

<b><u>INDEX OF APPLICATIONS BEING CONSIDERED</u></b>						
<b><u>MEETING DATE: 30 MAY 2019</u></b>						
	<b><u>Application No:</u></b>	<b><u>Page:</u></b>		<b><u>Officer:</u></b>	<b><u>Recommendation:</u></b>	<b><u>Site:</u></b>
<b>A</b>	<b>APPLICATIONS REFERRED BACK TO COMMITTEE FOR APPROPRIATE CONDITIONS:</b>					
					NONE	
<b>B</b>	<b>APPLICATIONS WHICH THE DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING RECOMMENDS FOR APPROVAL:</b>					
	<a href="#">3/2019/0304</a>	1		JM	AC	Land at Barrow Brook Enterprise Park Barrow
	<a href="#">3/2019/0366</a>	9		JM	AC	Playing field at Edisford Road Clitheroe
<b>C</b>	<b>APPLICATIONS WHICH THE DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING RECOMMENDS FOR REFUSAL:</b>					
					NONE	
<b>D</b>	<b>APPLICATIONS UPON WHICH COMMITTEE DEFER THEIR APPROVAL SUBJECT TO WORK DELEGATED TO DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING BEING SATISFACTORILY COMPLETED</b>					
	<a href="#">3/2019/0012</a>	13		RM	DEFER	Land South West of Whalley Road Barrow
<b>E</b>	<b>APPLICATIONS IN 'OTHER' CATEGORIES:</b>					
					NONE	

**LEGEND**

AC Approved Conditionally  
R Refused  
M/A Minded to Approve

AB Adam Birkett  
AD Adrian Dowd  
HM Harriet McCartney  
JM John Macholc

RB Rebecca Bowers  
RM Robert Major  
SK Stephen Kilmartin

**RIBBLE VALLEY BOROUGH COUNCIL  
REPORT TO PLANNING AND DEVELOPMENT COMMITTEE**

Agenda Item No **7**

meeting date: THURSDAY, 30 MAY 2019  
 title: PLANNING APPLICATIONS  
 submitted by: DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING

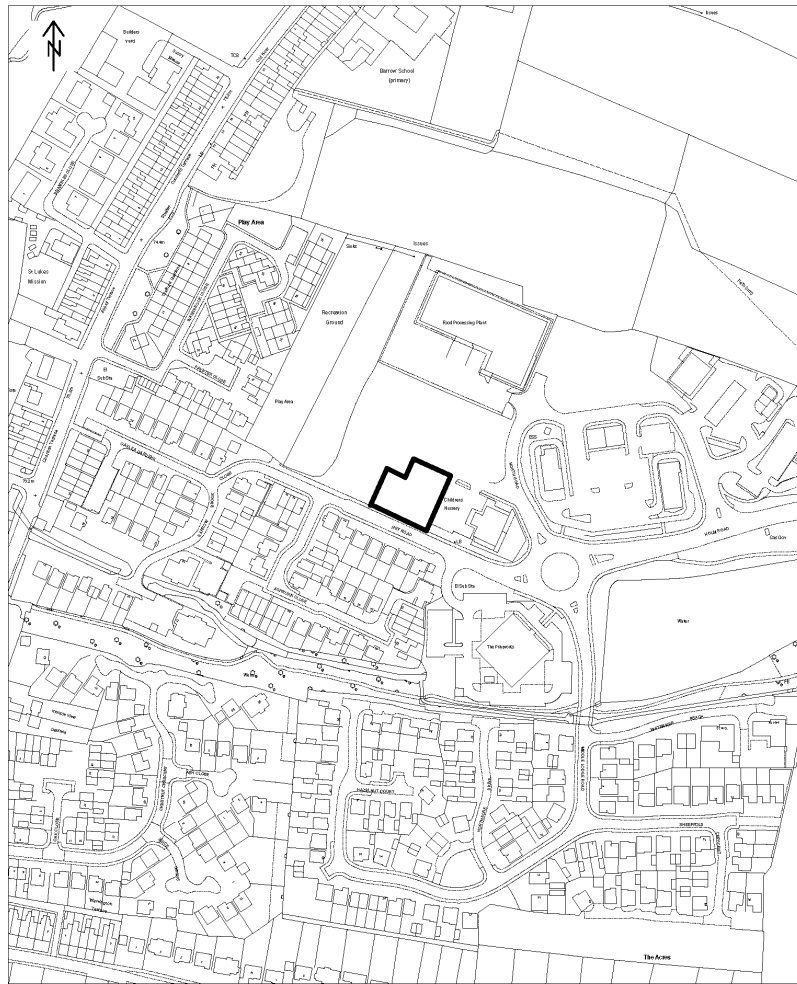
**PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990:**

**APPLICATION REF: 3/2019/0304/P**

GRID REF: SD 373947 438343

**DEVELOPMENT DESCRIPTION:**

NEW OFFICE DEVELOPMENT AT LAND AT BARROW BROOK ENTERPRISE PARK,  
 BARROW BB7 9BQ



3/2019/0304 Land at Barrow Brook Enterprise Park Barrow BB7 9BQ

Scale 1:2500

© Crown Copyright Reserved. For reference purposes only. No further copies may be made.  
 Ribbles Valley Borough Council. Licence No.100018641 15 May 2019

## **CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

### **PARISH/TOWN COUNCIL:**

Object on the following basis:

1. Inaccurate and misleading plans and ownership details.
2. Query the distance from the residential properties.
3. Concern over location of waste facilities
4. Insufficient landscaping and more landscaping required to mitigate visual impact and to provide a noise barrier.
5. Insufficient parking that would lead to parking on Heys Road.
6. Concern should be given to any external lighting and glazing to protect residential amenity.
7. Request that any CMP limits construction vehicles using Heys Road.

Further comments received which stated:

1. The parish council notes that there are no set national or local distances from offices to residential properties and requests that extra measures are taken with this application to protect the privacy of residents on Hey Road. Even though it may be difficult to add to the existing landscape, every effort must be made to mitigate privacy issues for residents. RVBC must make it clear to the developer that it is their responsibility to make the scheme acceptable, whether it is with landscaping or an alternative. Residents' privacy must be protected, whatever the level of difficulty.
2. The erection of industrial units next to the proposed site is currently underway and construction work is taking place very early in the morning until late at night, with no respect for local residents. Appropriate limits on working hours must be set for this development (not just on deliveries, as per the construction method statement) and must be strictly enforced.
3. Pedestrian access to Hey Road should be restricted to prevent users of the office building parking on Hey Road.
4. Extra measures must be taken to protect the oak trees on Hey Road, which are covered by tree preservation orders. It is believed that some nearby trees have been removed without due process.

### **HIGHWAYS (LCC):**

No objection following clarification regarding specific details.

### **ADDITIONAL REPRESENTATIONS:**

10 letters of objection have been received raising the following issues:

- Loss of privacy caused by overlooking.
- Health and safety issues with vehicles parking on Heys Road.
- Noise issues due to vehicular traffic.
- Insufficient parking and waste and recycling bins.
- Visual impact due to the size of the building and its imposing impact on adjacent residential properties.

- Proposal is contrary to Policy DMG1 of the Core Strategy.
- Traffic issues and highway safety resulting from the traffic generated by the proposal and in particular parking on Heys Road.
- Need for appropriate screening.
- Concern over hours of operation.
- Inaccuracy of plans

## 1. **Site Description and Surrounding Area**

- 1.1 The application site is within the Barrow settlement boundary and forms part of Barrow Brook Enterprise Park which lies to the west of the A59 dual carriageway on the eastern side of the village of Barrow. The Core Strategy identifies Barrow Enterprise Site as a main strategic location for future employment and the development site is identified as a Committed Employment Site on the Regulation 18 (draft) Proposals Map for Barrow.
- 1.2 Access to Barrow Brook Enterprise Park is provided from the A59 via Holm Road which serves existing residential and commercial uses. The site has the benefit of a detailed consent for office/employment use. To the north of the site is a warehouse building occupied by Total Foods which is accessed from North Road which skirts the eastern boundary of the application site. A commercial area including petrol station and food store lie approximately 120m to the east of the site and beyond this immediately adjacent to the A59 is a selection of hot food enterprises. The residential area is to the south of this proposal and partly separated by the recently constructed nursery. The trees along the southern boundary of the site are protected by TPO no. 7/19/3/199.

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

- 2.1 Permission is sought for the erection of a 2 storey open plan office building that measures approximately 20m x14.5m with a 2 storey foyer /lobby porch area approximately 4.5m x7.5m. The maximum height of the building is 8.3m with an eaves height of approximately 6.2m.
- 2.2 The building is to be constructed with a red multi facing brick plinth with external wall cladding and roofing comprising of a range of grey colours.
- 2.3 The proposal includes a covered cycle storage area, external bin area and 20 parking spaces. The existing TPO trees are retained at the site frontage with a grassed area and a small planting area of bedding plants at the front entrance to the building.

