

No.8	APPLICATION NO.	2020/0906/ARM
	LOCATION	Land To The East Of Firswood Road Lathom Lancashire
	PROPOSAL	Reserved Matters - Erection of 130 dwellings and associated works including details of appearance, landscaping, layout and scale.
	APPLICANT	Wainhomes (North West) Limited And Jacton Properties Limited
	WARD	Bickerstaffe
	PARISH	Lathom South
	TARGET DATE	11th January 2021

1.0 **REFERRAL**

- 1.1 This application has been referred to planning committee by Councillor Rigby in order to consider the details of the development proposal.

2.0 **SUMMARY**

- 2.1 This is a reserved matters application for a housing development on an allocated housing site off Firswood Road, Lathom. Access has been considered as part of the assessment of the originating outline planning consent. The proposed layout, design and landscaping is considered to be acceptable. Satisfactory interface distances have been achieved in order to protect neighbouring residential amenity and the amenities of future occupiers. A proportion of affordable houses would be provided on the site, along with a full contribution towards the Linear Park. In my view the proposal complies with the relevant policies of the Local Plan.

3.0 **RECOMMENDATION:** **APPROVE subject to conditions.**

4.0 **THE SITE**

- 4.1 The site forms part of the main Firswood Road site which has been allocated for housing development in the adopted Local Plan. The Firswood Road site comprises a total of approximately 22ha of formerly safeguarded land which has been released through the Local Plan for residential development. The full site is bordered by residential development to the east, south and south west corner; employment to the north, and open agricultural Green Belt to the west. The existing access to the land is from Neverstitch Road and Firswood Road via Old Engine Lane.
- 4.2 This part of the wider site is approximately 5.01ha in size and is situated to the south-east of Firswood Road. It is bounded by Slate Lane to the north, scrubland to the east, Old Engine Lane to the south and Firswood Road to the west. Outline planning permission for a residential development on the site which included details of access was granted 01.10.2020.
- 4.3 There are scattered trees and lengths of hedgerow surrounding the site. There is a public footpath (8-1-FP-24) adjacent to the site to the north, and a second public footpath (8-1-FP-26) which runs along Old Engine Lane to the south. An historic Powder Hut, a 19th century decommissioned explosives store for the Lathom Colliery is situated in a central position in the site.
- 4.4 There are residential dwellings adjacent to the site on Old Engine and Slate Lane, and to the south there is a current housing development by Bellway Homes which forms the first

phase of the Firwood Road housing allocation development. The Bellway Homes development is for 94no. dwellings, with access taken off Firwood Road. There is a planning application for 200 dwellings by Bellway Homes on land to the west of Neverstitch Road currently under consideration; this also forms part of the wider residential allocation.

5.0 THE PROPOSAL

- 5.1 Outline planning permission for a residential development was granted consent on 1st October 2020, application reference 2019/0069/OUT. All matters apart from access were reserved as part of this planning permission. This reserved matters application seeks permission for the erection of 130 dwellings on the site including a mix of detached, semi-detached houses and flats.
- 5.2 The matters for consideration are appearance, landscaping, layout and scale. As agreed under application 2019/0069/OUT access to the residential development would be taken from Firwood Road, the houses would then be arranged around an estate road and series of cul-de-sacs. The dwellings would be two storey and there would be a trim trail located within the site and a suds attenuation basin adjacent to Slate Brook which is to the east.

6.0 PREVIOUS RELEVANT DECISIONS

The application site:

- 6.1 2019/0069/OUT - Outline - Residential development including details of access (all other matters reserved). GRANTED 01.10.2020.

Within the wider housing allocation:

- 6.2 2016/1027/FUL – Erection of 94 residential dwellings, associated access, landscaping, public open space, swale, pumping station, sub-station and associated works. GRANTED 20.07.2017.
- 6.3 2020/1267/FUL – Demolition of existing buildings and erection of 200 dwellings, associated landscaping and infrastructure including access junctions from Neverstitch Road and Ormskirk Road, public open space including detention basin, an electricity substation, a foul pump station and other associated works. Currently under assessment.

