

RIBBLE VALLEY BOROUGH COUNCIL

Department of Development

Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA

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Town and Country Planning Act 1990

PLANNING PERMISSION

APPLICATION NO: 3/2019/0012

DECISION DATE: 03/09/2019

DATE RECEIVED: 03/01/2019

APPLICANT:

Ms Nikki Burns
Taylor Wimpey North West
Washington House
Birchwood Park Avenue
Birchwood
Warrington
WA3 6GR

AGENT:

Mr Greg Pearce
David Lock Associates
50 North Thirteenth Street
Milton Keynes
MK9 3BP

DEVELOPMENT PROPOSED: Full planning application for details of the layout, scale and appearance of the buildings and landscaping of a residential development of 233 dwellings and associated works.

AT: Land to south-west of Barrow and west of Whalley Road Barrow BB7 9XW

Ribble Valley Borough Council hereby give notice that **permission has been granted** for the carrying out of the above development in accordance with the application plans and documents submitted subject to the following condition(s):

Details

1. The development must be begun not later than the expiration of two years beginning with the date of this permission.

REASON: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004

2. Plans

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

- BLC/WRB/LP/00 Rev B - Location Plan (amended plan received 24/06/19)
- 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 Rev F - Materials Plan (amended plan received 13/03/19)
- DWH/WRB/BTP/02 Rev D- Boundary Treatment Plan (amended plan received 13/03/19)
- DWH/WRB/WMP/04 Rev D - Waste Management Plan (amended plan received 18/03/19)
- DWH/WRB/AFF/M401 - Affordable & M4 (2) Complaint Dwellings (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 (plan received 22/03/19)
- 5838.19 - Landscape Proposal 2 of 7 (plan received 22/03/19)
- 5838.20 - Landscape Proposal 3 of 7 (plan received 22/03/19)
- 5838.21 - Landscape Proposal 4 of 7 (plan received 22/03/19)
- 5838.22 - Landscape Proposal 5 of 7 (plan received 22/03/19)
- 5838.23 - Landscape Proposal 6 of 7 (plan received 22/03/19)
- 5838.24 - Landscape Proposal 7 of 7 (plan received 22/03/19)
- 5838.25 - Landscape Proposal Full Site (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 (plan received 13/03/19)
- DWH/WRBSS/08 Rev B - Site Section (amended plan received 05/04/19)
- DWH/WRB/SHP/03 Rev D - 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 (amended plan received 01/05/19)
- 20284 600 02 Rev C - External Works 2 of 3 (amended plan received 01/05/19)
- 20284 600 03 Rev C - External Works 3 of 3 (amended plan received 01/05/19)
- 6241 02-08-01 Rev B - External Levels 1 of 2 (amended plan received 01/05/19)
- 6241 02-08-02 Rev B - External Levels 2 of 2 (amended plan 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)

P.T.O.

Condition 2/cont.... Plans

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 D (amended plan received 04/06/19)
- 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 NA20/7PL4 (amended plan received 13/03/19)
- Ashenford NA20 NA20/7PL1 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 - Plots 25 & 26 (amended plan received 13/03/19)
- Gosford PA34/7/PL5 - Plots 2, 3 & 6 (amended plan received 04/06/19)
- 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 B - Plots 27 & 113 (amended plan received 04/06/19)
- Lydford PA42/7/PL4 - Plot 1 (amended plan received 04/06/19)

P.T.O.

Condition 2/cont.... Plans

- 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.

3 Materials

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.
P.T.O.

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.

P.T.O.

- 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.

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.

P.T.O.

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 - to include details and locations of appropriate signage to ensure that the route is clear and identifies which narrow, unsuitable roads should be avoided by construction traffic;
- 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.

P.T.O.

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
P.T.O.

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.

P.T.O.

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.

P.T.O.

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.

P.T.O.

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.

P.T.O.

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.

Note(s)

1. For rights of appeal in respect of any condition(s)/or reason(s) attached to the permission see the attached notes. P.T.O.

2. The applicant is advised that should there be any deviation from the approved plan the Local Planning Authority must be informed. It is therefore vital that any future Building Regulation application must comply with the approved planning application.
3. The Local Planning Authority operates a pre-planning application advice service which applicants are encouraged to use. Whether or not this was used, the Local Planning Authority has endeavoured to work proactively and positively to resolve issues and considered the imposition of appropriate conditions and amendments to the application to deliver a sustainable form of development.
4. 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 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
5. 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.
6. 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.
7. 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.
8. 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.

P.T.O.

9. 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.
10. 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.
11. 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.

12. 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.
13. 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.

14. 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/>

15. 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.

16. 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

17. This permission should be read in conjunction with the Section 106 Agreement signed and dated 30 August 2019.



NICOLA HOPKINS
DIRECTOR ECONOMIC DEVELOPMENT & PLANNING

