

Application Number 07/2017/1054/FUL

Address Oaklands Convent
Moss Lane
Leyland
Lancashire
PR25 4SH

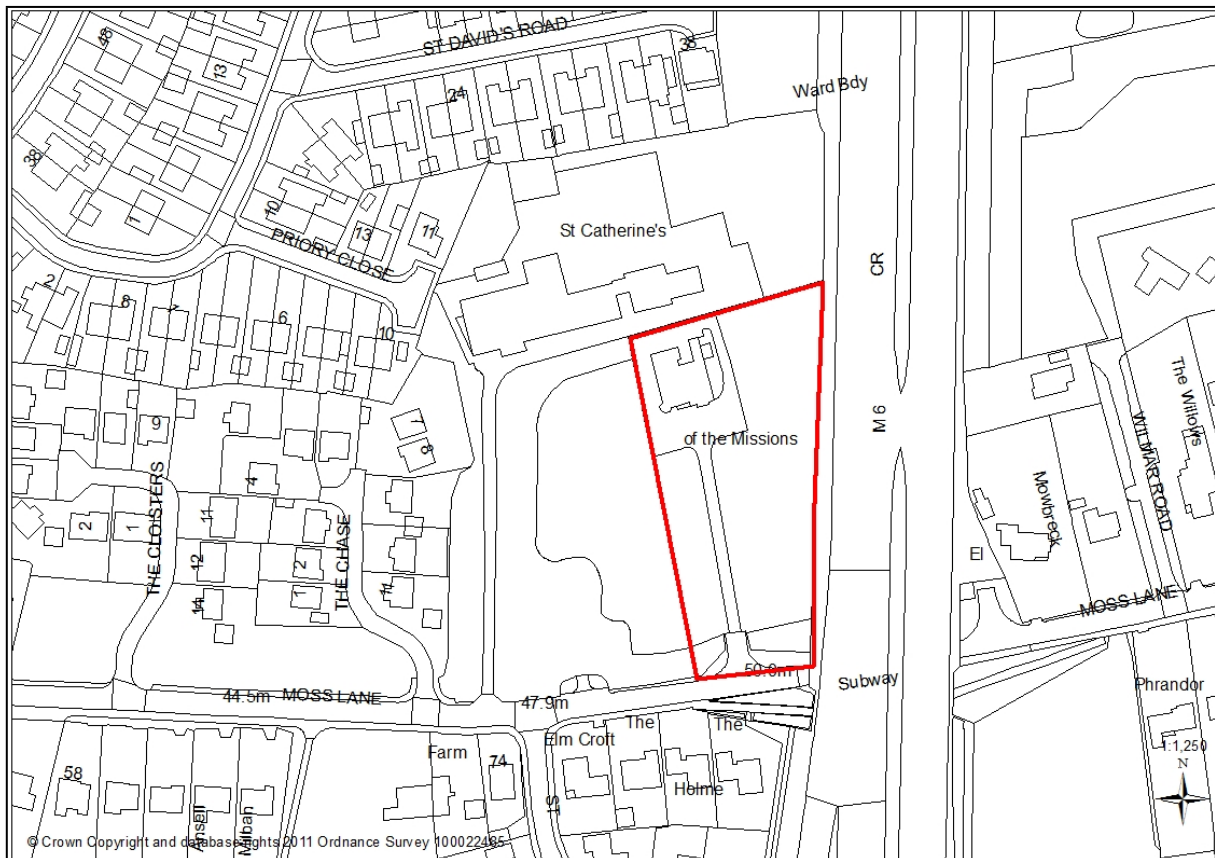
Applicant Mr Anthony Abram

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Development Conversion of existing convent to create 46 bedroomed residential care home together with two storey side extensions, additional car parking and landscaping

Officer Recommendation **Approval with Conditions**

Date application valid 24.04.2017
Target Determination Date 24.07.2017
Extension of Time 30.07.2017



1. Report Summary

1.1. This application refers to Oaklands, Moss Lane, Leyland – a former convent building located to the north of a deep rectangular site (approx. 1.2 ha) designated under Policies B1 (Existing Built up Area – north-east quadrant) and G7 (Green Infrastructure – rest of site) of the South Ribble Local Plan. Access into the site is from Moss Lane; a wholly residential, but quiet suburban locale.

1.2. The site which is well screened on all sides sits to the south of St Catherine's School, west of the M6 motorway and east of the school playing fields beyond which are residential properties.

1.3. The application proposes conversion, extension and change of use of the convent to 46 bedroomed residential rest home, with ancillary external works, landscaping and car parking provision. Permission was granted in October 2016 to provide 35 bedrooms in a building of the same basic size, height and footprint; this proposal simply seeks to reconfigure internal layouts and roof space to allow additional accommodation.

1.4. The proposed development is not considered to be of detrimental impact on the amenities of neighbouring properties, the character and appearance of the area or highways safety and capacity. It therefore appears to comply well with Local Plan Policy B1 (Existing Built Up Area).

1.5. It is the Officers view that proposed development would not detrimentally affect the amenity or nature conservation value of the site. Although some loss of trees occurred prior to the initial application, mitigation in the form of supplementary tree planting and well designed, effective landscaping ensures general protection of site biodiversity. In addition the proposal site which is in private ownership does not constitute a community, recreational need, and for these reasons, the proposal also accords well to the requirements of Local Plan Policy G7 (Green Infrastructure)

1.6. Following full consultation, representation has been made by one resident. Statutory consultees have also fully assessed the application, and raise no objections subject to the imposition of conditions and inclusion of informative notes.

