

Wigan Council

Planning Committee – Summary

19th July 2016

Application No: A/15/81542/OUTMAJ

Location: Land at Langham Road Standish

Development Proposed: Outline application for residential development of up to 80 dwellings and open space seeking approval of access (all other matters reserved)

Applicant: Wainhomes (Developments) Ltd

Agent: Turley

Recommendation:

It is recommended that Committee resolves:

1. That it is minded to grant planning permission subject to the conditions specified below, and to the satisfactory completion of a Section 106 agreement to provide a contribution towards or obligation to achieve the requirements set out below, taking account of the approved Standish Infrastructure Assessment,
 - A financial contribution towards improvements in public transport provision;
 - A financial contribution to off-site highway improvement works, and footpath and cycle links, including The Line;
 - Affordable housing as required in accordance with the 'Affordable Housing' SPD and Core Strategy Policy CP6;
 - A financial contribution towards education facilities;
 - Financial contributions towards community infrastructure provision and open space/recreation;
 - A financial contribution towards monitoring of the travel plan;
 - Phasing arrangements for the provision of the estate road.
2. To delegate authority to the Assistant Director Planning and Transport to issue the decision notice upon satisfactory completion of the agreement within 6 months of the date of Committee i.e. by 19 January 2017. If the agreement is not completed by that date, the application must be referred back to Committee for further consideration.

Representations:

Councillor Debbie Fairhurst has objected to the proposals and requested determination by Planning Committee.

71 letters of objection have been received. The points of objection principally relate to the scale of the development, harmful environmental impacts, inadequate site access, the creation of a vehicle access connecting Langham Road to the estate road, adverse impacts on transport, schools, health, drainage infrastructure, amenity, public rights of way, archaeology and the loss of trees and ecological habitat.

Assessment:

The application relates to 3.75 hectares area of open land. The site is a triangular shape and is bounded by residential properties to the south and south-west.

To the east the site adjoins a former mineral railway line now used as a footpath/bridleway (known locally as 'The Line') which provides access to Standish centre located approximately 800 metres to the south-east. On the opposite side of 'The Line' is a Site of Biological Interest and existing residential development on Foxglove Close.

To the west is open land, also in the control of the applicant, on which approval for 298 dwellings has been granted. Enabling works are currently underway on this site.

The application is for outline approval for residential development, with all detailed matters except access reserved for subsequent approval. A development of up to 80 dwellings is envisaged, with access for up to 64 properties via the adjacent approved development site to the west, and a maximum of 16 properties served from Langham Road. The proposal includes provision for 25% affordable housing. Approximately 1.1 hectares of the site adjacent to 'The Line' and the SBI will be retained free of development as a newt/ecology buffer.

This site is designated as safeguarded land in the Core Strategy and saved UDP. The Core Strategy also designates a broad location for new development at Standish and makes provision for development to come forward in this broad location in advance of the Allocations Plan. The NPPF advises that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. Despite granting planning permission for 1,404 homes in the Standish broad location, the Council currently cannot demonstrate a deliverable five year housing land supply.

As confirmed in recent appeal decisions, the 5 year housing land position renders relevant Core Strategy policies out of date. There is therefore a strong policy presumption in favour of the development at the national level.

In planning terms this site is suitable for housing as a sustainable urban extension to Standish. It is a part of the broad location and is well connected to the existing built-up area of Standish. The site is largely free of constraints, can be accessed, and also provides for an early delivery of housing.

The Standish Infrastructure Assessment (SIA) demonstrates that this is a sustainable location as long as Section 106 contributions are made to enable improvements to be made to local infrastructure. The proposal will deliver 25% affordable housing provision.

Contributions towards off-site highway infrastructure and education facilities will also be secured through the Section 106.

The development will not result in such significant environmental affects which would warrant withholding planning approval. It is considered that the principle of the development is fully compliant with national and local policy.

Wildlife habitat and the neighbouring Site of Biological Importance (SBI) are to be protected with an appropriate buffer zone. Greater Manchester Ecology Unit (GMEU) has raised no objections to the application and considers that satisfactory mitigation and compensation measures for the predicted impacts on wildlife are available and achievable.

The development of this land will integrate into the adjacent development site and surrounding landscape, including the SBI. With good access to community facilities, the local school, and town centre, the scheme represents a sustainable form of residential development and extension to the existing and developing built up area.