7.0 CONSULTEE RESPONSES

- 7.1 Lancashire Constabulary (21.10.2020) – No objection.
- 7.2 Lead Local Flood Authority (07.06.2021) – No objection.
- 7.3 Highways (06.11.2020, 07.06.2021, 09.08.2021) – No objection.
- 7.4 Environmental Protection, Contaminated Land (24.11.2020) – No objection.
- 7.5 Environmental Protection (24.06.2021, 27.07.2021) – No objection.
- 7.6 British Pipeline Agency (11.11.2020) – No objection.
- 7.7 The Coal Authority (24.05.2021) – No objection.

- 7.8 Health and Safety Executive (12.11.2020) – No objection.
- 7.9 Merseyside Environmental Advisory Service (22.01.2021, 27.05.2021, 02.07.2021, 03.08.2021) – No objection.
- 7.10 Environment Agency (04.11.2020, 04.01.2021, 22.01.2021, 04.06.2021, 13.07.2021) - No objection.

8.0 OTHER REPRESENTATIONS

- 8.1 Representations have been received, the main grounds of objection can be summarised as:

Inappropriate access from Firwood Road.
Services to existing residents have not been considered.
Viability should be challenged.
Old Engine Lane is not suitable for vehicles.
A clear pedestrian route along Old Engine Lane is required.
Anti-social behaviour on Old Engine Lane should be controlled.
Hedgerow on Old Engine Lane should remain.
Impact on residential amenity of existing residents.
Drainage does not consider existing properties.
No details of the treatment to Old Engine Lane included in the application.
Inadequate mining information.
Cycle path onto Slate Lane is unsuitable.
Construction traffic should be properly routed.
Slate Lane is for private use only and should be signposted as such.
Increased risk of flooding.
Reduction in biodiversity.
More trees should be planted on site.
Inadequate car parking.
Impact on occupiers of the development from noise from XL Business Park should be considered.

- 8.2 South Lathom Residents Association (02.11.2020, 13.11.2020, 11.06.2021)

Highway issues remain.
Electricity substation and pumping station is not shown on the plan.
Cyclist access should be provided from the site onto the path approved as part of the XL Business Park Plot B approval.
Conditions relating to coal mining legacy are not met.
Drainage does not consider existing properties.
Water supply to existing properties should be maintained.
Impact on the residential amenity of occupiers of Brookdale.
There is an error on the Accommodation Schedule in respect of the Oakmere apartments.
What provisions are included for elderly accommodation?
Viability should be independently assessed.
Do the Highway Authority accept garages as parking spaces?
Private road maintenance.
Ownership and management of the swales/ecological corridor/Suds pond.
Plan titles use the incorrect/inconsistent road and area names.
Impact on rural character.
Plans for Old Engine Lane are unclear.
The Environment Agency objection has not been addressed.
Inadequate information included in the submission.

8.3 Lathom South Parish Council (13.11.2021, 07.06.2021)

The application omits detail, for example location of mine shafts and substations. There is insufficient detail to allow meaningful comment.

The developer should consider providing a cycle path from Slate Lane to XL Business Park.

The suds pond does not appear to be part of the more recent plans.

Lack of public open space.

Loss of trees.

Lack of detail in respect of the freshwater pipeline, foul water drainage and electricity supply to existing houses, and incidental land shown on the layout plan.

Cars may park on the Firwood Road frontage.

An attenuation pond should not be counted as public open space.

9.0 **SUPPORTING INFORMATION**

9.1 Aborigicultural Impact Assessment and Method Statement

Structural Calculations, Proposed Mine Shaft Cap

Drilling and Grouting Specification

Design Justification Statement

Geo-environmental Investigation Report

Planning Statement

Residential Viability Report

Viability Assessment

Utilities Statement

Waste Management Plan

Flood Risk Assessment and Drainage Strategy

Bird and Bat Box Provision Details

10.0 **RELEVANT PLANNING POLICIES**

10.1 The National Planning Policy Framework (NPPF) and the West Lancashire Local Plan 2012-2027 DPD provide the policy framework against which the development proposals will be assessed.

10.2 The site is located within the Regional Town of Skelmersdale as designated in the West Lancashire Local Plan 2012-2027 DPD.