## 3. **Relevant Planning History**

3/2007/1065 – 3 storey office building – Approved with conditions  
 3/2016/1033 – Light industrial buildings – Approved with conditions  
 3/2016/1168 – Nursery Building – Approved with conditions

## 4. **Relevant Policies**

Ribble Valley Core Strategy  
 Key Statement DS1 - Development Strategy  
 Key Statement EC1 - Business and Employment Development  
 Key Statement DMI2 - Transport Considerations  
 Policy DMG1 - General Considerations  
 Policy DMG2 - Strategic Considerations

Policy DMG3 - Transport and Mobility  
Policy DMB1 – Supporting Business Growth and the Local Economy

National Planning Policy Framework (NPPF)  
Technical Guidance to the National Planning Policy Framework  
Planning Practice Guidance (PPG)

## 5. **Assessment of Proposed Development**

5.1 The main considerations in determining this application are the principle of the development, the design and visual appearance of the proposals, the impact of the development on the residential amenities of neighbouring occupiers and its effect on highway safety. Each of these considerations are discussed below.

### 5.2 Principle

5.2.1 The principal planning policy considerations in this case are based around the Ribble Valley Core Strategy. Key Statement EC1 'Business and Employment Development' directs employment development towards the main settlements of Clitheroe, Whalley and Longridge as preferred locations to accommodate growth together with, amongst others, land at Barrow Enterprise Site. The proposal would continue to make an important contribution to the provision of local employment opportunities for the area, and further support the economic aims of the Council towards promoting local employment opportunities. The proposal would generate employment for 18 Full time staff.

5.2.2 Key Statement DS1 of the Core Strategy for Ribble Valley establishes the Barrow Enterprise Site as a main strategic location for future employment development. Development Management Policy DMB1 'Supporting Business Growth and the Local Economy' supports the principle of economic development here. It is considered that the site as a light industrial or an office use remains a suitable use and would accord with Policies EC1 and DMB1 of the Core Strategy.

### 5.3 Design and Visual Appearance

5.3.1 The design of the building reflects the commercial elements of the nearby office scheme and nursery and utilises similar materials and as such it is considered appropriate.

### 5.4 Effects upon Residential Amenity

5.4.1 Policy DMG1 of the Core Strategy states that development must not adversely affect the amenities of the surrounding area. The nearest residential properties are located on the south side of Hey Road and face the application site. The building itself is approximately 24 m from the nearest residential property. Access to the unit is from an internal estate road that also serves the Nursery. Concern has been expressed about the massing and height of the building but it should be noted that there is an extant for a similar building of up to 12m.

5.4.2 Many of the concerns from local residents relate to noise issues and overlooking. However most of the concerns in relation to noise relate to parking on Heys Road and many are historical concerns which do not relate to this proposal. It is unlikely that the use itself, an office use, would generate noise amenity issues.

Furthermore the issues of noise and disturbance need to be considered against the context of the adjoining uses. It should be noted the Nursery at the front of the site has hours that commence at 0630 to 1830 Monday to Friday with a reduced hours on Saturday. There is also no limitation on opening hours on the Food Court or Petrol station. Concern has also been experienced about lighting, however it is considered that the lighting details minimise any impact.

5.4.3 It is evident that concern has been raised in relation to excessive traffic movements and the impact on the amenity of the residents caused by the existing traffic and future traffic. Highway safety issues are dealt with in the next section but in relation to amenity issues associated with parking the site has adequate parking facilities within the site.

## 5.5 Highway Safety

5.5.1 The concerns of the residents are noted in relation to the possible parking nuisance should vehicles park on Heys Road. Although this cannot be secured the proposal has been amended to reduce the number of pedestrian access points from Heys Road and the building is designed with its main entrance facing the internal access road. In terms of highway safety there is no objection.

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

6.1 In conclusion, the proposed development would result in the creation of employment opportunities and would support the strategic objectives of the Adopted Core Strategy. The development site is identified as a key site for employment use by Key Statement EC1 and is allocated for employment use on the draft Proposals Map that accompanies the Regulation 18 (draft) Housing and Economic Development Plan Document (HED DPD).

6.2 The application site bounds existing employment and commercial uses as well as residential properties. Whilst it is located adjacent to residential development, the proposals would not result in any unacceptable harm to the residential amenities of the occupants of nearby dwellings.

6.3 Section 155 of the Housing and Planning Act 2016 places a duty on local authorities to consider the potential financial benefits of development proposals when considering whether to grant planning permission. The proposal would make a contribution to the provision of local employment opportunities for the area, and would support the economic aims of the Council towards promoting local employment opportunities.

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

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

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:

Proposed Location Plan – Dwg No BS.18-040/01 Rev A

Proposed Cycle store – Brochure and specification received on 29/04/19

Proposed Site Plan – BS.18-040-03 Rev B  
Proposed Bin Store Detail BS.18-040-06  
Proposed Elevations and Floor Plan – Dwg No BS.18-040/04 Rev A  
BS.18-040 – Barrow Brook Lighting Calculation  
BS.18-040/04 – Lighting location plan

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

3. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the public sewer, the pass forward flow rate to the public sewer must be restricted to 5 l/s.

REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

4. Foul and surface water shall be drained on separate systems.

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

#### *Amenity*

5. The development hereby approved shall only be operated between the following hours:

09:00 to 17.30 Monday to Saturday

There shall be no business operated from the premises or site outside the stated operating hours including Sundays or Bank Holidays.

REASON: To comply with the terms of the application and in the interests of protecting the residential amenities of nearby residents.

6. This permission shall relate to the Lighting Calculation document BS.18-040 received on the 17/05/19 and plan reference BS.18-040/04 Rev A which shows the location of the lighting.

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.

7. This permission shall be in full accordance with the details contained in the Construction Method Statement and Traffic Management Plan received on the 29/05/19. The operation of the site shall not deviate from the plan and wheel washing shall be made available for the full period of construction.

REASON: in the interest of highway safety and safeguarding residential amenity.

- 8 The cycling facilities in accordance with Proposed Site Plan BS.18-040/03 Rev A and brochure showing Wardale-BXMW/WAR received on 29/04/19 shall be constructed before the use of the premises hereby permitted becomes operative.

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

#### BACKGROUND PAPERS

[https://www.ribblevalley.gov.uk/site/scripts/planx\\_details.php?appNumber=3%2F2018%2F0394](https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2018%2F0394)





## **CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

### **TOWN COUNCIL:**

No comments received at time of preparing this report.

### **ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

No objections.

### **ADDITIONAL REPRESENTATIONS:**

No representations received at time of preparing this report

#### **1. Site Description and Surrounding Area**

- 1.1 The land in question is currently used for recreational purposes. The site itself is situated between the existing tennis dome, Edisford Road and would adjoin the new residential development of Vicarage Close and Low Moor.

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

- 2.1 The application is a modification to the original consent with the main change being the reduction in height of the floodlighting columns and the addition of two extra columns on the smaller pitch which is located nearest to the existing tennis dome. The columns will be reduced from 10 m to 8 m and the new columns are located on the edge of the pitch in a central location.
- 2.2 The other change relates to the footpath from the pitch to Edisford Road. The existing gateway on to Edisford Road will now be blocked with a stone wall. A new 3 m wide path from the pitch is to be constructed to Edisford Road

#### **3. Relevant Planning History**

3/2018/0372 - Creation of new artificial grass pitch (AGP) and refurbishment of existing multi use sports area with associated fencing, floodlighting, access pathways and storage units. Approved with conditions

3/2019/0097 - Construction of one new single storey pitched-roof classroom / storage / toilet building to the rear of the existing football pitch. Additional ball stop netting to be added to the top of the previously approved fencing to an overall height of 6m on the Edisford Road side of both football pitches. Approved with conditions

#### **4. Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy  
Key Statement DS2 – Sustainable Development

Policy DMG1 – General Considerations  
Policy DMG2 – Strategic Considerations  
Policy DMB1 – Supporting Business Growth and the Local Economy

Policy DMB3 – Recreation and Tourism Development

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

5.1.1 The application seeks minor changes to the floodlighting columns and access to the pitches. The principle of recreational use has been established.

5.1.2 Core Strategy Policy DMB3 relates specifically to the recreation and tourism. The application site is located on the edge of a principal settlement. It is considered that the proposal is in accordance with the fundamental requirements of the Policy. Other aspects such as highway, residential amenity and visual elements of this Policy are dealt with in subsequent sections.

5.2 **Impact upon Residential Amenity:**

5.2.1 In relation to the changes the submitted lighting details indicate that there is no greater impact, in terms of light pollution, when compared to the approved scheme and light spill will be contained within the area of the pitches. It is considered there is no greater impact of the amended scheme on residential amenity when compared to the approved scheme given the proposed direction of the floodlights and taking into account the distance the columns are away from residential properties.

5.3 **Visual Amenity/External Appearance:**

5.3.1 The additional columns would have a negligible visual impact and the reduction in height is a positive attribute.

5.3.2 In view of the above, it is considered that the proposed developments, would be sympathetic and in keeping with the surrounding landscape and buildings in accordance with Key Statement EN2 and Policy DMG1 of the Core Strategy.