Wigan Council

Report to Planning Committee

19th July 2016

Application No: A/15/81542/OUTMAJ

Speaking arrangements:

One speaker against for 4 minutes one speaker in favour for 4 minutes

Applicant: Wainhomes (Developments) Ltd

Agent: Turley

Development Proposed: Outline application for residential development of up to 80 dwellings and open space seeking approval of access (all other matters reserved)

Location: Land at Langham Road Standish

Ward: Standish with Langtree

Site Description:

The site is a 3.75 hectare area of open land to the north-west of Standish town centre. The site is a triangular shape and is bounded by residential properties to the south and south-west on Bradshaw Close, Langham Road and Cranbourne Close. These streets are accessed from Almond Brook Road (A5209) via Woodhurst Drive.

To the east the site immediately adjoins the route of a former mineral railway line now used as a footpath/bridleway (known locally as 'The Line') which provides access to Standish centre located approximately 800 metres to the south-east. On the opposite side of 'The Line' is a Site of Biological Interest and existing residential development on Foxglove Close.

To the west is open land, also in the control of the applicant, on which both outline and reserved matters approval for 298 dwellings has been granted. Enabling works are currently underway on this site in preparation for the new houses. The site is grassed and bounded by hedgerows, some of which contain mature trees, and has a gently undulating topography.

Proposals:

The application is for outline approval for residential development, with all detailed matters except access reserved for subsequent approval. It is envisaged that the site would accommodate up to 80 dwellings, with access for up to 64 properties via a link to the adjacent approved development site to the west, and a maximum of 16 properties served from Langham Road through a gap between numbers 30 and 32. The proposal includes provision for 25% affordable housing.

Approximately 1.1 hectares of the site adjacent to 'The Line' and the SBI will be retained free of development as a newt/ecology buffer, with a further area of open space on the western boundary.

The following supplementary documents are available on the website;

Environmental Statement (ES), ES Addendum and supplementary ES information including:

- Noise Assessment
- Flood Risk Assessment
- Transport Assessment
- Air Quality Assessment
- Ecological Assessment and Tree Surveys
- Ground Conditions
- Flood Risk Assessment
- Assessment of Cumulative Impacts
- Landscape and Visual Appraisal

Design & Access Statement

Planning Statement

Travel Plan

Statement of Community Involvement

Sustainability Statement

Crime Impact Statement

Health Impact Assessment

Policy Context:

UDP Allocation:

Safeguarded Land - Policy GB2

Relevant Policies/Guidance:

National Planning Policy Framework (NPPF)

Wigan Local Plan Core Strategy Policies:

SD1 - Presumption in favour of sustainable development

SP4 - Broad locations for new development

CP1 - Health and well-being

CP2 - Open space, sport and recreation

CP3 - Community facilities

CP4 - Education and learning

CP6 - Housing

CP7 - Accessibility

CP8 - Safeguarded land

CP9 - Strategic Landscape and Green Infrastructure

CP10 - Design

CP12 - Wildlife habitats and species

CP13 - Low-carbon development

CP16 - Flooding
CP17 - Environmental protection
CP18 - Developer contributions

Saved UDP Policies:

GB2 - Safeguarded Land
R1E - Open Space in New housing Developments
EV1B - Pollution
A1N - Strategic Route Network
A1S - Parking in New Development
C1B - Open Space, Sport and Recreational Provision

Supplementary Planning Documents

Affordable Housing in New Residential Development
Design of New Residential Development
Open Space in New Housing Development
Air Quality
Travel Plans

Previous relevant decisions in the vicinity of the application site:

- A/13/78636 - Application for mixed use development comprising up to 250 dwellings, leisure facilities, green infrastructure and new roundabout access to Rectory Lane (All matters reserved) at land to the north and south of Rectory Lane. Approved 20.01.2014.
- A/14/78972 - Outline application for residential development up to 150 dwellings (all matters reserved), at land north of Rectory Farm, Rectory Lane. Approved 01.10.2014.
- A/14/79178 - Outline application; residential development together with access from Chorley Road, at land adjacent Lurdin Lane and to the west of Chorley Road. Refused and allowed on appeal 26.08.2015.
- A/14/79189 - Outline application for development comprising up to 250 dwellings with associated green infrastructure (all matters reserved), Land To South Of Rectory Lane (Standish Golf Course). Refused but allowed on appeal 26.08.2015.
- A/15/80625/RMMAJ - Application for reserved matters (access, appearance, landscaping, layout and scale) for residential development of 150 dwellings in relation to outline application A/14/78972, at land north of Rectory Farm, Rectory Lane. Approved 08.07.2015.
- A/15/80981/RMMAJ - Application for Reserved matters (access, appearance, landscaping, layout and scale) for residential development of 250 dwellings, leisure facilities, green infrastructure and roundabout areas to Rectory Lane in relation to outline application A/13/78636, at land to the north and south of Rectory Lane. Approved 28.01.2016.