National Planning Policy Framework (NPPF)

Building a strong, competitive economy

Delivering a sufficient supply of homes

Promoting sustainable transport

Promoting healthy and safe communities

Achieving well-designed places

Meeting the challenge of climate change, flooding and coastal change

Conserving and enhancing the natural environment

Conserving and enhancing the historic environment

West Lancashire Local Plan 2012-2027 DPD

SP1 – A Sustainable Development Framework for West Lancashire

GN1 – Settlement Boundaries

GN3 - Criteria for Sustainable Development

RS1 – Residential Development
RS2 – Affordable and Specialist Housing
IF2 – Enhancing Sustainable Transport Choice
IF3 – Service Accessibility and Infrastructure for Growth
IF4 – Developer Contributions
EN1 – Low Carbon Development and Energy Infrastructure
EN2 – Preserving and Enhancing West Lancashire’s Natural Environment
EN3 – Provision of Green Infrastructure and Open Recreation Space
EN4 – Preserving and Enhancing West Lancashire’s Cultural and Heritage Assets

Development Brief – Firswood Road (August 2014)

Supplementary Planning Document – Design Guide (January 2008)

Supplementary Planning Document – Provision of Open Space in New Residential Developments (July 2014)

11.0 OBSERVATIONS OF CORPORATE DIRECTOR OF PLACE AND COMMUNITY

Principle of Development

- 11.1 The NPPF supports growth of areas to supply new homes in sustainable locations. Policy SP1 of the Local Plan reiterates this approach and it is considered that the proposed residential development of this site complies with Policy RS1 in the Local Plan as it is an allocated housing site. This policy supports a development which provides up to 400 units on the whole Firswood Road site. The Development Brief for the site sets out a vision and key principles for its development; these include to develop the land in such a way as to complement the existing residential areas and to diversify the choice and range of housing to meet local needs, whilst helping to create a linear park to provide multifunctional recreation spaces. The principle of a residential development on the site has already been established through the approval of outline planning permission under planning reference 2019/0069/OUT, which approved access with all other matters reserved for future consideration. There have been no significant policy changes since the grant of this permission which may have affected this decision, therefore I am satisfied that the principle of development remains compliant with the aims and objectives of the NPPF and Policies SP1 and RS1 of the Local Plan.

Planning Obligations, Affordable Housing and Public Open Space

- 11.2 The requirement for affordable homes and provision of homes suitable for the elderly originates from policies RS1 and RS2 of the Local Plan. The Development Brief requires 30% of the units within developments on the Firswood Road site to be affordable and 20% to be suitable for elderly residents. The outline planning permission granted for this site is the subject of a s106 legal agreement requiring the developer to secure the terms and conditions of any affordable housing on site, provision of 20% of the units of accommodation suitable for the elderly, the terms and conditions of any on-site public open space and a financial contribution towards the Linear Park. Contributions detailed in the legal agreement are subject to viability.
- 11.3 The original application submission made no provision for affordable homes on site, did not include accommodation suitable for the elderly, and proposed no contribution towards the Linear Park. This was supported by viability information submitted with the application. Given this shortfall which is clearly in conflict with Local Plan Policy RS2 and EN3 the Council instructed an independent assessment of the applicant's viability information by Keppie Massie.

- 11.4 Keppie Massie concluded that the proposed scheme would not be able to support a fully policy compliant scheme which would include 30% affordable dwellings and a contribution of £166,920 towards the Linear Park. Keppie Massie went on to prepare a financial appraisal which included a £24,107 contribution towards the Linear Park and provision of up to 19 affordable dwellings (a mix of affordable rented and intermediate dwellings) which they consider would be a viable form of development on the site. However, in their assessment Keppie Massie have advised that the provision of affordable housing, and other contributions is sensitive to construction cost changes, and medium or longer term impacts that the global pandemic may have on market demand, property market activity and values, consequently less certainty, and a higher degree of caution should be attached to the conclusions reached by Keppie Massie's assessment of viability than would normally be the case.
- 11.5 The Council has carefully considered the position and discussed the matter with the applicant. The applicants have advised that to maintain a viable development and help deliver the Council's Linear Park ambitions, they would be prepared to offer £168,000 towards the Linear Park with 11 affordable housing units on site (7 units for social rent and 4 shared ownership units) and 5 units which would be compliant with part M4(2) of Building Regulations with the structure designed to ensure minimal work is required in any future adaptation that may be necessary. Given the Council's commitment to the Linear Park which has been carried forward from the previous Local Plan, and the fact that the offer from Wainhomes would provide a substantial contribution towards its delivery along with a proportion of affordable dwellings and units which would be part M4(2) compliant, I consider that on balance and taking into account the market uncertainty highlighted by Keppie Massie, I am satisfied that the proposal put forward by Wainhomes is acceptable.
- 11.6 In terms of on-site open space, it is proposed to include an on-site trim trail and I consider that this provision along with the contribution towards the Linear Park is acceptable and meets the requirements of Policy EN3 of the Local Plan.
- 11.7 I am satisfied that the requirements relating to planning obligations and contributions on the site are being satisfactorily met, in accordance with Policy RS2 and EN3 of the Local Plan.