5.4 **Highway Safety and Accessibility:**

5.4.1 Previously the Highway Authority recommended a scheme to be submitted prior to the use of the pitches that minimised pedestrian conflict. The reduction in access points onto Edisford Road is a reasonable solution which addresses the Highway Authorities concerns. The Highway Authority raises no objection.

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

6.1 Considering all of the above and having regard to all material considerations the changes are considered to be acceptable.

**RECOMMENDATION:** That the application be APPROVED subject to the imposition of the following condition(s):

*Time*

1. The development must be begun not later than the expiration of three years from 3<sup>rd</sup> August 2018

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

#### *Plan related*

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:

Title	Reference
Fence and Floodlighting elevations	Drwg RVBCRO19 Rev A
Lighting layout Plan	Drwg RVBCRO19-12 Rev A
Layout Plan	Drwg RVBCRO19-03 Rev A
Site Location plan	SSL2464 00

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

#### *Materials*

3. Notwithstanding the submitted information full details of the materials and height of the wall to block up the existing gateway as shown on Drwg RVBCRO19-03 Rev A shall have been submitted to and approved in writing by the Local Planning Authority prior to their use on site. Such details shall include the type, colour and texture of the materials. The development shall thereafter be implemented in accordance with the duly approved materials.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality.

#### *Highways*

4. The existing gateway shall be blocked off and pathway shown on Drwg RVBCRO19-03 Rev A shall be constructed before the commencement of use of the pitches and thereafter retained.

REASON: In the interest of highway safety.

#### *Drainage*

5. The drainage for the development shall be carried out in accordance with FRA dated 4 April 2018. No surface water shall drain directly or indirectly into the public sewer.

REASON: To ensure satisfactory means of foul and surface water

#### *Amenity*

6. The development approved shall only be used between the hours of 0800-2200 Monday to Friday and 0830 to 1900 hours Saturday and Sunday with the floodlights switched off no later than 15 minutes after the permitted hours.

REASON: In order to protect the amenities of existing residents

### *Lighting*

7. The external lighting shall be in full accordance with the lighting report appendix A and plans submitted with the application. Only the duly approved lighting shall be installed.

REASON: In order to ensure a satisfactory appearance in the interests of visual amenity and to prevent nuisance arising.

### *Highways*

8. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

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

9. No development shall take place, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- the parking of vehicles of site operatives and visitors;
- the loading and unloading of plant and material;
- the storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding;
- details of working hours;
- routes to be used by vehicles carrying all plant and materials to and from the site;
- contact details for the site manager.

REASON: To protect existing road users in the interest of highway safety

### BACKGROUND PAPERS

[https://www.ribblevalley.gov.uk/site/scripts/planx\\_details.php?appNumber=3%2F2019%2F0366](https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2019%2F0366)

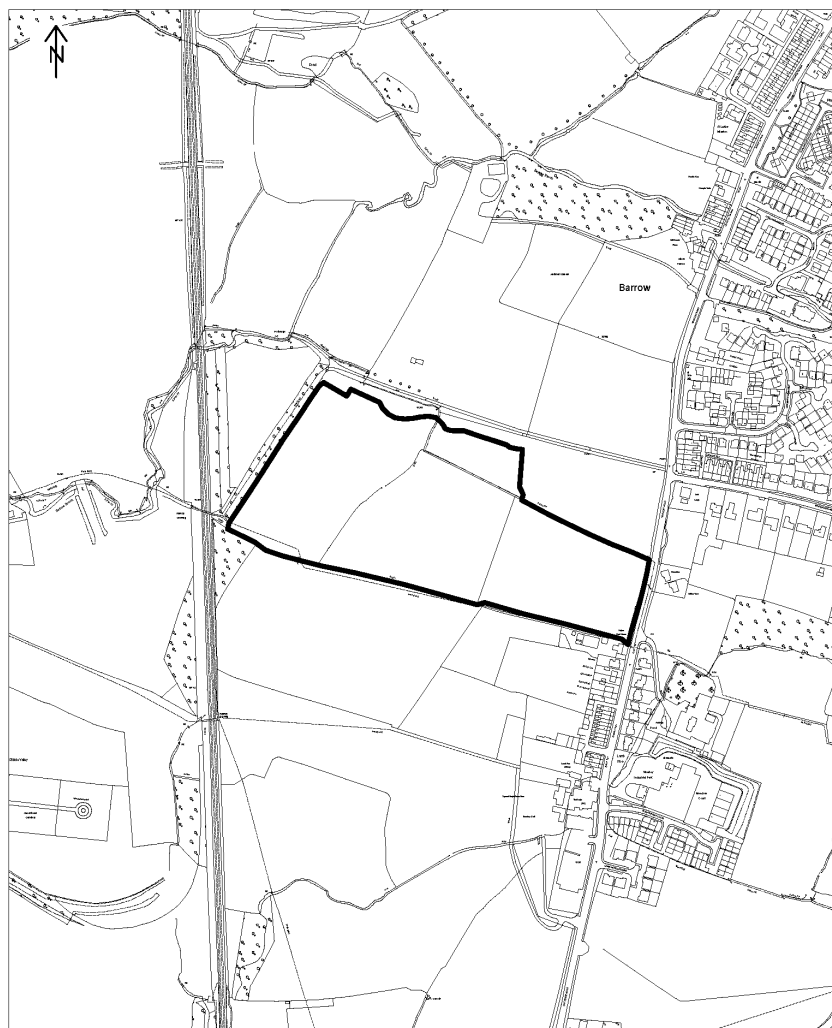
**D APPLICATIONS ON WHICH COMMITTEE 'DEFER' THEIR APPROVAL SUBJECT TO WORK 'DELEGATED' TO THE DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING BEING SATISFACTORILY COMPLETED**

**APPLICATION REF: 3/2019/0012**

GRID REF: SD 373327 437917

**DEVELOPMENT DESCRIPTION:**

FULL PLANNING PERMISSION FOR DETAILS OF THE LAYOUT, SCALE AND APPEARANCE OF BUILDINGS AND LANDSCAPING OF A RESIDENTIAL DEVELOPMENT OF 233 DWELLINGS AND ASSOCIATED WORKS ON LAND SOUTH WEST OF BARROW AND WEST OF WHALLEY ROAD, BARROW



3/2019/0012 Land to south-west of Barrow and west of Whalley Road Barrow BB7 9XW

Scale 1:5000

© Crown Copyright Reserved. For reference purposes only. No further copies may be made.  
Ribble Valley Borough Council. Licence No.100018641 15 May 2019

## **CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

### **BARROW PARISH COUNCIL:**

Whilst the Parish Council strongly objects to the addition of more houses in Barrow it accepts that the site has planning permission for residential development (granted on appeal in 2014) and the housing numbers are included in the Core Strategy.

The Parish however make the following comments/observations:

- Question 12b on the application form is incorrect as there is an SSI site on adjacent land;
- The site is prone to flooding and the recommendations of the LLFA should be strictly enforced;
- It is noted that the proposal includes an area of public open space with exercise equipment suitable for older children, which has been included at the Parish Council's request. The Parish is very much in favour of including green spaces within developments and believes there is a lack of such space for older children and adults in the village;
- The plans show a three-storey dwelling (house type Braxton) fronting Whalley Road. This would have detrimental impact on the street scene and impact the residential dwellings opposite. It is therefore hoped that this can be changed to a two-storey dwelling;
- Strict conditions should be imposed in relation to wheel washing (to prevent mud on highway) and HGV delivery times (to avoid rush hour traffic);
- The application does not include a draft S106 but a development of this size will have a significant impact on the local community and therefore it is hoped that the developer will contribute towards improvement in the village eg. Barrow Playing Field and Trafford Gardens.

### **ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

The principle of development has been established and subject to some minor amendments to the layout the Highway Officer raises no objection subject to conditions.

### **LCC EDUCATION:**

A financial contribution of £708,898.95 is required in respect of 45 primary school education places, and a financial contribution of £498,482.88 is required in respect of 21 secondary school education places.

### **UNITED UTILITIES:**

The submitted Drainage Strategy is acceptable and thus no objection is raised, subject to conditions.

### **LOCAL LEAD FLOOD OFFICER (LLFA):**

No objection subject to conditions

### **ENVIRONMENT AGENCY:**

No comments received

## **CADENT GAS:**

Have identified operational gas apparatus in the area and the applicant must ensure that proposed works do not infringe on Cadent's legal rights. The applicant is advised to contact Cadent's Plant Protection Team.

## **NETWORK RAIL:**

Requested a number of conditions and informatives be added to any approval in relation to works taking place in proximity to the railway line.

Network Rail will also monitor usage of the Lamb Roe and Brook House Farm Level Crossing and should there be a need to upgrade or close the crossing, as a result of the development, Network Rail expect the LPA and County Council to support Network Rail in taking that forward.

## **NATURAL ENGLAND:**

No objection

## **ADDITIONAL REPRESENTATIONS:**

Four letters of objection have been received, raising the following concerns:

- Lack of facilities in Barrow (pubs, restaurants, health facilities, drainage etc.);
- Lack of public transport;
- Limited employment opportunities;
- Lack of school places;
- Slow build rates;
- Impact on wildlife;
- Increase in traffic;
- Concern over the visual impact of 2.5 storey dwellings (Braxton house type) fronting Whalley Road;
- Loss of greenspace;
- Four-bedroom houses do not help people in need of affordable housing.

