Wyre Council Local Plan Examination

Hearing Session 11

Matter 8: Allocations: Great Eccleston and Over Wyre including, Stalmine, Hambleton and Pilling

Hearing Session Date: 23rd May 2018

Submission on behalf of Wainhomes

1. This submission is made for and on behalf of Wainhomes concerning Hearing Session 11, Matter 8. The submission is made with respect to the Examination in Public (EiP) Inspector’s Matters, Issues and Questions (April 2018) and supplements the representations lodged with Wyre Council on the Local Plan, Publication Stage (September 2017). The two should be read together.

Issue 1: Identification of Sites

1.1: Is the approach within the Strategic Housing Land Availability Assessment (SHLAA) to assessing the suitability and screening of sites in the settlements robust?

2. It is considered the Council’s assessment of site’s in Stalmine has not been robust and it is unclear on what basis the Council has proposed the allocation of SHLAA site STA_15 (Moor Ends, Stricklands Lane) and part of site STA_16 (South West Stalmine) over the alternative site STA_20 (Carr End Lane).

3. The SHLAA assessed all three of these sites and considered them to all be suitable and available with STA_20 determined to have capacity to deliver a comparable number of dwellings to STA_15 and part of STA_16 combined.

4. In terms of the current position in respect of site STA_15 it is understood that it is currently being marketed by Richard Turner and Son and has been on the market for some time. The current position with STA_16 is unknown but it is landlocked, on the basis of the allocation, and is reliant on STA_15 coming
forward. De Pol Associates is unaware of any developer connected with either of these sites, which form the southern part of the Stalmine allocation.

5. In relation to site STA_20 there has been considerable progress in the delivery of this site. An outline application for the development of the site for 65 dwellings has been submitted to Wyre Council and was validated on 24 January under reference 18/00075/OUTMAJ. This application has been subject to statutory consultee consideration and responses have been made. Responses received from County Highways, Wyre Drainage Engineer, United Utilities and Environmental Health have raised no objections to the application subject to conditions. A copy of the indicative plan submitted with the application is included in Appendix 1 of this document. A copy of the consultee responses received in respect of the application are included in Appendix 2.

6. The Site Allocations Background Paper January 2018 update (ED012a) identifies that the Council considers Site STA_15 to be sequentially preferable to STA_20 because it is accessible from the A588 with an opportunity for access from the adjacent approved site STA_05. However, Wainhomes owns STA_05 and has an option on STA_20. The submitted planning application for Site STA_20 proposes access from the A588 via a connection with Site STA_05 and a second access from Carr End Lane as identified in the indicative plan in Appendix 1. County Highways raise no objection to these proposed access arrangements.

7. The Council’s suggestion that site STA_15 is sequentially preferable to Site STA_20 is not considered reasonable and cannot be substantiated in the setting of Highway Officer comments in respect of the current application for site STA_20 (Appendix 2). In addition, the Council Site Allocations Background Paper January 2018 update (ED012a) on page 78 identifies that site STA_16, which forms part of the proposed allocation, has a direct access onto the A588. However, the allocation as proposed, does not include for direct access from the A588 with a gap incorporated between the site and the road.

8. Site STA_20 is located immediately adjacent to the southern edge of the existing settlement and is closer to the centre of the village and Stalmine’s amenities than either STA_15 or STA_16. Given that acceptable access can be secured to STA_20 both off Carr End Lane and A588 Stricklands Lane (through the immediately adjacent approved site) any sequential preference on
this basis is no longer considered to exist. Accordingly site STA_20 should be considered preferable as a more sustainable site with a greater likelihood of delivery.

9. The Council's approach to site assessment through the SHLAA is not considered to be robust with an apparent inconsistent approach to the application of assessment parameters.

10. The SHLAA identifies that sites which are detached or in an isolated position would be discounted in the first sieve (SHLAA 2017, page 10). In respect of Stalmine, Site STA_15 is separated from the settlement by Site STA_05 and STA_16 is separated from Stalmine by both Sites STA_05 and STA_15. Despite this clear separation neither site was considered to be isolated or detached in the SHLAA assessment. Site STA_20 by contrast is immediately adjacent to the southern edge of Stalmine. The relationships of the sites to Stalmine can clearly be seen in the Map 1 below.

