycling.</p>	✓
<p>Policy RT 4: Management of the Highway Network</p>	<p>This policy notes the importance of the region's road network as being vital to the economy of the North West, providing the means to transport goods and people within and outside the region. The Transport Assessment produced by Ashley Helme Associates demonstrates that the anticipated traffic generation resulting from the proposed development is regarded as acceptable in highway terms. This is also accepted by LCC Highways.</p>	✓
<p>Policy RT 9: Walking and Cycling</p>	<p>The Travel Plan prepared Ashley Helme Associates details the measures to be employed by the Travel Plan Coordinator to encourage walking and cycling and to widen accessibility to nearby facilities by modes other than the private car, as encouraged by this policy. This will assist in promoting environmental, social and health benefits.</p> <p>The Travel Plan will perform as an explanatory document and tool for users that will encourage the use of routes linking residential areas with employment areas, transport interchanges, schools, hospitals and other community services by public transport, car sharing, walking and cycling.</p>	✓
<p>Policy EM1 (A): Landscape</p>	<p>As part of the preparatory work related investigation has been undertaken in respect of the natural environment within and surrounding the environs of the site.</p> <p>The approach adopted within the proposals is on of, protect, maintain and enhance natural, and other distinctive features that contribute to the character of landscape.</p> <p>The Landscape and Visual Assessment undertaken by FPCR demonstrates that the impact of the development will be moderate and in the longer-term will be satisfactorily assimilated into the landscape.</p>	✓

<p>Policy EM1 (B): Natural Environment</p>	<p>The proposals will assist in securing a 'step-change' increase in the biodiversity of the site by delivering enhancement and long-term future management of the natural habitat areas on site.</p>	<p>✓</p>
<p>Policy EM1 (C): Historic Environment</p>	<p>Plans, strategies, proposals and schemes should protect, conserve and enhance the historic environment supporting conservation-led regeneration in areas rich in historic interest. Consistent with this objective site has been surveyed for its archaeological interest. The findings demonstrate that site is not constrained by archaeological matters.</p>	<p>✓</p>
<p>Policy EM1 (D): Trees, Woodlands and Forests</p>	<p>In line with Policy EM1 (D) the proposals will result in significant the additional native species tree planting, landscaping for which their future maintenance will be secured through the application of an appropriate management plan.</p>	<p>✓</p>
<p>Policy EM 3: Green Infrastructure</p>	<p>The proposals deliver wider spatial outcomes by incorporating environmental and socio-economic benefits by conserving and managing existing green infrastructure; creating new green infrastructure with both formal and informal laid out open space. These areas will be functional, high quality, and will provide good connectivity throughout the scheme and ensure integration with Clitheroe.</p>	<p>✓</p>
<p>Policy EM 5: Integrated Water Management</p>	<p>The Flood Risk Assessment produced by FLP which accompanies the planning application demonstrates that the proposals do not give rise to any adverse impacts in respect of Flood Risk. The development will be phased so that new sewage infrastructure capacity can be provided without environmental harm.</p>	<p>✓</p>
<p>Policy EM 17: Renewable Energy</p>	<p>In line with the North West Sustainable Energy Strategy, the proposals will achieve the requisite 15% target of energy provision from on site renewable sources. The detailed information in this respect is contained with the accompanying Renewable Energy statement produced by FLP.</p>	<p>✓</p>

Appendix 4

Proposed Footway / Cycle Crossing Plan

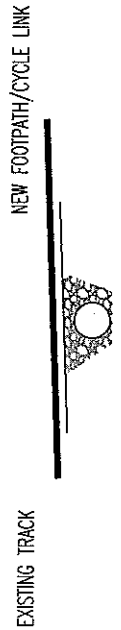


SITE BOUNDARY PLANNING APPLICATION 3/2010/071/P



TYPICAL SECTION THROUGH DITCH

CULVERT TO BE COVERED WITH GRANULAR FILL AND APPROVED SURFACE FINISH.



TYPICAL SECTION THROUGH CULVERT

Project		HENTHORN ROAD, CLITHEROE	
Rev	Date	By	Revision notes
Status			
Title		PROPOSED FOOTWAY/CYCLEWAY CROSSING PLAN	
Drawn by	Issue date	Dec-11	
MR	Scale(s)	1:100	
Drawing No			

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