The following application also appears on this agenda for Planning Committee's determination

A/15/81740/OUTMES - Outline application for residential development seeking approval of access (all other matters reserved), agricultural land east of Rectory Farm.

Representations:

Councillor Debbie Fairhurst has objected to the application, and requested that it be determined by the Planning Committee. 71 letters of objection have also been received.

The grounds of objection relate to the following;

- The short term housing needs of Standish have already been met, and there is no need for additional approvals at this stage;
- Adverse impact on existing infrastructure resulting from the additional houses already granted planning consent within Standish;
- The Standish Infrastructure Assessment does not address the impact on infrastructure properly;
- Community facilities, including schools and medical facilities, are already stretched and will not be able to cope with demands of additional housing development;
- Adverse impact on health and quality of life through an increase in air and noise pollution;
- Highway safety and amenity issues from construction traffic, particularly using Langham Road/ Woodhurst Drive;
- Excessive scale of development which is not in keeping with existing character of village;
- Loss of local countryside, green open spaces, trees, hedgerows, wildlife and ecological habitat, and adverse impact on the SBI;
- Development should be directed to brownfield land elsewhere;
- Poor ground conditions which will exacerbate existing drainage and sewer problems and increase flood risk;
- Additional housing will devalue existing property;
- Overlooking and loss of privacy.

All representations are available on the website.

Consultations:

Highway Engineer - No objections.

Drainage Engineer - No objection in principle subject to conditions requiring full details of drainage arrangements.

Environmental Protection - No objection subject to conditions requiring the implementation of noise mitigation measures, the submission and approval of a Construction Environmental Management Plan (CEMP) to control noise, vibration and dust during construction, measures to mitigate the impact on air quality, and an assessment of on-site contamination.

United Utilities - No objection subject to conditions requiring that surface water should discharge to a Sustainable Drainage System, and foul drainage shall only be connected into the foul sewer.

Environment Agency - No objections subject to conditions requiring development to be carried out in accordance with the approved Flood Risk Assessment (FRA), and the implementation of measures to limit surface water run-off and not increase the risk of flooding off-site.

Coal Authority - No objections subject to a condition requiring the intrusive investigation works recommended by the Coal Mining Risk Assessment to be undertaken prior to commencement of development. Remedial works identified to treat any areas of shallow mine workings and/or any other mitigation measures (e.g. gas protection) should be undertaken prior to commencement of development.

Natural England - No objection. Based upon the information provided the proposal is unlikely to affect any statutorily protected sites or landscapes. Where possible landscape and ecological improvements should be incorporated into the scheme.

Greater Manchester Ecology Unit - No objection subject to the imposition of conditions to mitigate the impact on protected species and wildlife habitat and the creation of a new newt habitat.

Assessment:

The following matters are significant material considerations in the assessment of this application.

Principle of Development
Highways and Transport
Other infrastructure provision
Impact on Amenity
Impact on Ecology
Flooding and drainage
Observations on Representations Received

Principle of development

The proposal needs to be considered in relation to the National Planning Policy Framework (NPPF), the adopted Wigan Local Plan Core Strategy (Core Strategy) and the saved policies of the Wigan Unitary Development Plan (UDP). The draft Allocations and Development Management Local Plan also has some weight, albeit limited.

Standish is identified as a broad location for new development in the Core Strategy to assist in meeting housing needs, particularly in the short term, and to provide the most realistic prospect of a 5 year supply of deliverable sites coming forward, as required by the NPPF. This is on the basis that Standish is a reasonably strong housing market area that has significant areas of land safeguarded for future development that have no significant constraints to delivery. The site is not within the green belt.