Map 1: Stalmine SHLAA Map Extract

11. In applying the isolation and detachment criteria the Council has been inconsistent in its approach. Site BOW_11 in Bowgreave was sieved out at the first stage because it was in a “detached or isolated location” (SHLAA 2017, page 23). Map 2 below identifies site BOW_11’s location in respect of wider
Bowgreave. This directly contrasts with the approach taken with regard to the sites at Stalmine.

Map 2: Bowgreave SHLAA Map Extract

12. It is considered that the site at STA_16 is more detached from Stalmine than site BOW_11 is from Bowgreave and that site STA_15 is comparable when the permitted site STA_05 is discounted. It is considered that, at the very least, site STA_16 should have been sieved out during the SHLAA process for the same reasons as site BOW_11.

13. Page 11 of the 2017 SHLAA states that whether a site is detached from the settlement so as to require exclusion from further assessment is a matter of planning judgement. However this judgement needs to be sound, reasonable and justified. In assessing larger sites and their detachment or isolation from the settlement landownership must be a key consideration. Sites STA_16 and STA_15 are detached from Stalmine and separated from it by third party ownership, this can only support the position that the sites are detached from Stalmine and, at the very least, STA_16 should have been discarded at sieve 2 and not considered for residential allocation in the Publication Version Local Plan.
3. South Stalmine

3.1 Can development of the allocation be mitigated so that it would not lead to severe Transport/Highways and flooding impacts?

14. Representations previously submitted by De Pol Associates to the Publication Version Local Plan incorporated Highways Representations at Appendix 1 prepared by WYG. WYG reviewed the Highways Authority's report “implications for housing developments within the proposed Wyre Local Plan” and, in the setting of that review, considered that the development of site STA_20 would not have any noticeable impact on key junctions identified in the Highways Report. In addition to this the Highways response to the current application for 65 dwellings, as included in Appendix 2, states in conclusion that “LCC Highways does not have any objections regarding the proposed 65 dwellings and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site”. The response makes no reference to the proposed Stalmine allocation or any concerns in this regard. On this basis it is considered that both site STA_20 and the allocation could come forward without a severe Highways impact.

15. In respect of flooding it is unknown as to the potential flooding impacts associated with sites STA_15 and STA_16 beyond the sites being located in Flood Zone 1. A site-specific FRA has been prepared in respect of site STA_20 which confirms that the site can be developed without negative impact. This has been reviewed by the Council’s drainage engineer and he has raised no objection to the current application, as included in Appendix 2.
Wyre Borough Council  
Planning and Building Control  
Civic Centre,  
Breck Road,  
Poulton-le-Fylde,  
Lancashire,  
FY6 7PU

Phone: 0300 123 6780  
Email: lhscustomerservice@lancashire.gov.uk

Your ref:  
Our ref: LHS/CS/02/18/00075/OUTMAJ  
Date: 10th April 2018

For the attention of Michael Carr.

| Proposal: | Outline application for the erection of 65 dwellings with access applied for off Carr End Lane (all other matters reserved) |
| Location: | Land East Of Carr End Lane Stalmine Poulton-le-Fylde Lancashire |
| Grid Ref: | 337350 - 445019 |

With regard to your letter dated the 24th January 2018.

Following recent conversations with the applicants Transport Consultants WYG. (LCC) Highways does not have any objections regarding the proposed 65 dwellings and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

**Introduction**

The site was visited on the 19th March 2018

A Transport Statement (TS) has been produced by WYG Transport in support of this current planning application and assumes the quantum of development to be 65 dwellings. The following comments are therefore based on the development being up to 65 dwellings. The site is currently undeveloped agriculture land with a field gate access onto Carr End Lane.

(LCC) Highways are aware that this application will provide a new access onto Carr End Lane and also join up with the new access road for planning application 14/00226/OUTMAJ which will allow direct access onto the A588 without using Carr End Lane. The linking of the sites will aid with sustainable transport links to access the local school and the bus stops on the A588. Planning application 14/00226/OUTMAJ and this site are being provided by the same developer and as such rights of way through the site should not be an issue.

The site will be accessed via a new priority access on to Carr End Lane. Carr End Lane is classified as the C402 road and is categorised as a secondary distributor road with a speed limit of 20mph fronting the site access.

From or mapping system "Mapzone", the proposed development does not affect any public rights of way.
Highway Capacity

TRICS is the national standard system used to predict trip generation and analysis of various types of development. The TRICS report within the WYG Transport Statement has been checked and is considered acceptable for this site.