### **1. Site Description and Surrounding Area**

- 1.1 The application relates to a plot of land measuring approx. 7.5 hec to the west of Whalley Road in Barrow, the site is commonly known as "Barrowlands". The application plot forms part of a large development site that was granted outline planning consent at appeal, before being approved by the Secretary of State, for the erection of up to 504 dwellings (3/2012/0630). The large development site has been split into two sections/parcels and it is the southern parcel to which this application specifically relates.
- 1.2 To the north is the northern parcel upon which work has commenced on the erection of 183 dwellings, and this northern parcel also has consent for the erection of a further 39 dwellings on the former allotment site (3/2018/0924). To the south of the site are the dwellings fronting onto Whalley Road and to the rear of these are open fields. To the west is a Biological Heritage Site which is screened from the development site by vegetation and beyond this is the railway line. To the east runs Whalley Road with some residential dwellings on the opposite side facing the development site. Directly to the north east of the site is a section of land which currently does not form part of either the



northern or southern sections of the “Barrowlands” site. This parcel of land was left vacant on the original outline consent and was earmarked as potential future school site, should LCC Education have wanted to acquire it.

- 1.3 The application site (southern parcel) currently has an extant reserved matters consent for the erection of 226 units (3/2017/0050).

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

- 2.1 This application seeks full planning permission to erect 233 dwellings on the southern parcel of the “Barrowlands” site. The proposed development would follow the general principles of the previously approved development on this site with access obtained via two points of Whalley Road. The northern access, situated opposite Whiteacre Lane, consists of a mini-roundabout and has already been constructed to serve the northern parcel which is currently being built out. A new access would also be created at the southern end of the site to serve this proposal and the location of this southern access point has already been established by the previous planning approvals.

- 2.2 The proposed development would consist of a mix of bungalows, mews, semi-detached and detached houses comprises of the following mix:

- 18 x 1-bed bungalows
- 46 x 2-bed dwellings
- 101 x 3-bed dwellings
- 68 x 4-bed dwellings

- 2.3 A total of 70 of the 233 dwellings would be affordable units (30%), comprising the following:

- 18 x 1-bed bungalows
- 37 x 2-bed dwellings
- 15 x 3-bed dwellings

- 2.4 In terms of tenure mix 1/3 of the affordable units will be affordable rent and 2/3 shared ownership. The submission also details how 36 units (15%) would be meet M4 (2) Compliance Standards and these would be specifically for over 55's – of which 18 would be affordable units and 18 open market.

- 2.5 The application includes a “Green Walkway/Trim Trail” through the central spine of the development and at designated points along this walk way six different pieces of play/exercise equipment will be provided. This play/exercise equipment includes chin and sit up bars, straddle jump and step up bars, a vault and a pole climb. The equipment has been aimed for use by older children and adults as a way to encourage a healthy lifestyle and exercise.

- 2.6 The application includes a detailed landscaping scheme showing which existing trees will be retained, as well as new tree/hedge planting throughout the site to mitigate.

## 3. **Relevant Planning History**

3/2012/0630 - Outline application for the provision of up to 504 residential units (falling within use class C3), including affordable housing, with three new vehicular and

pedestrian accesses onto Whalley Road, on-site landscaping, formal and informal open space and associated infrastructure works including a new foul water pumping station – appeal allowed

3/2013/0099 - Outline application for the provision of up to 190 residential units (falling within use class C3), including affordable housing, with two new vehicular and pedestrian accesses onto Whalley Road, on-site landscaping, formal and informal open space and associated infrastructure works including a new foul water pumping station – appeal allowed

3/2015/0718 - Application for reserved matters following outline planning permission 3/2012/0630 for a foul water pumping station to relieve existing trunk sewer and enable new development – approved with conditions

3/2016/0820 - *Application to vary conditions 5 (Phasing Scheme), 8 (Masterplan), 10 (Drainage Strategy), 13 (Water Treatment Works), 16 (Travel Plan), 19 (Renewable Energy) and 22 (Landscape and Habitat Management Plan), and remove condition 20 (Code for Sustainable Homes) from planning permission 3/2012/0630* – approved

3/2017/0050 - *Application for approval of Reserved Matters for details of the layout, scale and appearance of the buildings and landscaping of a residential development of 225 dwellings and associated works on the southern part (Parcel B) of the overall site following planning permissions 3/2012/0630 & 3/2016/0820* – granted subject to conditions

3/2017/0064 – Approval of Reserved Matters for details of the layout, scale and appearance of the buildings and landscaping for a residential development of 183 dwellings and associated works on the northern part (Parcel A) of the overall site following planning permissions 3/2012/0630 and 3/2016/0820 – Granted subject to conditions

3/2018/0924 - Erection of 35 dwellings on the site of former allotments and the re- plan of part of the development approved under the reserved matters reference 3/2017/0064, including an additional 4 dwellings (resulting in a total of 39 additional dwellings) – minded to approve subject to completion of Legal Agreement

#### 4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy

Key Statement DS2 – Presumption in Favour of Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement EN4 – Biodiversity and Geodiversity

Key Statement H1 – Housing Provision

Key Statement H2 – Housing Balance

Key Statement H3 – Affordable Housing

Key Statement DMI1 – Planning Obligations

Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMH1 – Affordable Housing Criteria  
Policy DMG3 – Transport and Mobility  
Policy DME2 – Landscape and Townscape Protection  
Policy DMB4 – Open Space Provision  
Policy DME3 – Site and Species Protection and Conservation  
Policy DME6 – Water Management  
Policy DMB5 – Footpaths and Bridleways

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

## 5. **Assessment of Proposed Development**

### 5.1 **Principle of Development:**

- 5.1.1 This is a full planning application for the erection of 233 dwellings on the southern parcel of the “Barrowlands” site. As mentioned earlier in this report this parcel of land forms part of a larger residential development that obtained outline consent for the erection of 504 dwellings in 2014 (granted at appeal). This large development site has been split into two sections and the northern section now has consent for a total of 222 units (including the recent application for the development of the former allotment site), with development of these units underway. This current application proposes 233 units on the southern section and if approved would result in a total of 455 dwellings on the whole of the “Barrowlands” site, which is 49 less than what was granted at outline stage.
- 5.1.2 In view of the above, the principle of this scale of residential development on this site has been established, and with the site being located within the defined settlement boundary of Barrow the principle of the residential development accords with Core Strategy Key Statement DS1 which states that as a part of the overall apportionment of future housing development in the Borough, Barrow is regarded as a Tier 1 Settlement.
- 5.1.3 Both Key Statement DS1 and DMG2 of the Core Strategy, when taken together, permit development proposals in the Tier 1 Settlements, including Barrow, which accord with the development strategy and consolidate, expand or round-off development so that it is closely related to the main built up area. Being located within the draft Settlement Boundary, and surrounded by an approved development which is currently under construction, the site is considered to be a sustainable location, particularly given there is an extant permission for residential development on this site.
- 5.1.4 It is acknowledged that the extant permission is for 226 dwellings on the southern section, and the proposal would increase this by 7 (to 233), given that the total number of houses approved on this site as a whole would still be 49 units below the figure allowed at outline stage, it is not considered that the proposal would result in harm to the development strategy.
- 5.1.5 Some objectors have raised concerns in respect of the housing numbers in Barrow, and the impact the proposal will have on existing facilities, however as detailed above the principle of a total of 504 dwellings on the “Barrowlands” site has been established, and the proposed number of dwellings would still be below

this figure. As such the impact of the housing numbers on existing facilities in Barrow would not be a justifiable reason to refuse this application.

- 5.1.6 In view of the above, the principle of residential development on this site, within the settlement boundary of Barrow and surrounded by approved residential dwellings, has already been established by previous approvals and continues to accord with development strategy. Furthermore, the addition of 7 dwellings in comparison to the extant reserved matters application would take the total number of units approved on the “Barrowlands” site up to 455, which remains below the 504 approved by the outline consent. It is therefore considered that the proposal would not have a significant impact upon local services and facilities, and therefore represents sustainable development, and consequently the principle of this development in this location is considered to be acceptable.
- 5.1.7 With regard to housing mix the proposal would provide a variety of house types, including 1 x bed bungalows and dwellings ranging from 2 – 4 bedrooms. The Housing Officer is satisfied with the housing and tenure mix in relation to the affordable units and a Registered Provider has confirmed to the Housing Officer that they are willing to acquire the affordable units proposed within the submission.