This site is designated as land safeguarded for future development in Core Strategy Policy CP8 and saved UDP Policy GB2. The Core Strategy (Policy SP4) designates a broad location for new development at Standish and the three areas of safeguarded land are within that broad location. The Core Strategy makes provision for development to come forward in this broad location in advance of the Allocations Plan in order to deliver new housing in the short term.

At the national level, paragraph 49 of the National Planning Policy Framework (NPPF) advises that housing applications should be considered in the context of the presumption in favour of sustainable development; and that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Despite granting planning permission for around 10,000 homes in the borough in the period 1 April 2011 - 31 March 2016, including 1,404 homes and 965 homes within the broad locations of Standish and Golborne and Lowton respectively, the Council currently cannot demonstrate a deliverable five year housing land supply.

The Council assesses land supply in the borough every year. This is called a Strategic Housing Land Availability Assessment (SHLAA). The 2015 version identified a deliverable supply of 7,670 homes in the borough. This is equivalent to a 4.32 year supply and represents a significant shortfall of 1,198 homes against the 5 year housing requirement. Provisional figures from the 2016 SHLAA, which is nearing completion, indicate that the five year housing supply position is not improving, despite net housing completions for 2015/16 expected to exceed 600 homes for the first time since 2008/09. This rate of completions is still well below the annual requirement set in the Core Strategy (Policy CP6) of "an average of at least 1,000 net additional dwellings per year between 2011 and 2026".

As confirmed in recent appeal decisions (August 2015) for Rectory Lane and Lurdin Lane in Standish, the 5 year housing land position renders policies SP1, SP4 and CP6 of the Core Strategy out of date.

Policy H3 of the draft Allocations Plan states that further housing development on safeguarded land in Standish will only be permitted if 80% of the homes already permitted on safeguarded land at 13th October 2015 have been developed and occupied. However, having regard to the 5 year supply position, this policy carries little weight.

Paragraph 14 of the NPPF states that where relevant policies are out of date, planning permission should be granted unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- Specific policies in the Framework indicate development should be restricted.

There is therefore a strong policy presumption in favour of the development at the national level.

To date 1,404 dwellings have been granted planning permission in the Standish broad location on Safeguarded Land. In planning terms the site is suitable for housing and could

represent a sustainable urban extension to Standish. It is a part of the broad location which can easily connect to the existing built up area of Standish and provides opportunities for cycling and walking trips into the town centre and local facilities and services, and the nearby high school. The site is largely free of constraints, can be accessed, and also provides for an early delivery of housing in accordance with the objective of Core Strategy Policy SP4.

Given that this is a site within the broad location, the impact of the total number of dwellings on infrastructure needs to be considered to ensure that a strategic approach is taken and that the delivery of other sites is not hindered. The Standish Infrastructure Assessment (SIA) demonstrates that this is a sustainable location for development as long as Section 106 contributions are made to enable improvements to be made to local infrastructure. The applicant has indicated that a Section 106 agreement will be entered into to make such payments. Further detail in relation to the cumulative highways considerations of this application is set out in the transport section of this report.

The development will inevitably lead to the loss of a small section of open land; however the site is in private ownership and is fenced off to prevent public access. The integration of the site with the adjacent residential development completes a sustainable pattern of development. The scheme will include new amphibian areas to support the adjacent SBI, and interlink with 'The Line'. The development seeks to integrate the existing residential developments off Langham Road and Standish Community High School by providing permeable links allowing for 'free-flow' movements across the site and connections with established footpaths, strengthening links back to Standish centre.

The proposal is required to deliver 25% affordable housing provision in accordance with Core Strategy Policy CP6. The applicant has agreed this and it will be delivered on site and be secured within the Section 106 agreement. Education contributions will also be secured through the Section 106 contributions as part of the SIA requirements.

The application has been accompanied by an Environmental Statement (ES). This has assessed the proposal cumulatively with other major applications within the broad location and nearby as the scheme has the potential to result in significant environmental effects, particularly in respect of air quality, noise, transportation and ecology.

It is considered that following thorough assessment of the ES, supplemented by the evidence provided by the SIA, particularly as regards cumulative transportation impact, the development will not result in such significant environmental effects which would warrant withholding planning approval. It is considered that the principle of the development is fully compliant with national and local policy, as will be explained in more detail below.