Using the TRICS report within the WYG Transport Statement for 65 dwellings, the site will generate an estimated peak flow of 40 two-way vehicle movements between 8am and 9pm and 39 two-way vehicle movements between 5pm and 6pm.

The National Planning Policy Framework states in paragraph 32 “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. (LCC) Highways are of the opinion that the proposed 65 dwellings will not have a severe impact on highway capacity in the immediate vicinity of the site.

Highway Safety

The Lancashire County Councils five year data base for Personal Injury Accident (PIA), was checked on the 26th March 2018. The data indicates there has not been any reported incidents near the access to the new development on Carr End Lane.

The data base for Personal Injury Accident (PIA) indicates there has been 16 reported incidents along the A588 from Hambleton to the site access approved by planning application 14/00226. The existing highway network is therefore considered to have a poor accident record and indicates there is an underlying issue regarding highway safety which the proposed development would exacerbate. The A588 was identified by the Road Safety Foundation as one of England’s 50 roads with the highest risk of fatal and serious collisions as such LCC have recently made a bid to the Department for Transport to fund road safety improvements along its length from Lancaster to Skippool.

The strategic case for the bid submitted in 2017 is to fund schemes, which aims to address the high proportion of collisions where loss of control or excessive speeds were identified as contributory factors and improvement to aid pedestrian and cyclists. These collisions mainly occurred through the rural sections of the route. Within the urban area measures proposed will help reduce collisions involving vulnerable road users with the introduction of shared use footways and new or upgraded crossing facilities. While a bid has been submitted to the Department of Transport, this does not provide any assurances that funding will be made available for the improvements and any short fall in funding would need to be found from different sources.

The assessment of this road was carried out by the Road Safety Foundation and reinforces (LCC) Highways concerns regarding the impact of new developments along this route.

(LCC) Highways recommends a section 106 contribution of £100,000 to support the A588 Road safety Bid and to contribute towards the highway improvement scheme and public transport facilities between the junction with Moss side Lane, Stalmine to the junction with Sandy Lane, Hambleton.
(LCC) Highways are of the opinion that the shown sight lines of 2.4x49m in both directions onto Carr End Lane are to the recommendations within Manual for Streets. The sight lines are fully achievable over land within the applicants control and the existing adopted highway. With this said the sight line splays will require the hedge within the sight line, to be either removed or to have a maximum height of 1.0m above the height at the centre line of the adjacent carriageway. The sight line requirement to the north of the site will be protected with the provision of the proposed 2m wide footway. The sight line requirement to the south of the new access will require works to the existing hedge to provide the shown sight lines and long term future maintenance to keep the sight lines clear.

It is understood the planning department will have issues regarding the enforcement of the future maintenance of hedges and planting within the sight lines and as such further discussions and agreement with the planning department will be required regarding the future maintenance / removal / relocation of the planting within the sight lines etc.

(LCC) Highways are of the opinion that the proposed geometry of the site access is to prescribed design standards for this size of development for all highway users. Drawing A105751-P001 rev C "Proposed Site Access and Highway improvements" now indicates the recommended new street lighting system from lighting column F2 near the access to "Ash Lea House and to continue to the change in speed limit at the southern boundary of the site.

(LCC) highways fully supports the proposed 2m footpath from the proposed site access to the path leading to Lynwood Drive. The shown carriageway narrowing at this point will also work as a traffic calming feature, reducing speeds of vehicles entering the village and passing the proposed new site access.

The National Planning Policy Framework states in paragraph 32 "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe" and "safe and suitable access to the site can be achieved for all people".

(LCC) Highways are of the opinion that the development will not have a severe impact on highway safety in the immediate vicinity of the site and a safe site access has been provided for all highway users.

The new site access, and associated off-site works for carriageway widening, new footpath, street lighting etc. will need to be constructed under a section 278 agreement of the 1980 Highways Act. 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 is advised to contact the Community Services before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for 278 agreement.

Sustainable Travel
(LCC) highways fully supports the proposed 2m footpath from the proposed site access to the path leading to Lynwood Drive, with isolated road narrowing. As well as providing safe sustainable travel links to the village, the shown carriageway narrowing at this point will also work as a traffic calming feature, reducing speeds of vehicles entering the village and passing the proposed new site access.