Design, Layout and Scale

- 11.8 Policy GN3 of the Local Plan together with the Council's SPD Design Guide states that new development should be of a scale, mass and built form which responds to the characteristics of the site and its surroundings. Care should be taken to ensure that buildings do not disrupt the visual amenities of the street scene because of their height, scale or roofline.
- 11.9 There would be a road leading through the estate with smaller cul-de-sacs coming off this spine road. The residential units would be two storey in height and a mix of detached and semi-detached, which would be appropriate and in keeping with the surrounding area. The layout has been designed to ensure that there would be dwellings fronting onto Firswood Road behind a landscaped buffer area. This ensures an active frontage onto Firswood Road whilst providing a buffer strip to the Green Belt land which lies beyond. There would be an attenuation basin running alongside Slate Brook to the east of the site. Public open space, including a trim trail, would be located to the west of the site and this area would have dwellings facing onto it to ensure a degree of passive surveillance.
- 11.10 All properties have off road parking with a mix of frontage and side driveway parking, I am satisfied that there would not be an overdominance of hardstanding within the development site. The dwellings have adequate sized private rear gardens, there are a

few that fall short of the 10m garden depth advocated in the Design SPD but where this occurs the gardens are wide enough to compensate for this and I am satisfied that in these cases there would not be a reduced level of amenity through overlooking.

- 11.11 The dwellings themselves would be constructed from brick which is reflective of the local area. There are a variety of styles of house types in the locality and as such I consider that the proposed dwellings would be acceptable. I am satisfied that the resulting layout is acceptable and would not appear incongruous within its surroundings or detrimentally affect the Firwood Road, Slate Lane or Old Engine Lane street scenes. The proposal is therefore in accordance with Policy GN3 of the WLLP.

Residential Amenity

- 11.12 In terms of residential amenity, Policy GN3 of the Local Plan advises that new development should retain or create reasonable levels of privacy, amenity and sufficient garden/outdoor space for occupiers of the proposed and neighbouring properties. Each dwelling would have its own private garden, some of these fall short of the 10m garden depth advocated in the Design SPD but as stated previously, where this occurs the gardens are sufficiently wide to ensure that a reasonable level of amenity would be provided, in accordance with Policy GN3 of the Local Plan.
- 11.13 Concern has been raised that the proposed residential development does not take into account the relationship with approved commercial development to the east (known as Plot 110) which has obtained outline and reserved matters approval (the layout agreed under appeal ref: APP/P2365/A/06/2018021). This approval includes a condition which stipulates that the level of noise emitted from the distribution centre shall not exceed 45dB at any time, within 1m of the façade of any of the nearby existing residential properties except where pre-development LAeq1h background noise levels already exceed 47dB(A) in which case the level of noise emitted from the premises at more than 1 metre from the façade of any of the nearby existing residential properties may exceed 45dB but shall not give rise to an increase in the predevelopment ambient noise level of more than 2dB. This condition was included in the planning appeal decision and was considered to be appropriate for the protection of residents living in existing dwellings in proximity to the site of the proposed commercial development, i.e. dwellings without the benefit of acoustic glazing, ventilation or barriers.
- 11.14 In light of this concern the applicant has submitted a Noise Assessment, which is by necessity based on noise predictions due to the fact that neither development currently exists. The Assessment concludes that if noise levels from the distribution centre are expected to meet the limits detailed in the planning consent condition at the existing dwellings, then the corresponding noise levels on the Wainhomes site could be marginally higher on the front facades of the nearest properties, i.e. marginally in excess of 45 LAeq,1hr if adequate mitigation was built in to these dwellings. The limit set by the planning condition on the appeal decision for the distribution centre was based on the nearest existing dwellings not having any means of noise control, for example thermal glazing. The Assessment provided as part of this current application recommends that houses on plots 43 to 48 inclusive, plus plots 54 and 55 incorporate thermal glazing and appropriate ventilation, and a 2.5m acoustic fence be provided along the northern boundary of plots 54 and 55, extending along the eastern boundary of plot 54. The Council's Environmental Protection Officer has reviewed the Assessment and considered the proposed noise mitigation measures and is satisfied that they are acceptable and would sufficiently protect the amenities of residents of the proposed dwellings. The mitigation measures will be secured by condition.