## 5.2 Visual Amenity/External Appearance:

### Layout

- 5.2.1 The proposed residential estate would be predominately served via two access points to be created off Whalley Road and these new access roads then branch off into residential streets/cul-de-sacs to serve the dwellings (one of these access points already exists and serves the development to the north). Whilst the majority of dwellings would be accessed directly from these roads, some would be accessed via separate roads leading from these main tributaries. All roads would be complete with adjoining footways to provide pedestrian access around the site. Pedestrian links are also provided to the adjoining parcel to the north and the existing footpaths which run along the western and southern boundaries of the site.
- 5.2.2 The proposed dwellings would be aligned so as to front onto the main highways both within the site and also the main highway of Whalley Road to the east. The exact housing mix is listed within the “Description of Development”, however the application proposes a wide variety of house types including detached, semi-detached, mews and bungalows. This varied housing mix is important to contrast with the northern parcel, which tends to be made up of larger detached dwellings, however the developer has sought to respect the merge with the development to the north by providing a lower density (detached dwellings) close to the development to the north before gradually increasing the density (mews and semi-detached properties) further from the adjoining development. Whilst respecting this merge with the development to the north the developer has also successfully provided a mixture of house types throughout the site, rather than focusing each individual house type in specific locations.
- 5.2.3 In terms of density the application proposed 233 units on 7.53 hectares of land, providing a housing density of 31 houses per hectare which is very much in keeping with the suburban character of Barrow. It is accepted that this application

does include a slight increase (7 units) in comparison to previously approved reserved matters application on the southern parcel, however the increase in 7 units on a 7.5 hectare site is barely noticeably from a housing density point of view, equating to less than one additional dwelling per hectare. As such the housing layout and density proposed by this application is very similar to what was previously approved for the 226 dwellings under application 3/2017/0050.

### Scale

- 5.2.4 The scale of the development proposed is largely two storey, with the exception of eighteen bungalows and the Braxton house type which is two storey but with additional accommodation in the roofspace. The surrounding area is characterised by two storey housing and the scale and size of the dwellings proposed would reflect the existing characteristics of the vicinity.
- 5.2.5 Both the Parish Council and an objector raised a concern with regard to the inclusion of the Braxton house type on the Whalley Road frontage. The concern was that this dwelling type, with its ridge height and front dormer would be dominant and out of keeping with other properties in the vicinity. Whilst examples of dormers can be found on Whalley Road, the concerns raised by both the objector and Parish Council had already been raised with the developer by the LPA and an amended proposal has been submitted showing the Braxton house type being removed and replaced from the Whalley Road frontage. The Braxton house type does still remain elsewhere within the development site, however this is not considered to be an issue as it was the siting of the Braxton house type on the prominent Whalley Road frontage that was the main concern of the LPA, the Parish Council and the objector.
- 5.2.6 The submission also includes details of the finish floor levels of the units and these would be in keeping with the existing topography of the area.

### Appearance:

- 5.2.7 The proposed development is being undertaken by two housebuilders and therefore the site is being split into two. The result of this is that the proposal consists of 20 different house types/designs across the site. Each house type has been carefully assessed and amendments have been made on a number of house designs in order to improve their appearance. It is considered that the proposed house types are acceptable and in keeping with the surrounding area, both in terms of the existing properties on Whalley Road, the residential development being undertaken to the north and the variety of houses proposed within this development site.
- 5.2.8 As per the residential development on the northern parcel, and along Whalley Road in general, the proposal includes a mixture of materials with approximately 50 stone properties being provided in prominent locations to provide a more traditional design. The remainder of the dwellings would be constructed in a mixture of brick and render, with additional features such as canopies, bay windows, cills, lintels and brick soldier courses.

### Landscaping:

- 5.2.9 The submitted application includes detailed landscape proposals for the whole of the site, including trees to be retained and new vegetation to be planted throughout the site, both within private gardens and public areas. The Countryside Officer is satisfied with the level of tree planting proposed as part of this development, as well as the species mix.
- 5.2.10 As per the previous application a section of the existing hedgerow fronting onto Whalley Road will need to be removed in order to provide the new access point and visibility splay at this junction, however the submitted landscaping plans show that a line of new trees will be planted along this frontage to compensate for the loss of the hedgerow.
- 5.2.11 The extent of the proposed landscaping, particularly within the streetscape and on the boundaries, will aid in the proposal responding to the site context, provide significant mitigation in respect of visual impact of the development and aid in contributing to overall biodiversity enhancement.
- 5.2.12 In terms of the wider area, at the nearest point the application site is located circa 1.5km from the AONB and the settlement of Barrow, including the application site, is visible from raised vantage points in the AONB. The principle and level of the development on this site has already been established and it is considered that the scale and appearance of the development, in particular the two storey nature of the dwellings would not have any undue impact upon the visual quality of the area, as the application site would be viewed in context of the surrounding development in Barrow. To the west of the site is the Biological Heritage Site, however as per the previous approvals it is not considered that the proposal would have an adverse impact of the BHS, and the principle of residential development has been established.

### 5.3 Impact upon Residential Amenity:

- 5.3.1 All proposed dwellings within the application site either meet, or are very close to achieving, the Council's recommended separation distances of 21m between principal elevations and 13m between principal and secondary elevations. As such the future occupants would be provided with an acceptable level of residential amenity.
- 5.3.2 With regard to existing neighbouring residents, the nearest residential property to the application site is the relatively new dwelling (and its associated annex) directly to the south at Higher Foal House. The proposed dwellings would be set further back from the highway of Whalley Road than the dwelling at Higher Foal House and at the nearest point would be 10m from the shared boundary, although a detached single storey garage would be approx. 8m from this boundary. The nearest proposed dwelling to Higher Foal House would be proposed plot 233 and it is the blank gable elevation of this proposed dwelling that would face toward Higher Foal House and its associated annex. At the nearest point a separation distance of 12m would be provided between the gable elevation of proposed plot 233 and the side elevation of the annex, a distance of 19m would be provided to the main dwelling (due to the angled relationship). The annex contains a ground floor and first floor window in the side elevation facing the application site, however the first floor window is used as a storage area (as per approved plans) and the ground floor window (whilst not shown on the approved plan) appears to be a secondary bedroom window. In terms of the

main dwelling at Higher Foal House, this has kitchen/dining room windows in the side elevation facing the development site, however these are not the only windows serving these rooms. The above mentioned separation distances and relationships are considered to be acceptable so as to ensure the proposed development would not have any undue impact on the existing residents of Higher Foal House and its annex.

- 5.3.3 To the north of the site is the adjoining development on the northern parcel and the development would share an acceptable relationship with the occupiers of those properties. To the west are fields and the Biological Heritage Site, with the railway line beyond. In respect of the railway line a condition on the outline approval requires acoustic details of the dwellings to be constructed to be submitted to and approved in writing with the LPA prior to commencement of development so as to ensure future occupiers are not unduly affected by the railway line. This submission includes an updated noise survey which concludes that the vast majority of dwellings, including those closest to the railway line, can be constructed and accommodated without any special sound measures. The report does however detail that the units fronting Whalley Road will require some additional measures to be incorporated into the living rooms and bedrooms in order to reduce noise impact from the highway, in addition to the use of 1.8m high acoustic fence on proposed Plot 1. A condition has been attached requiring the development to be implemented in accordance with the recommendations contained within the updated noise survey.
- 5.3.4 To the east of the development site is Whalley Road and on the opposite side of this highway are two detached dwellings (Kinoulton and Mitton View) and two bungalows which form part of a residential development under construction. The front elevations of these properties on the opposite side of Whalley Road face the front elevations of proposed plots 1-4 and 231-233, however with a separation distance of more than 23m (at the nearest point) the relationship is considered to be acceptable in terms of residential amenity, especially now that the Braxton house type has been removed from this frontage.
- 5.3.5 In view of the above it is considered that the proposal shares an acceptable relationship with neighbouring residential properties.

#### 5.4 Highways:

- 5.4.1 The Highway Officer has recommended some minor alterations to the internal layout and these have been provided by the applicant. The wider highway implication of the proposal have already been considered as part of the previous approvals on this site and thus the Highway Officer raises no objection to this application subject to the imposition of conditions.

#### 5.5 Landscape/Ecology/Trees:

- 5.5.1 As detailed above the application is accompanied by a detailed landscape plan showing the trees to be retained and new planting throughout the site. The Countryside Officer is satisfied with the detail submitted as they are very similar to what has previously been approved.
- 5.5.2 The submission also includes an Ecological Survey and Assessment which includes a number of recommendations and enhancement measures and a

condition has been attached to ensure that the development is carried out in accordance with these recommendations.

- 5.5.3 In respect of bat/bird boxes, notwithstanding the submitted Ecological Survey and Assessment, a condition has been attached requiring details of these to be submitted prior to any above ground works, similarly a condition has been attached to ensure all boundary treatments allow for habitat connectivity around the site.

## 5.6 Flood Risk and Drainage:

- 5.6.1 United Utilities and the Lead Local Flood Authority have raised no objection to this proposal subject to the imposition of conditions.

## 5.7 Developer Contributions:

- 5.7.1 As detailed earlier LCC Education have requested a financial contribution of £708,898.95 be provided in respect of 45 primary school education places, and a financial contribution of £498,482.88 is required in respect of 21 secondary school education places.
- 5.7.2 In respect of highway improvements, the original outline approval secured a number of off-site highway improvements which will be met and triggered as part of the residential development on the northern section of land. The two outstanding highway issues however relate to the highway works in relation to the most southern of the three access points into the site, and the highway improvements at the Accrington Road/A671 junction.
- 5.7.3 As detailed earlier, in accordance with Policy DMH1, a development of this size would require 30% of the dwellings to be affordable the application proposes that 70 of the 233 units (30%) would be affordable. The type/size/tenure mix of affordable properties is detailed earlier in this report and this, along with the above mentioned highway works and education contribution will be secured within the Legal Agreement.