Drawing A105751-P001 rev C "Proposed Site Access and Highway improvements" now indicates the recommended new street lighting system from lighting column F2 near the access to "Ash Lea House and to continue to the change in speed limit at the southern boundary of the site.

The National Planning Policy Framework states in paragraph 32 "improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development" and "safe and suitable access to the site can be achieved for all people".

The National Planning Policy Framework states in paragraph 29 "The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".

(LCC) Highways are of the opinion that a safe and sustainable travel provision is being proposed and as such the proposed development meets the requirements of the National Planning Policy Framework.

**Sustainable Transport**

Section 106 contributions have been secured as part of planning application 14/00226/OUTMAJ to enhance the existing bus services through the village and as such additional contributions are not being sought for this application.

**Section 106 Contributions**

The data base for Personal Injury Accident (PIA) indicates there has been 16 reported incidents along the A588 from Hambleton to the site access approved by planning application 14/00226. The existing highway network is therefore considered to have a poor accident record and indicates there is an underlying issue regarding highway safety which the proposed development would exacerbate. The A588 was identified by the Road Safety Foundation as one of England's 50 roads with the highest risk of fatal and serious collisions as such LCC have recently made a bid to the Department for Transport to fund road safety improvements along its length from Lancaster to Skippool.

The strategic case for the bid submitted in 2017 is to fund schemes, which aims to address the high proportion of collisions where loss of control or excessive speeds were identified as contributory factors and improvement to aid pedestrian and cyclists. These collisions mainly occurred through the rural sections of the route. Within the urban area measures proposed will help reduce collisions involving vulnerable road users with the introduction of shared use footways and new or upgraded crossing facilities. While a bid has been submitted to the Department of Transport, this does
not provide any assurances that funding will be made available for the improvements and any short fall in funding would need to be found from different sources.

The assessment of this road was carried out by the Road Safety Foundation and reinforces (LCC) Highways concerns regarding the impact of new development along the route.

(LCC) Highways recommends a section 106 contribution of £100,000 to support the A588 Road safety Bid and to contribute towards a highway improvement scheme and public transport facilities between the junction with Moss side Lane, Stalmine to the junction with Sandy Lane, Hambleton.

Internal Highway Layout

(LCC) Highways understands the current outline planning application is concerned with the site access and impact on the existing highway infrastructure only. All other highway matters such as the internal highway layout; and car parking etc. are to be determined as part of a future reserved matters application.

To allow early discussions between all parties, to achieve a more seamless planning and future section 38 agreement process (LCC) Highways are offering a pre application service and further advices can be found at www.lancashire.gov.uk/business/business-services/pre-planning-application-advice-service/pre-planning-application-highways-advice-service

Conclusion

(LCC) Highways does not have any objections regarding the proposed 65 dwellings and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

Conditions

(LCC) Highways recommends the following conditions as part of the formal planning decision:

1. No development shall take place until details of a Construction, Management and Maintenance Plan for the highway construction and future maintenance within the site shall be submitted to and approved in writing by the Local Planning Authority, in consultation with (LCC) Highways, and be adhered to throughout the construction period. The Plan shall provide for:
   a) The parking of vehicles of site operatives and visitors;
   b) Loading and unloading of plant and materials used in the construction of the development;
   c) Storage of such plant and materials;
   d) Wheel washing and road sweeping facilities, including details of how, when and where the facilities are to be used.
   e) 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).
f) Routes to be used by vehicles carrying plant and materials to and from the site;
g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.
h) Set out procedures for a pre commencement survey between the developer and (LCC) Highways to determine the condition of Carr End Lane, within 100m of the new site access.
i) Set out procedures for the developer and (LCC) Highways to carry out a similar survey as item "h", every six months from the commencement date of development.
j) Set out procedures for the developer and (LCC) Highways to carry out a final inspection as item "h" within one months of the completion of the last house.
k) Set out procedures for the developer to make good any damage from the original survey as item "h" at each inspection stage and to return the highway to the pre-construction situation as required.
l) Set out the development phases and the standards for the estate streets serving each phase of the development and a time scale for the phases to be completed.
m) Set out the construction details for each phase of the estate streets, together with the phasing and timescales for entering an agreement under section 38 of the highways act 1980 and/or the establishment of a private management and maintenance company.

n) Set out the Management and Maintenance arrangements for each estate streets phase of the development. 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.
o) No dwelling within each set out phase shall be occupied until an agreement under section 38 of the highways act 1980 has been entered and/or a private management and maintenance company has been established for the future maintenance of the estate streets.