- 11.15 In terms of potential impact on existing residents, there are existing dwellings which border the site on Firswood Road, Slate Lane and Old Engine Lane, and I consider that the separation distances provided, meet the standards in the Council's SPD Design Guide and are sufficient to ensure that there would be no undue impact from overlooking, overshadowing or creation of poor outlook in accordance with Policy GN3 of the Local Plan.
- 11.16 I am satisfied that the proposed development would offer an acceptable standard of amenity to occupiers of the new dwellings and would not give rise to unacceptable impact on the amenities of existing residents. The proposed development complies with Policy GN3 in terms of impact on residential amenity.

Landscaping and Biodiversity

- 11.17 Biodiversity was considered as part of the outline planning consent, and several conditions relating to ecology and biodiversity were imposed at this stage. The application has been amended since its original submission, MEAS have reviewed the amended submission and confirmed that the proposed landscaping is acceptable and compensates for woodland lost on the site, they are also satisfied with the details submitted in respect of bat and bird boxes and fencing details. The ecological conditions imposed on the outline approval are still relevant, it is also considered necessary to impose a condition requiring inspection of Slate Brook for water vole prior to development.
- 11.18 I am satisfied that the proposed development would be acceptable in ecological terms in accordance with Policy EN2 of the Local Plan.

Highways

- 11.19 Policy GN3 of the Local Plan states that suitable and safe access, road layout, design and adequate parking provision are required in new developments. Policy IF2 details parking standards required for residential developments.
- 11.20 In approving the outline planning permission, which included details of access, the Highway Authority has accepted that the local road network is capable of accommodating further vehicular movements, and this matter does not form part of the consideration for this reserved matters application. In terms of off street parking, the Local Plan sets out parking standards for residential developments. The majority of the proposed plots meet the required standards, however the integral garages on the proposed house types Shakespeare (10 dwellings), Nelson (8 dwellings) and Newton (11 dwellings) do not conform to the recommended minimum 3mx 6m internal size.
- 11.21 Garages are seen as not only necessary to accommodate a car but also to provide space for the storage of other equipment including bicycles. The garages shown in the proposed layout would be of a sufficient size to accommodate a car and in order to address the issue of reduced storage for other items each of the plots that feature the above house types will also have a separate storage shed provided within each plot curtilage, which will facilitate the storage of equipment that might otherwise commonly be found in garages as well. This approach has been considered acceptable by the Highway Authority on other schemes. I am satisfied that this approach is reasonable and that the layout provides sufficient off-street car parking in accordance with Policy IF2 of the Local Plan. A condition requiring details of the future management and maintenance of the streets is imposed on the outline planning consent.
- 11.22 The outline consent included provision for off site highway works, including a 30mph gateway feature on Firswood Road, new footways and pedestrian refuge island on

Neverstitch Road, and street lighting on Old Engine Lane between Neverstitch Road and the pedestrian site access to Old Engine Lane. As part of the outline approval these off-site highway works have to be implemented prior to occupation of the dwellings. The proposed layout which forms part of this application includes pedestrian access from the site onto Old Engine Lane and also from the north of the site onto Slate Lane. I am satisfied that the connections through the site to the surrounding area are acceptable and provide suitable linkages by sustainable means to the wider area.