## 5.8 Other Issues

- 5.8.1 The application includes a trim trail which will connect the central spine road (splitting the northern and southern parcels) to the existing Public Right of Way which runs along the southern boundary of the site. This trim trail will include six pieces of play/exercise equipment situated at regular intervals and this equipment will be for public use. The northern parcel (currently under construction) includes a designated children's play area for younger age groups and therefore it was considered advantageous for this parcel to include play/exercise equipment that would provide for older children and adults. The Parish Council have expressed support for the type of play/exercise equipment proposed within this application. A condition has been attached requiring a timetable for the provision of this play/exercise equipment, along with a programme for its future management.
- 5.8.2 The Parish Council have also requested that any money received in respect of off-site public open space be spent within the village, however as detailed above



the applicant is providing on-site public open space and thus there is no requirement for an off-site contribution.

## 6. **Conclusion**

- 6.1 The application site is considered represent sustainable location, within the Draft Settlement Boundary of Barrow and surrounded by approved residential dwelling. The site already has an extant consent for residential development and thus the principle of development on this site is considered to be acceptable. Furthermore, the number of dwellings proposed, along with other previous approvals, would not exceed the 504 units approved by the original outline consent.
- 6.2 The proposal will contribute towards the supply of housing within the borough, including affordable housing and over 55s accommodation. Statutory consultees have raised no objection to this application and it is considered that the layout/design would share an acceptable relationship with surrounding land uses.
- 6.3 As such, in accordance with both national and local policies, the application for residential development on this site is considered to be acceptable.

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

### *Details*

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 by Section 51 of the Planning and Compulsory Purchase Act 2004.

### *Plans*

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**

- DWH/WRB/SL01 Rev K – Proposed Site Layout (amended plan received 17/05/19)
- DWH/WRB/CSL/06 – Colour Site Layout (amended plan received 20/03/19)
- DWH/WRB/MP/05 – Materials Plan (amended plan received 13/03/19)
- DWH/WRB/BTP/02 – Boundary Treatment Plan (amended plan received 13/03/19)
- DWH/WRB/WMP/04 – Waste Management Plan (amended plan received 18/03/19)
- DWH/WRB/AFF/M401 – Affordable & M4 (2) Complaint Dwellings (amended plan received 25/04/19)
- 5838.17 – Landscape Proposals (extract for Mews Plots) (amended plan received 18/03/19)

- 5838.18 - Landscape Proposal 1 of 7 (amended plan received 22/03/19)
- 5838.19 - Landscape Proposal 2 of 7 (amended plan received 22/03/19)
- 5838.20 - Landscape Proposal 3 of 7 (amended plan received 22/03/19)
- 5838.21 - Landscape Proposal 4 of 7 (amended plan received 22/03/19)
- 5838.22 - Landscape Proposal 5 of 7 (amended plan received 22/03/19)
- 5838.23 - Landscape Proposal 6 of 7 (amended plan received 22/03/19)
- 5838.24 - Landscape Proposal 7 of 7 (amended plan received 22/03/19)
- 5838.25 - Landscape Proposal Full Site (amended plan received 22/03/19)
- DWH/WRB/StS/07 – Street Scenes (amended plan received 05/04/19)
- 6241 02-00 Rev A – Impermeable Access Plan (amended plan received 13/03/19)
- DWH/WRBSS/08 – Site Section (amended plan received 05/04/19)
- DWH/WRB/SHP/03 – Storey Height Plan (amended plan received 05/04/19)
- 5838.02 Rev C – Tree Protection Plan (amended plan received 18/03/19)
- 20284 600 01 Rev C – External Works 1 of 3 (received 01/05/19)
- 20284 600 02 Rev C – External Works 2 of 3 (received 01/05/19)
- 20284 600 03 Rev C – External Works 3 of 3 (received 01/05/19)
- 6241 02-08-01 Rev B – External Levels 1 of 2 (received 01/05/19)
- 6241 02-08-02 Rev B – External Levels 2 of 2 (received 01/05/19)
- 19780/LAN – Play equipment details
- 19780rev1/LAN – Play Equipment Plan
- 2366-D001 Rev A - D001 General Arrangement
- 6241 02-03 Rev E – Adoptable Drainage Layout (amended plan received 16/05/19)

### **House Types**

- CE2 House Type (amended plan received 13/03/19)
- CE1 End /CE3 Mid Rev F (amended plan received 13/03/19)
- Maidstone Classic (End) BMAI 00CE-01 Rev B (amended plan received 13/03/19)
- Maidstone Classic (End) (stone) BMAI 00CE-01 Rev B (amended plan received 13/03/19)
- Maidstone Classic (Mid) BMAI 00CI-01 Rev D (amended plan received 13/03/19)
- Kingsley Classic (Det) BKEY 00CD-01 Rev C (amended plan received 13/03/19)
- Hale Classic (Det) BHAL 00CD-12 Rev A (amended plan received 13/03/19)
- Alderney Classic (Det) BALD 00CD-01 Rev D (amended plan received 13/03/19)
- Moresby Classic (End) BMMS 00CE-01 Rev B (amended plan received 13/03/19)
- Moresby Classic (Det) BMMS 00CD-01 Rev C (amended plan received 13/03/19)
- Radleigh Classic (Det) BRAD 00CD-01 Rev D (amended plan received 13/03/19)
- TYPE 50 B50F 00EC/B50F 00MC-01 Rev B (amended plan received 13/03/19)
- TYPE 52 B52A 00EC/B52A 00MC 01 Rev A (amended plan received 13/03/19)
- Single Garage – Elevations LSG1H8 (amended plan received 13/03/19)
- Single Garage – Floor Plan LSG1H8 (amended plan received 13/03/19)
- 2 x Single Garage – Elevations LDG2H8 (amended plan received 13/03/19)
- 2 x Single Garage – Floor Plan LDG2H8 (amended plan received 13/03/19)
  
- AA31 AA31/7/PL1 A (amended plan received 13/03/19)
- AA31 AA31/7/PL2 A (amended plan received 13/03/19)
- AA31 AA31/7/PL3 (amended plan received 13/03/19)
- Barrowdale BA23/7/PL1 A (amended plan received 13/03/19)
- Barrowdale BA23/7/PL2 A (amended plan received 13/03/19)
- Ashenford NA20/7PL2 A (amended plan received 13/03/19)

- Ashenford NA20/7/PL4 (amended plan received 13/03/19)
- Ashenford NA20 NA20/7/PL1 A (amended plan received 13/03/19)
- Manford NA44/7/PL1 B (amended plan received 20/05/19)
- Manford NA44/7/PL2 B (amended plan received 20/05/19)
- Braxton NB31/7/PL1 A (amended plan received 13/03/19)
- Braxton NB31/7/PL2 A (amended plan received 13/03/19)
- Braxton NB31/7/PL3 A (amended plan received 13/03/19)
- Coltham ND40/7/PL1 A (amended plan received 13/03/19)
- Coltham ND40/7/PL3 A (amended plan received 13/03/19)
- Gosford PA34/7/PL1 A (amended plan received 13/03/19)
- Gosford PA34/7/PL2 A (amended plan received 13/03/19)
- Gosford PA34/7/PL3 A (amended plan received 13/03/19)
- Gosford PA34/7/PL4 (amended plan received 13/03/19)
- Lydford PA42/7/PL1 A (amended plan received 13/03/19)
- Lydford PA42/7/PL2 A (amended plan received 13/03/19)
- Lydford PA42/7/PL3 A (amended plan received 13/03/19)
- Amersham PD30/7/PL1 A (amended plan received 13/03/19)
- Amersham PD30/7/PL2 A (amended plan received 13/03/19)
- Easedale PT36/7/PL1 A (amended plan received 13/03/19)
- Easedale PT36/7/PL2 A (amended plan received 13/03/19)
- Easedale PT36/7/PL3 A (amended plan received 13/03/19)
- Single Garage GAR21/7/PL1 A (amended plan received 13/03/19)
- Single Garage – Stone GAR22/7/PL1 A (amended plan received 13/03/19)

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

### *Materials*

3. The dwellings hereby permitted shall be constructed in complete accordance with the material details included on DWH/WRB/MP/05 – Materials Plan (amended plan received 13/03/19).

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality

### *Details*

4. The development shall only be carried out in conformity with the level details included on the following drawings:
  - 20284 600 01 Rev C – External Works 1 of 3 (01/05/19)
  - 20284 600 02 Rev C – External Works 2 of 3 (01/05/19)
  - 20284 600 03 Rev C – External Works 3 of 3 (01/05/19)
  - 6241 02-08-01 Rev B – External Levels 1 of 2 (01/05/19)
  - 6241 02-08-02 Rev B – External Levels 2 of 2 (01/05/19)

Prior to the occupation of each dwelling verification that the dwelling has been constructed in accordance with the approved level shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect the appearance of the locality and in the interests of the amenities of local residents.