Reasons: In the interest of highway safety; to reduce the impact of development on the surrounding highway; to ensure a satisfactory appearance and safety of the highways infrastructure serving the approved development; and safeguarding the visual amenities of the locality.
2. No part of the development shall be commenced the visibility splays measuring 2.4 metres by 49 metres in both to be provided, measured along the centre line of the proposed new road from the continuation of the nearer edge of the existing carriageway of Carr End Lane to the satisfaction of the Local Planning Authority. The land within these splays shall be adopted as part of the adopted highway and constructed as footway: Reasons: To ensure adequate visibility at the street junction or site access in the interest of highway safety in accordance with Quality of Development Policy and Transport Policy in the Local Plan.

3. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. The off-site highway works to include:-
   a) A new street lighting system from lighting column F2 near the access to "Ash Lea House and to continue to the change in speed limit at the southern boundary of the site.
   b) The carriageway widening of Carr End Lane as shown on drawing A105751-P001 rev C "Proposed Site Access and Highway Improvements"
   c) The 2m footpath from the proposed site access to the path leading to Lynwood Drive, with isolated road narrowing

   Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

4. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition "3" has been constructed and completed in accordance with the approved scheme details, without prior agreement from the Local Planning Authority. Reasons: In order that the traffic generated by the new development does not exacerbate unsatisfactory highway conditions in advance of the first occupancy or trading.

If you have any questions please do not hesitate to contact me.

Yours sincerely

Stewart Gailey
Highway Development Control
PLANNING APPLICATION – CONSULTATION

FROM: ENGINEERING SERVICES TO: PLANNING SERVICES

Please ask for: Paul Long Our ref: 18-00075-OUTMAJ
Extension No: 7271 Case Officer: Michael Carr
Email: paul.long@wyre.gov.uk Date: 25/01/2018

Application no: 18/00075/OUTMAJ

Drainage - Reply to Planning Consultation
Land east of Carr End Lane, Stalmine, Poulton-le-Fylde FY6 0QA

NO OBJECTION IN PRINCIPLE:
• Full surface water drainage plans, based on sustainable principles, to be submitted for approval prior to commencement of any works.

NOTE:
• The highway outside the proposed site entrance has been subject to frequent and recent surface water/sewer flooding restricting access/egress to/from the site.

FLOOD RISK:
The Environment Agency defines the site as being in Flood Zone 1 (Low Risk) as set out in the National Planning Policy Guidance. The site is assessed as having less than a 1 in 1,000 annual probability of river or sea flooding (<0.1%). These flood zones refer to the probability of river and sea flooding, ignoring the presence of defences.

All correspondence relating to this application should be directed to planning@wyre.gov.uk – no correspondence will be entered into directly with regard to this application.

Paul Long
Senior Engineer
Application Summary
Application Number: 18/00075/OUTMAJ
Address: Land East Of Carr End Lane Stalmine Poulton-le-Fylde Lancashire
Proposal: Outline application for the erection of 65 dwellings with access applied for off Carr End Lane (all other matters reserved)
Case Officer: Miss Lucy Embry

Consultee Details
Name: Mrs Nicola Clark Environmental Protection
Address: Civic Centre, Breck Road, Poulton-Le-Fylde, Lancashire FY6 7PU
Email: nicola.clark@wyre.gov.uk
On Behalf Of: Environmental Health Amenity

Comments
Dear Lucy,

Thank you for consulting me on the above noted planning application. I would ask that the undernoted planning condition is made:

CONSTRUCTION MANAGEMENT PLAN
No development shall commence (including any demolition works), until a site specific Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan shall include, but not be limited to:

Procedures for maintaining good public relations, including complaint management, public consultation and liaison
Arrangements for liaison with the Councils Environmental Protection Team
The intended hours of work. It should be noted that the standard permitted hours of operation expected in relation to all works and ancillary operations (including deliveries to and removal of plant, equipment, machinery and waste ), which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, are:
Between 08.00 hours and 18:00 hours, Monday to Friday
Between 08.00 hours and 13:00 hours on Saturdays
At no time on Sundays and Bank and Public Holidays
Measures for controlling and monitoring:
Noise and vibration
Dust and air borne pollutants having regard to the location of nearby sensitive receptors and industry best practice
Measures for controlling the use of site lighting whether required for safe working or security purposes
Procedures for emergency deviation of any agreed element within the Plan.