- 11.23 I am satisfied that the proposed development will be acceptable in terms of highway safety and that adequate off-road parking would be provided on the site. The application incorporates measures which when delivered would significantly improve pedestrian/cycle connectivity to integrate the site into its surroundings and encourage the use of sustainable modes of transport in accordance with Policies GN3 and IF2 of the Local Plan.

Drainage

- 11.24 As required by a condition attached to the outline planning approval the application has been accompanied by a Flood Risk Assessment and Drainage Strategy (FRA).

With respect to the surface water drainage, the FRA proposes underground attenuation in the form of oversized pipes with flow controls together with an open SUDs basin to limit flows. The Lead Local Flood Authority have reviewed the FRA and are satisfied that the proposals in respect of surface water drainage are acceptable.

- 11.25 I am satisfied that the FRA has demonstrated that the development has a low probability of suffering from flooding and will not increase the probability of flood risk in the area in accordance with Policy GN3 of the Local Plan.

Conclusion

- 11.26 This application is for approval of reserved matters for a residential development of 130 dwellings. The principle of allowing a residential development has been established on the site by the granting of outline consent; details of access were also agreed at outline stage. Following negotiation I consider that a satisfactory amount of affordable dwellings and contribution towards the Linear Park would be provided. I am satisfied that the scheme is acceptable in terms of layout, appearance, and design. The proposed development would allow for the provision and retention of reasonable levels of amenity for the occupants of future and neighbouring properties and would not be detrimental to highway safety. Adequate drainage would be provided for the site and biodiversity would not be impacted to an unacceptable degree. I consider that the development is compliant with the relevant policies in the NPPF and Local Plan.

12.0 RECOMMENDATION

- 12.1 That reserved matters be APPROVED subject to the following conditions:

Conditions

1. The development hereby approved shall be carried out in accordance with details shown on the following plans:
Plan reference:
Location Plan - WH.FR.LP.01 Rev B, received by the Local Planning Authority on 07/10/2020.
Plan reference:
Detailed site layout plan ref: WH/FR/DSL/RM/01 Rev. O

Boundary treatment plan ref: WH/FR/BTP/01 Rev A
Hard landscaping plan ref: WH/FR/HLP/01 Rev A
received by the Local Planning Authority on 26/08/2021.

Plan reference:

House Type: Trevithick - 3.205CB/P/BU/L10/300 Rev A

House Type: Brahms - R24LH/P/R/L10/300

House Type: Ellington - R35LH/P/R/L10/300

House Type: Brunswick - 3.113SACB/P/BU/L10/300 Rev A

House Type: Holbrooke - G/R46LH/P/R/L10/300

House Type: Wren - 4.404CB/P/S/L10 300

House Type: Wrenbury - 4.404DACB/P/BU/L10 300

House Type: Newton - 4.201/P/BU/L10/300 Rev A

House Type: Haversham - 4.342/P/BU/L10/300 Rev B

House Type: Shakespeare - 4.341/P/BU/L10/300 Rev A

House Type: Priestley - 4.341/P/BU/L10/300

House Type: Oakmere (New) Apartments 1 of 2 - 2.346HL/P/BU/L10

House Type: Oakmere (New) Apartments 2 of 2 - 2.346HL/P/BU/L10

House Type: Hatherleigh & Bay 4B6P - 4.342SAB/P/BU/L10/300 Rev B

House Type: Jenner 3B4P - 4.209CB/P/BU/L10/300 Rev A

House Type: Stephenson - 4.203/P/BU/L10/300 Rev B

received by the Local Planning Authority on 28/04/2021.

Plan reference:

Screen Wall Drawing - FD001

Boundary Details - FD002 and FD003

Feather Edged Fence Drawing - FD-004 Rev P1

Received by the Local Planning Authority on 07.10.2020.

Plan reference:

Landscape Masterplan - 5897.08 Rev F

Landscape Proposals Sheet 1 - 5897.03 Rev F

Landscape Proposals Sheet 2 - 5897.04 Rev F

Landscape Proposals Sheet 3 - 5897.05 Rev F

Landscape Proposals Sheet 4 - 5897.06 Rev F

Landscape Proposals Sheet 5 - 5897.07 Rev F

Received by the Local Planning Authority on 27.07.2021.

Plan reference:

Cycle store plan ref: 9000

received by the Local Planning Authority on 20.08.2021.