#### *Residential Amenity*

5. 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.

6. Notwithstanding the requirements of condition 2 of this approval, the following windows shall be obscurely glazed to a minimum of level 3 on the Pilkington Scale (where 1 is the lowest and 5 the greatest level of obscurity) and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor level of the room in which the window is installed:

- Ground floor (lounge) and first floor (bathroom) windows in the side elevation of the Type 50 and Type 52;
- Ground floor (lounge) and first floor (en-suite) windows in the side elevation of the Maidstone;
- First floor (bathroom, landing and en-suite) windows in side elevation of the Kingsley;
- First floor (en-suite and bedroom 2) windows in side elevation of the Hale;
- First floor (bedroom 1) window in the side elevation of the Radleigh;
- Ground floor (WC/utility) and first floor (bedroom 2) in the side elevation of the Manford (plot 4);
- First floor (landing) window in the side elevation of the Coltham;
- First floor (en-suite) window in the side elevation of the Lydford (plots 27 & 113);
- First floor (bathroom) window in the side elevation of the Amersham.

The duly installed window shall be retained as such thereafter.

REASON: To ensure satisfactory levels of amenity for future residents of the proposed development.

7. The development hereby approved shall adhere to the measures detailed within Section 4 - "Recommended Noise Mitigation Scheme" of the submitted "Noise Mitigation Assessment" (Report No: P18-496-R01v4 – January 2019).

REASON: To ensure satisfactory levels of amenity for future residents of the proposed development.

#### *Highways*

8. The new access junction with Whalley Road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level for a distance of 25m into the application site prior to this access being first brought into use.

REASON: To ensure that a satisfactory access is provided before it is brought into use.

9. Prior to commencement of development the detailed specifications of the off-site works of highway improvement shall be submitted to, and approved in writing by, the Local Planning Authority. The off-site highway works shall be completed in accordance with the approved details prior to first occupation.

REASON: In order to ensure that the final details of the highway works are acceptable before work commences on site.

REASON FOR PRE-COMMENCEMENT: The off-site highway works need to be agreed before works can commence on site.

10. Any access junction created from the existing highway into the north of the site to facilitate construction traffic shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level prior to the access being first brought into use.

REASON: To ensure that a satisfactory access is provided before it is brought into use.

11. Within three months of commencement of development on site, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the local planning authority. [The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established].

REASON: In the interest of highway safety, to ensure a satisfactory appearance to the highways infrastructure serving the approved development and to safeguard the visual amenities of the locality.

12. Within three months of commencement of development an Estate Street Phasing and Completion Plan shall be submitted to and approved in writing by the Local Planning Authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed. The development thereafter shall be completed in accordance with the approved plan and no dwelling shall be occupied until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Estate Street Phasing and Completion Plan.

REASON: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential/highway safety. To ensure a satisfactory appearance to the highways infrastructure serving the development and to safeguard the visual amenities of the locality and users of the highway, in accordance with the development plan.

13. Within three months of commencement of development, full engineering, drainage, street lighting and constructional details of the streets shall be submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details and retained as such thereafter.

REASON: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual

amenities of the locality and users of the highway in accordance with the Development Plan.

14. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide details in respect of:
- Timing of delivery of all off site highway works
  - The parking of vehicles of site operatives and visitors
  - The loading and unloading of plant and materials
  - The storage of plant and materials used in constructing the development
  - The erection and maintenance of security hoarding
  - Contact details for the site manager
  - 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)
  - Routes to be used by vehicles carrying plant and materials to and from the site
  - Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties
  - Details of wheel washing facilities and road sweeper (where necessary).

REASON: In order to ensure that appropriate measures are put in place to limit noise, nuisance and disturbance to the occupiers of neighbouring dwellings and to ensure the development would not be of detriment to the safe operation of the immediate highway during the construction of the development.

REASON FOR PRE-COMMENCEMENT: This information needs to be provided and agreed before any workman or machinery enter the site to ensure the safety of surrounding road users.

15. No heavy goods vehicles (exceeding a gross vehicle weight of 7.5T) shall enter or leave the site, as edged in red on the submitted Site Boundary Plan in connection with the construction of the development hereby permitted between the hours of 0830 and 0930, and 1500 and 1600 hours, Monday to Friday inclusive except during school holidays.

REASON: In order to prevent conflict with existing road users during peak hours.

16. 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 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.

17. The garage(s) serving the Plot numbers listed below shall be kept freely available for the parking of cars and no works, 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, shall be undertaken to alter or convert the space into living or other accommodation:

Plots – 1, 4, 5, 8, 9, 10, 16, 27, 28, 33, 38, 43, 44, 45, 46, 50, 55, 60, 62, 63, 68, 71,72, 73, 75, 126, 127, 128, 129, 130, 149, 165, 166, 167, 168, 176, 179, 180, 181, 182, 183, 184, 185, 186, 199, 200, 201, 202, 203, 204, 231, 233.

REASON: In the interests of visual amenity and to facilitate adequate vehicle parking and/or turning facilities to serve the dwelling.

18. 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.

19. Prior to the occupation of the first dwelling, a travel plan (TP) detailing the measures and targets to encourage sustainable modes of transport, including but not limited to walking, cycling and use of public transport, shall be submitted to and approved in writing by the Local Planning Authority.

The measures included within the TP shall demonstrate how they will reduce car trips per household in accordance with the submitted Travel Plan (dated October 2018 ref: 2359).

The TP shall first be reviewed within 9 months of the occupation of the 60th dwelling and thereafter every 12 months for a period of 5 years from the occupation of the 60th dwelling.

A monitoring report shall be submitted to and approved in writing by the Local Planning Authority following each review period. The report shall include full details of the measured indicators including, but not limited to i) pedestrian movements to/ from the development; ii) cycle movements to/ from the development; iii) use of public transport and confirmation as to whether the approved targets have been achieved.

In the event that the targets are not being met the report shall include intervention measures to ensure the targets are met.

REASON: To promote and provide access to sustainable transport options

### *Railway line*

20. Prior to any works being undertaken within 10m of the operational railway, a Risk Assessment and Method Statement (RAMS) shall have been submitted and approved in writing by the Local Planning Authority. All development within 10m of the operational railway shall be carried out in complete accordance with the agreed RAMS.

REASON: In order to protect the assets on the adjacent railway.

21. Prior to occupation of any dwelling, details of a trespass proof fence, to be erected along the western boundary of the site, shared with the railway, including a timetable for its erection, shall have been submitted for the written approval of the Local Planning Authority. The fence shall be erected in accordance with the approved details and retained in perpetuity thereafter.

REASON: In order to protect the assets on the adjacent railway.

*Ecology and trees*

22. 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: 2018-293 October 2018).

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

23. 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.

24. All trees identified to be retained on approved plan "Tree Protection Plan" – 5838.02 Rev C 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.

25. 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 been 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 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.

26. No development, including any site preparation, scrub/hedgerow clearance or tree works/removal shall commence or be undertaken on site until a detailed method statement for the removal or long-term management/eradication of Himalayan Balsam on the site has been submitted to and approved in writing by the Local Planning



Authority. The method statement shall include proposed measures to prevent the spread of Himalayan Balsam during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds/ root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall thereafter proceed in strict accordance with the duly approved method statement.

REASON: Himalayan Balsam is an invasive plant, the spread of which is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent its spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment.

REASON FOR PRE-COMMENCEMENT CONDITIONS: The removal of invasive species from the site needs to take place prior to work commencing on site.

27. No above ground works shall commence on site until 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 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

28. Notwithstanding the submitted details or the requirements of condition 2, 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.

29. Within three months of commencement of development on site, a scheme/timetable of phasing for the approved landscaping areas shall have been submitted for the written approval of 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.

30. 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 referred to in condition 29 (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.

*Play areas and public footpaths*

31. Prior to occupation of any dwelling hereby approved, a Management Plan detailing a timetable for the implementation of the proposed areas of open space, public footways and play equipment (including any associated benches or seating areas), along with details of their future management and maintenance shall have been submitted for the written approval of the Local Planning Authority. The areas of open space, public footways and play equipment shall be made available for use, managed and maintained in complete accordance with the approved Management Plan and retained as such thereafter.

REASON: To ensure that the application includes adequate areas on-site public open space provision

*Drainage*

32. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 6241 02-03, Rev A - Dated 05/12/18 which was prepared by Lees Roxburgh. No surface water will be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.

REASON: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

33. No development shall commence until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall include, as a minimum:
- a) Information about the lifetime of the development, design storm period and intensity, temporary surface water storage facilities, details of the methods employed to delay and control surface water discharged from the site, details of any measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in AOD;
  - b) The drainage strategy should demonstrate that post development surface water run-off from the application site will not exceed the existing pre-development runoff rate for the corresponding rainfall event.
  - c) A site layout plan showing flood water exceedance routes, both on and off site;
  - d) A timetable for implementation, including phasing as applicable;
  - e) Details of water quality controls, where applicable;

- f) Details of an appropriate management and maintenance plan for the surface water drainage scheme for the lifetime of the development. This should also include details regarding the future management and maintenance of any ordinary watercourses located within or adjacent to the application site.