Highways and Transport

The Standish Infrastructure Assessment (SIA) demonstrates that the site is acceptable in transport terms, and that the combined development of residential approvals on safeguarded land in the broad location of Standish, which includes the previously approved 1404 new houses, in addition to the 80 dwellings subject to this application, can be satisfactorily accommodated on the highway network provided a number of off-site transport infrastructure improvements are made.

Analysis has been undertaken of the effect of traffic from the proposed development on the local highway network. This demonstrates that the development proposal will result in minimal impact. The work undertaken to evaluate the effects of the various infrastructure improvements has recently been utilised in the course of the planning appeals for proposed developments at Lurdin Lane and the former Standish Golf Course. The evaluation work demonstrated that the future conditions on the highway network with these schemes in place would be acceptable and approval was subsequently granted for those sites. The incremental effect of the current proposal is therefore not adjudged to be significant.

The majority of the proposed development will link to the new estate road serving the adjacent development. The Council's Highway Engineers have assessed the transport statement and supplementary information accompanying the application. It is considered that the amended site plan, including a restriction on the number of units served from Langham Road, can satisfactorily accommodate the predicted traffic flows generated by the combined development in the area.

The scheme will accord with sustainable travel objectives broadly set out by the Council's Transport Strategy. Provision can be made for improved cycling and walking routes into the nearby town centre and to local schools. In addition, whilst a travel plan framework accompanies the Transport Assessment, a condition will be imposed requiring the submission and approval of a full travel plan which will include a range of measures designed to reduce the need to travel by private motor vehicles and encourage the use of other modes of transport.

There are no formal public rights of way running through the site; however 'The Line' defines the northern site boundary and connects to public footpaths 33 and 37 which dissect the development site to the west. As part of the SIA, 'The Line' will be improved, and the Section 106 agreement will secure a financial contribution to a detailed scheme which seeks to create a secure, lit cycleway / bridleway. This will allow greater pedestrian and cycle connectivity within the locality and particular to Standish local centre and the High School.

Contributions towards the off-site highways infrastructure requirements will be secured through the Section 106 agreement and, in accordance with the approach set out in the Infrastructure Assessment, will be collected on a per house completed basis. In transport terms the requirements will comprise:

- Financial contribution to provide traffic signals at the Boars Head roundabout
- Financial contribution for signal management at Red Rock Lane / Canal Bridge
- Financial contribution to new and improved walking and cycling infrastructure
- Financial contribution to new and improved bus and rail infrastructure

Other infrastructure provision

The Infrastructure Assessment for Standish identifies a number of other types of infrastructure provision which will need to be improved to enable the impact of new houses in the broad location to be mitigated. These include provision for education, open

space, and community facilities. Section 106 contributions for education will be targeted towards new and improved primary and secondary school provision in the Standish area.

The Infrastructure Assessment concludes that given capacity at the existing health centre in Standish, there is no requirement for contributions towards health infrastructure and there is no evidence to suggest this has changed. Financial contributions for education, open space improvement and for community facilities will be secured, again on a pro rata basis per dwelling through the Section 106 agreement based upon the Infrastructure Assessment.

Impact on Amenity

The application is in outline form with access forming the only reserved matter. Indicative layout plans show the layout of access points, residential areas and ecological mitigation features. The amended access plan, which also includes the creation of a new amphibian area, will form an approved plan, with residential development restricted to these areas.

To reduce the impact of traffic on the existing properties along Langham Road, the number of units to be constructed and accessed from Langham Road will be limited to 16 units. This will be controlled by a planning condition.

Further details of the siting and layout of the scheme, including its relationship with adjoining land and nearby properties, can only be assessed at the Reserved Matters stage. It is nevertheless considered that the site can accommodate residential development in accordance with the provisions of the Council's Residential Design Guide SPD and Policies CP10 and CP17 of the Core Strategy

The applicant has submitted a noise assessment and additional supporting information to address the noise impact on existing properties, particularly in respect of traffic using the estate road and its accesses. The Environmental Protection Officer has evaluated the submitted information and concluded that subject to the implementation of a satisfactory scheme of noise mitigation, the noise levels arising from the proposals will not adversely affect the amenities of existing properties. Noise mitigation measures will need to be incorporated into the detailed proposals of a Reserved Matters application.

Air Quality Assessments are incorporated within the Environmental Statement submitted with the application and have been evaluated by the Council's Environmental Protection Officer. It is considered that to reduce any potential adverse impact, on site mitigation measures are necessary, such as tree planting and sustainable transport measures will need to be secured at the reserved matters stage.