Plan reference:

Street Scene and Site Section - WH.FR.SS.01 - Rev A

received by the Local Planning Authority on 09.07.2021.

Plan reference:

Large single garage side to side - LSG/SE/1.4/B

Large single garage front to rear - LSG/SE/1.3/B

received by the Local Planning Authority on 05.07.2021.

Reason: For the avoidance of doubt and to ensure compliance with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012-2027 Development Plan Document.

2. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the Flood Risk Assessment and Drainage Strategy (October 2020, Ref: 30357/SRG, Ironside Farrar Limited). The measures shall be fully implemented prior to first occupation of any dwelling and in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority in consultation with the lead local flood authority.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

3. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the local planning authority.

The detailed sustainable drainage strategy shall be based upon the site-specific flood risk assessment submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and no surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

Those details shall include, as a minimum:

- a) Sustainable drainage calculations for peak flow control and volume control (1 in 1, 1 in 30 and 1 in 100 + 40% climate change), with allowance for urban creep.
- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i. Plan identifying areas contributing to the drainage network, including surface water flows from outside the curtilage as necessary;
 - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions, design levels;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv. Flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each plot to confirm minimum 150mm+ difference for FFL.
- c) Measures taken to manage the quality of the surface water runoff to prevent pollution, protects groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;
- d) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with industry guidance.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

4. 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.

Those details shall include for each phase, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged, they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.
- b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The development shall be constructed in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere and to ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

5. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report and Operation and Maintenance Plan for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority.
The Verification Report must demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations), and contain information and evidence (including photographs) of details and locations (including national grid reference) of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of a final 'operation and maintenance manual' for the sustainable drainage scheme as constructed.
Details of appropriate operational, maintenance and access requirements for each sustainable drainage component are to be provided, with reference to published guidance, through an appropriate Operation and Maintenance Plan for the lifetime of the development as constructed. This shall include arrangements for adoption by an appropriate public body or statutory undertaker, and/or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.
Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of Paragraph 165 of the National Planning Policy Framework.
6. Prior to commencement of development an inspection of Slate Brook for water voles shall be carried out by a suitably experienced ecologist, and the results and any required mitigation submitted to and approved in writing by the Local Planning Authority.
The development shall be carried out in accordance with the approved details.
Reason: To safeguard a protected species and so ensure that the development complies with the provisions of Policy EN2 in the West Lancashire Local Plan 2012-2027 Development Plan Document.
7. The development shall not proceed except in accordance with the noise assessment prepared by Martec Environmental Consultants Limited dated 3rd July 2021.
All approved control measures shall be implemented prior to first occupation of the dwellings and shall be retained as such thereafter.
Reason: To safeguard local residents from noise and disturbance, and to comply with Policy GN3 in the West Lancashire Local Plan 2012-2027 Development Plan Document.
8. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved 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 users of the highway and the visual amenities of the locality.
9. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be

constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

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.

Notes

1. Your attention is drawn to the fact that the Conditions that were imposed on the Outline planning permission for this development still apply and must be complied with in the implementation of this approval.

Reason for Approval

1. The Local Planning Authority has considered the proposed development in the context of the Development Plan including, in particular, the following Policy/Policies in the adopted West Lancashire Local Plan 2012-2027 Development Plan Document:

SP1 - A Sustainable Development Framework for West Lancashire

GN1 - Settlement Boundaries

GN3 - Criteria for Sustainable Development

RS1 - Residential Development

RS2 - Affordable and Specialist Housing

IF2 - Enhancing Sustainable Transport Choice

IF3 - Service Accessibility and Infrastructure for Growth

IF4 - Developer Contributions

EN1 - Low Carbon Development and Energy Infrastructure

EN2 - Preserving and Enhancing West Lancashire's Natural Environment

EN3 - Provision of Green Infrastructure and Open Recreation Space

EN4 - Preserving and Enhancing West Lancashire's Cultural and Heritage Assets

together with Supplementary Planning Guidance and all relevant material considerations. The Local Planning Authority considers that the proposal complies with the relevant Policy criteria and is acceptable in the context of all relevant material considerations as set out in the Officer's Report. This report can be viewed or a copy provided on request to the Local Planning Authority.