The approved plan shall be strictly adhered to throughout the demolition / construction period, unless otherwise permitted by the Local Planning Authority in writing.

Should you have any questions regarding this matter, please don't hesitate to contact me.

Kind regards,

Nicola
Dear Sir/Madam,

Location: Land East Of Carr End Lane Stalmine Poulton-le-Fylde Lancashire
Proposal: Outline application for the erection of 65 dwellings with access applied for off Carr End Lane (all other matters reserved).

Drainage Conditions

United Utilities will have no objection to the proposed development provided that the following conditions are attached to any approval:

**Condition 1**

*Following our review of Flood Risk Assessment, we can confirm the proposals are acceptable in principle to United Utilities.*

*The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Flood Risk Assessment HYD287_CARR.END.LANE_FRA&DMS Rev: 1.0 Dated 16.01.2018 which was prepared by Betts Hydro. No surface water will be permitted to drain directly or indirectly into the public sewer. Any variation to the discharge of foul shall be agreed in writing by the Local Planning Authority prior to the commencement of the development. 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.*

The applicant can discuss any of the above with Developer Engineer, **Graham Perry**, by email at wastewaterdeveloperservices@uuplc.co.uk.

Management and Maintenance of Sustainable Drainage Systems
Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition. You may find the below a useful example.

**Example condition**

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident’s management company; and

b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

*Reason:* To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Please note, United Utilities cannot provide comment on the design, management and maintenance of an asset that is not in our ownership and therefore should the suggested condition be included in the Decision Notice, we will not be involved in discharging this condition.

**Water Comments**

Our water mains will need extending to serve any development on this site. The applicant, who may be required to pay a capital contribution, will need to sign an Agreement under Sections 41, 42 & 43 of the Water Industry Act 1991.

The level of cover to the water mains and sewers must not be compromised either during or after construction.

A separate metered supply to each unit will be required at the applicant's expense and all internal pipe work must comply with current water supply (water fittings) regulations 1999.
Should this planning application be approved, the applicant should contact United Utilities on 03456 723 723 regarding connection to the water mains or public sewers.

**General comments**

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development. United Utilities offer a fully supported mapping service and we recommend the applicant contact our Property Searches Team on Property.Searches@uuplc.co.uk to obtain maps of the site.

Due to the public sewer transfer, not all sewers are currently shown on the statutory sewer records, if a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

**Supporting information**

United Utilities wishes to draw attention to the following as a means to facilitate sustainable development within the region.

**Site drainage**

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

The comments made in this letter regarding site drainage reflect this approach.

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for adoption and United Utilities’ Asset Standards. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.
Justification for Pre-commencement condition

If a ‘Pre-commencement’ condition has been requested in this correspondence, please consider the following information as justification of this request.

In accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 Part 6, we have been asked to provide written justification for any pre-commencement condition we may have recommended to you in respect of surface water disposal.

The purpose of the planning system is to help achieve sustainable development. This includes securing the most sustainable approach to surface water disposal in accordance with the surface water hierarchy.

It is important to explain that the volume arising from surface water flows can be many times greater than the foul flows from the same development. As a result they have the potential to use up a significant volume of capacity in our infrastructure. If we can avoid and manage surface water flows entering the public sewer, we are able to significantly manage the impact of development on wastewater infrastructure and, in accordance with Paragraph 103 of the NPPF, minimise the risk of flooding. Managing the impact of surface water on wastewater infrastructure is also more sustainable as it reduces the pumping and treatment of unnecessary surface water and retains important capacity for foul flows.

As our powers under the Water Industry Act are limited, it is important to ensure explicit control over the approach to surface water disposal in any planning permission that you may grant.

Our reasoning for recommending this as a pre-commencement condition is further justifiable as drainage is an early activity in the construction process. It is in the interest of all stakeholders to ensure the approach is agreed before development commences.

Further information regarding Developer Services and Planning, can be found on our website at http://www.unitedutilities.com/builders-developers.aspx.

Yours faithfully

David Talbot
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