It is important to ensure that any effects on the amenity of local residents during the construction period are alleviated. Therefore, a Construction Environmental Management Plan (CEMP) will be required prior to commencement of development. The CEMP will incorporate measures to control noise, dust and vibration emissions from the site.

Impact on Ecology

The GM Ecology Unit has raised concerns regarding the harmful impact of the development on the local population of great crested newts (GCN) through the loss and

fragmentation of habitat. These concerns centred on the future use and management of the land immediately adjacent to the Primrose Lane Site of Biological Interest (SBI) and how landscape connectivity is to be maintained between the SBI and land to the north/north-west.

However, the application has since been amended to increase the size of the proposed amphibian area along the north-eastern boundary of the site. The applicant has also committed to future positive management. New landscaping and pond creation will increase biodiversity in the area. A condition will be included requesting full details of the treatment and management of the area to be submitted to the Council.

Flooding and Drainage

A Flood Risk Assessment has been submitted to support the application and has been fully assessed by the Environment Agency which has no objections in principle to the proposed development of the site. Similarly subject to the approval of full details of drainage arrangements, United Utilities has not raised objections to the scheme. It will be required that post-development surface water run-off rates should be limited to the appropriate Greenfield rates and appropriate attenuation will be needed to be provided on site to meet these requirements. This will be controlled by means of planning conditions.

Observations on Representations Received

It is considered that the main points of objection are addressed above.

The impact on property prices is not a material planning consideration. National Planning Practice Guidance makes clear that the planning system is not in place to protect the private interests of individuals in terms of property values.

Conclusion:

The proposal has been carefully considered against national and local planning policy and the representations received.

Standish is identified as a broad location for new development in the adopted Core Strategy. The policy provides for approximately 1000 new dwellings in the broad location. Planning permission has already been granted for 1404 new homes as a result of the two appeals allowed last year. However, those two appeals were allowed in the context of the Council not having a 5 year supply of housing land, and therefore, development plan policies for the supply of housing land are to be considered out of date. It is against this background that the proposal is recommended for approval.

The development of this land will integrate into the adjacent development site and surrounding landscape, including the SBI. With good access to community facilities, the local school, and town centre, the scheme represents a sustainable form of residential development and extension to the existing and developing built up area.

The proposed development includes Section 106 contributions covering matters such as highway improvements, public transport, education, community facilities and open space.

Recommendation:

It is recommended that Committee resolves:

1. That it is minded to grant planning permission subject to the conditions specified below, and to the satisfactory completion of a Section 106 agreement to provide a contribution towards or obligation to achieve the requirements set out below, taking account of the approved Standish Infrastructure Assessment,
 - A financial contribution towards improvements in public transport provision;
 - A financial contribution to off-site highway improvement works, and footpath and cycle links, including The Line;
 - Affordable housing as required in accordance with the 'Affordable Housing' SPD and Core Strategy Policy CP6;
 - A financial contribution towards education facilities;
 - Financial contributions towards community infrastructure provision and open space/recreation;
 - A financial contribution towards monitoring of the travel plan;
 - Phasing arrangements for the provision of the estate road.
2. To delegate authority to the Assistant Director Planning and Transport to issue the decision notice upon satisfactory completion of the agreement within 6 months of the date of Committee i.e. by 19 January 2017. If the agreement is not completed by that date, the application must be referred back to Committee for further consideration.

Conditions:

1. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved shall be carried out in accordance with the details shown on plan references; Illustrative Development Layout 1338WHD/LRS/IDL01 Revision E and Proposed Site Access off Langham Road A094687-SK001 Rev C received on 19.05.2016.
2. Prior to the commencement of any part of the development hereby approved, approval shall be obtained from the Local Planning Authority with respect to the reserved matters; namely, appearance, landscaping, layout, and scale.
3. Any application for the approval of reserved matters shall be accompanied by a full site survey showing the datum point used to calibrate the site levels, levels along all external site boundaries, and levels across the site at regular intervals, and full details of the finished floor levels of all buildings and hard surfaces.
4. Prior to the commencement of the development hereby permitted, the site investigation works to address coal mining legacy issues identified within the Coal Mining Risk Assessment Report (December 2013, prepared by Robert E Fry & Associates Ltd) within the site shall be undertaken and fully completed. In the event that intrusive site investigation works confirm the need for remedial measures to treat shallow mine workings, details of such remediation work shall be submitted to and approved in writing by the Local Planning Authority, and must be fully implemented in accordance with the approved details prior to the commencement of development.