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system and ordinary watercourses shall be retained, managed and maintained in accordance with the approved scheme.

REASON: To ensure that the proposed development can be adequately drained, to ensure that there is no flood risk on or off the site resulting from the proposed development, to ensure that water quality is not detrimentally impacted by the development proposal and to reduce the flood risk to the development as a result of inadequate maintenance.

34. No development shall commence until details of how surface water and pollution prevention will be managed during each construction phase have been submitted to and approved in writing by the local planning authority.

REASON: To ensure that the construction phase of development does not pose an undue risk on site or elsewhere and to prevent flooding arising from the development.

REASONS FOR PRE-COMMENCEMENT CONDITIONS (33 & 34): Drainage is not only a material consideration but an early and fundamental activity in the ground construction phase of any development and it is likely to be physically inaccessible at a later stage by being buried or built over. It is of concern to all flood risk management authorities that an agreed approach is approved before development commences to avoid putting existing and new communities at risk.

## INFORMATIVES

- The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Environment Directorate for further information by telephoning the Developer Support Section (Area East) on 0300 123 6780, or writing to Developer Support Section, Lancashire County Council, Environment Directorate, Cuerden Mill Depot, Cuerden Way, Cuerden, PR5 6BJ or email [lhscustomerservice@lancashire.gov.uk](mailto:lhscustomerservice@lancashire.gov.uk)
- The developer/applicant must ensure that their proposal, both during construction, after completion of works on site and as a permanent arrangement, does not affect the safety, operation or integrity of the operational railway / Network Rail land and our infrastructure. The works on site must not undermine or damage or adversely impact any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and boundary treatments. Any future maintenance must be conducted solely within the applicant's land ownership.

- Any scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, should they topple over in the direction of the railway then there must be at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.
- If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail Asset Protection Engineer for agreement.
- All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
- The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

- The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposal drainage on site will ensure that:
  - All surface waters and foul waters drain away from the direction of the railway boundary.
  - Any soakaways for the proposal must be placed at least 30m from the railway boundary.
  - Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.
  - Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
  - Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
  - Drainage works must not impact upon culverts on developers land including culverts/brooks etc that drain under the railway.
  - The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.
  - Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary.

- Network Rail will need to review all excavation and earthworks within 10m of the railway boundary to determine if the works might impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:
  - Alterations to ground levels
  - De-watering works
  - Ground stabilisation works

Network Rail would need to be informed of any alterations to ground levels, de-watering or ground stabilisation and we would need to agree the works on site to ensure that there is no impact upon critical railway infrastructure.

- Network Rail requests that the developer ensures there is a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land. This would not be acceptable. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint.
- The LPA and the developer (along with their chosen acoustic contractor) are recommended to engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings.

Network Rail is aware that residents of dwellings adjacent to or in close proximity to, or near to the existing operational railway have in the past discovered issues upon occupation of dwellings with noise and vibration. It is therefore a matter for the developer and the LPA via mitigation measures and conditions to ensure that any existing noise and vibration, and the potential for any future noise and vibration are mitigated appropriately prior to construction.

- Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.

All vegetation on site should be in line with the recommended tree matrix for the reasons outlined in the document.

<http://wcms-internet.corp.ukrail.net/community-relations/trees-and-plants/>

- Where a proposal calls for the following adjacent to the boundary with the operational railway, running parallel to the operational railway or where the existing operational railway is below the height of the proposal site:
  - hard standing areas
  - turning circles
  - roads, public highways to facilitate access and egress from developments

Network Rail would very strongly recommend the installation of suitable high kerbs or crash barriers (e.g. Armco Safety Barriers).

This is to prevent vehicle incursion from the proposal area impacting upon the safe operation of the railway.

- As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA (form attached) [AssetProtectionLNWNorth@networkrail.co.uk](mailto:AssetProtectionLNWNorth@networkrail.co.uk)

#### BACKGROUND PAPERS

[https://www.ribblevalley.gov.uk/site/scripts/planx\\_details.php?appNumber=3%2F2019%2F0012](https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2019%2F0012)

## SECTION 106 APPLICATIONS

<u>Plan No</u>	<u>Location</u>	<u>Date to Committee</u>	<u>Number of Dwellings</u>	<u>Progress</u>
3/2018/0844	Land off Longsight Road Langho	10/1/19	42	With Legal
3/2018/0924	Land South West of Barrow & West of Whalley Road Barrow	7/2/19	39	With Legal
3/2018/0914	Land off Clitheroe Road (Lawsonsteads Phase 2) Whalley	14/3/19	188	With Applicants Solicitor
3/2018/1037	Land off Pimlico Link Road Clitheroe	11/4/19	19	With Legal

<u>Plan No</u>	<u>Location</u>	<u>Date to Committee</u>	<u>Time from First Going to Committee to Decision</u>	<u>Number of Dwellings</u>	<u>Progress</u>
3/2018/0500	Land to East Clitheroe Road Barrow	1/11/18	22 weeks	10	Decision 3/4/19

## APPLICATIONS WITHDRAWN

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2018/0602	Felling of T1 and T2 Scott Pines	Orchard Cottage Waddington
3/2018/1046	Erection of 24 new bungalows for the over 55s (10 affordable and 14 open market dwellings)	Land south west of Clitheroe Golf Club, Whalley Road Barrow
3/2019/0040	Agricultural building for livestock (cattle and sheep), machinery and storage of feed	Field off Lower Road Dutton
3/2019/0123	Demolition of existing two storey building and erection of 2 new semi-detached dwellings to match existing	23 Bridge End Billington
3/2019/0134	Discharge of condition 10 (tree protection plan) 12 (construction management plan) and 15 (archaeology) from planning permission 3/2018/0744	3 King Street Clitheroe
3/2019/0199	Change of use from detached ancillary building to one new dwelling	23 Pendleton Road Wiswell
3/2019/0213	Replacement dwelling	21 Paris Ramsgreave
3/2019/0229	Temporary equine workers dwelling	Land adjacent to Woodfold Hall, Further Lane, Mellor
3/2019/0249	Non-material amendment from planning permission 3/2018/0427 to include white UPVC windows new canopy above garage door, new first floor bay windows above the garage door, new window configuration to rear	20 Clitheroe Road Whalley

election and a proposed ridge height increase  
on 150mm on new extension  
3/2019/0290 Application for a fascia and projecting signage 3 King Street  
on a place of business Clitheroe

APPEALS UPDATE

<u>Application No and reason for appeal</u>	<u>Date Received/ Appeal Start Date</u>	<u>Site Address</u>	<u>Type of Appeal Procedure</u>	<u>Costs application received</u>	<u>Date of Inquiry or Hearing if applicable</u>	<u>Progress</u>
3/2017/0961 R (Variation of S106 Ag)	25/04/2019	Land at Chapel Hill Longridge	Hearing		18/06/2019	Statement due /06/2016
3/2018/0474 R of pp	Awaiting start date from PINS	Great Mitton Hall Mitton Road Mitton	HH appeal procedure Hearing requested (to be confirmed by PINS)			
3/2018/0468 R of LBC	Awaiting start date from PINS	Great Mitton Hall Mitton Road Mitton	LB Hearing (to be confirmed by PINS)			
3/2018/0816 R of pp	22/01/2019	39 Castle View Clitheroe	HH			Appeal Dismissed 03/04/2019
3/2018/1020 R of pp	Awaiting start date from PINS	Calding Bank Cottage, Whalley Old Road, Billington	WR (to be confirmed)			
3/2018/0915 R of outline pp	19/02/19	Daniels Farm Preston Road Alston	WR			Awaiting Decision
3/2018/0688 R of outline pp	04/02/19	land off Henthorn Road Clitheroe	Inquiry		08/05/2019 09/05/2019 10/05/2019	Awaiting Decision
3/2018/1025 R of prior notification	05/02/2019	Low Laithe Barn Gisburn Road Newsholme	WR			Awaiting Decision
3/2018/0651 R of pp	01/03/2019	Land adj Glenetta Parsonage Rd Wilpshire	WR			Awaiting Decision
3/2018/0582 R of permission in principle	Awaiting start date from PINS	Land to the south of Chatburn Old Road, Chatburn	Hearing (to be confirmed by PINS)			
3/2018/0768 R of pp	27/03/2019	Land at Osbaldeston Lane, Osbaldeston	WR			Awaiting Decision



3/2018/0479 R of pp	Awaiting start date from PINS	74 Church Street Ribchester	HH
3/2018/1076 R of pp	Awaiting start date from PINS	Sabden House Wesley Street Sabden	HH (to be confirmed by PINS)
3/2018/1006 R of LBC	Awaiting start date from PINS	Sabden House Wesley Street Sabden	WR (to be confirmed by PINS)
3/2018/1148 R of pp	Awaiting start date from PINS	Wolfen Lodge Fish House Lane Chipping	HH (to be confirmed by PINS)