5. No development shall commence until a scheme in the form of a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details for the methods to be employed to control and monitor noise, dust and vibration impacts, and arrangements for traffic management along Langham Road. Any identified mitigation measures shall be implemented to the full written satisfaction of the Local Planning Authority before the construction works are commenced, and shall be maintained for the duration of the construction works.
6. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles, and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100yr critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event, in accordance with the recommendations of the submitted FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and shall also include details of how the scheme shall be maintained and managed after completion.
7. Any application for the approval of reserved matters shall be accompanied by a Hedgerow Assessment in accordance with The Hedgerows Regulations 1997. The assessment shall provide details of the hedges to be retained and removed, and recommend mitigation measures as part of the development.
8. No development shall be started until an investigation and assessment of the nature and extent of any contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The assessment shall identify any remedial measures required to deal with any hazards identified and such measures shall be implemented before the occupation of any of the buildings hereby permitted.
9. Any reserved matters application for the layout of the site shall incorporate the provision of an estate road with a design speed of 20 mph which will provide a connection between the development site and the land to the west as indicated on plan reference; Illustrative Development Layout 1338WHD/LRS/IDL01 Revision E.
10. Any reserved matters application for the layout of the site shall indicate a maximum total of 16 dwellings with access from Langham Road, and there shall be no direct vehicular connection between Langham Road and any other vehicular access to the site.
11. Any application for the approval of reserved matters shall be accompanied by a landscaping, ecological and amphibian mitigation and management plan. The plan shall include the provision of new ponds, landscaping, vegetation and measures to protect newts from any part of the hereby approved development, including site clearance and enabling works in accordance with the area shown on Illustrative Development Layout 1338WHD/LRS/IDL01 Revision E.
12. No properties to be accessed from Langham Road shall be first occupied until a full engineering specification of the access point connecting the development onto Langham Road has been submitted to and approved in writing by the Local Planning Authority. The approved access shall be implemented in full accordance with the agreed details only, prior to first occupation of any dwelling served from this access.

Reasons:

1. For the avoidance of doubt, having regard to Policy CP10 of the Wigan Local Plan Core Strategy.

2. The application is for outline permission only and therefore gives insufficient details of the proposed development. These details will be required as reserved matters, in accordance with Policy CP10 of the Wigan Local Plan Core Strategy.
3. To ensure that the details of the development are satisfactory, having regard to Policies CP10 and CP17 of the Wigan Local Plan Core Strategy.
4. To ensure that adequate precautions are taken to safeguard against the effects of mining operations, having regard to Policy CP17 of the Wigan Local Plan Core Strategy.
5. To safeguard the amenities of the adjoining premises and the area generally, having regard to Policy CP17 of the Wigan Local Plan Core Strategy.
6. To ensure that the site is satisfactorily drained, in accordance with Policy CP16 of the Wigan Local Plan Core Strategy.
7. To promote ecology and bio-diversity within the site and to assimilate the development into the surrounding area, taking into account the existing hedgerow around the perimeter of the site having regard to Policies CP9, CP10 and CP17 of the Wigan Local Plan Core Strategy.
8. To ensure that any contamination is investigated and treated to the satisfaction of the Local Planning Authority, during the carrying out of the development as required by Policy CP17 of the Wigan Local Plan Core Strategy and Policy EV1B of the replacement Wigan UDP.
9. To ensure the provision of satisfactory site access arrangements in the interest of the free flow of traffic and highway safety having regard to Policies SP4 and CP7 of the Wigan Local Plan Core Strategy.
10. To ensure the provision of satisfactory site access arrangements in the interest of the free flow of traffic and highway safety, having regard to Policies SP4 and CP7 of the Wigan Local Plan Core Strategy.
11. To ensure that the proposal enhances nature conservation on the site having regard to Policies CP10, CP12 and CP17 of the Wigan Local Plan Core Strategy.
12. The scheme is required to obtain satisfactory details of highway engineering works at this junction, having regard to highway maintenance and highway safety, in accordance with Policies CP7, CP10 and CP17 of the Wigan Local Plan Core Strategy.

Plans Attached to Report

Location Plan

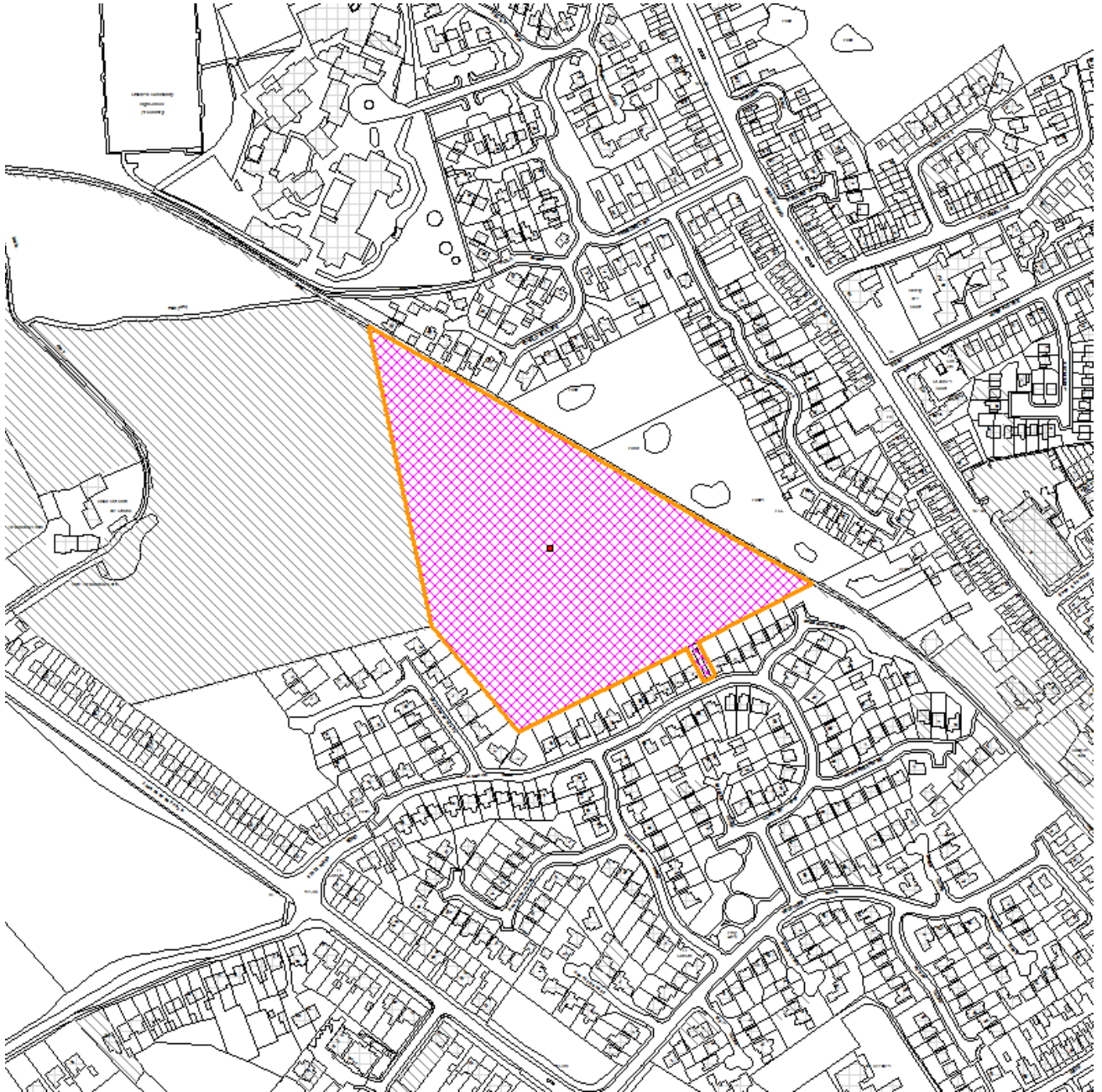
P/MJONES/A/15/81542/OUTMAJ

Application No: A/15/81542/OUTMAJ

Development Proposed: Outline application for residential development of up to 80 dwellings and open space seeking approval of access (all other matters reserved)

Location: Land at Langham Road Standish

Ward: Standish with Langtree



Site Area 



This plan is representative only, to indicate the site in relation to its surroundings.

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