1.7. Developer contributions in this case are not required (see discussion below).

1.8. The proposed development is deemed to be in accordance with the National Planning Policy Framework, and relevant policies of the South Ribble Local Plan 2012-2026, Central Lancashire Core Strategy and south Ribble Residential Design Guide (as identified below) and is recommended for **approval subject to imposition of conditions**.

2. Application Site and Surrounding Area

2.1. 'Oakland's', Moss Lane (The Convent) is a late Victorian/Edwardian detached villa (c1910), occupied since the 1950's by The Sisters of Our Lady of the Mission following its vacation by the Poor Clare Order of nuns. The property was used by The Sisters as a school and residence until February 2016, and although little altered is in relatively good condition.

2.2. The convent's design is typical of the period, incorporating mock Tudor framing, vernacular detailing and a Gothic style, full height turret on the south-west corner. Set into the northern part of the site, it has a very large front garden accessed from Moss Lane, but narrow side and rear amenity spaces resulting from the construction of the M6 through what was convent land. St Catherine's Primary School abuts the site in the north, the schools playing fields beyond which are 'The Chase' and Priory Close (residential) sit in the west,

and the M6 lies immediately east. In the south opposite the access is a short row of detached dwellings and an underpass through to the eastern side of Moss Lane (now Chorley Borough).

2.3. A Tree Preservation Order (TPO 1/2016) was placed on the site in 2016 and now covers a large oak (western edge) and a row of trees facing Moss Lane. The eastern boundary is also well screened by mature trees which are to be retained.

2.4. The rectangular site is primarily designated under Policy G7 (Green Infrastructure of the Local Plan 2012-2026, although the north-eastern quadrant sits within land allocated as Existing Built Up Area (Policy B1) with its presumption towards development.

2.5. The property is within a particularly sustainable location, with immediate access to a cycle route and public right of way 9-9FP18 (Moss Lane to Leyland Way). It is 0.4 miles from Leyland Railway Station (8 minutes' walk) and 0.8m from Leyland Town Centre (15 min walk).

2.6. *Background Information:* The applicant originally sought pre-application advice from this Council for a range of schemes; some of which involved demolition of the convent and complete re-development of the site. As a result, and following discussions with the Victorian and 20th Century Societies, the Borough Historian, Civic Society representative and an independent Conservation Specialist, the decision was made to apply to have the property formally listed by Historic England.

2.7. Historic England concluded that *'Oaklands clearly remain locally valued for the positive contribution of its external appearance, including its (truncated) mature garden setting and for historical and communal interest as a former school and convent. These may be appropriately recognised through local designation (local list), and although this assessment should not be taken to undermine the local significance of the house, Oaklands is not considered to meet the criteria for listing'*. Following this response however the applicant agreed to work towards a development scheme which retained the original building at its centre.

3. Site History

3.1. There are 8 applications on the history of this site; seven of which refer to the buildings former school use and are not relevant to this application. Application 07/2016/0654/FUL was approved by this committee in October 2016 for conversion of existing convent to create a 35 bedroomed residential care home together with two storey side extensions, additional car parking and landscaping

4. Proposal

4.1. The application proposes change of use and conversion of the former convent to 46 bedroom residential rest home for the elderly, together with two and single storey extensions and accommodating landscaping. The convent currently covers 428m² over two floors, whilst the proposal would result in an additional 1458m² of floor space (518m² more than previously approved) over 3 floors. The basic structure however would remain the same as previously approved in height, size and footprint. External and internal layout alterations however would allow for additional roof space accommodation.

4.2. The applicant suggests that the facility would employ 12 full time and 24 part time staff members.

4.3. Convent Conversion:

4.3.1. The existing building would be converted internally to accommodate 11 no: en-suite bedrooms, medical, day and utility room space. Otherwise, apart from a new, westerly facing dormer into the first floor side elevation and installation of velux roof lights only external cosmetic refurbishment is required.

4.4. Two storey extension:

4.4.1. A 'T' shaped, two storey extension is proposed to the eastern side of the convent building. Designed in a contemporary but appropriate style which reflects features found on the convent, this would be constructed in materials to match the existing property; namely red facing brick with an area of mock Tudor board, slate style roof and wood effect UPVC windows/ doors and rainwater goods.

4.4.2. This main section which accommodates 20 en-suite rooms and day room space would project to 18m, at 11.5m wide and with a hipped roof measuring no more than 11.3m; eaves would stand at 7.5m – both this and the ridge line following through from the lower part of the existing convent. Ramped, rear access and 10 no: pitched roof dormers are also proposed – 5 each to front and rear elevations.

4.4.3. At right angles to this element is a two storey section measuring 29m deep x 7.3m wide, with a hipped roof in line with the main extension section. This part of the scheme accommodates 15 bedrooms – 12 of which face the motorway side, day, utility and circulation space. Ramped access is also indicated on the side elevation. 7 no pitched roof dormers would be installed to this section – 4 facing the M6 and 3 facing towards the convent itself.

4.5. Single storey extensions - 3 no: single storey extensions are also proposed to the property as follows:

4.5.1. To the rear of the convent would be a single storey, flat roofed kitchen/utility and dining room extension measuring 13.1m x 5.9m, and standing no more than 4m in height.

4.5.2. Also at the rear of the proposed two storey would be a small plant room (3.1m x 3m) with a hipped roof measuring 4m at the highest point and with eaves to 2.3m.1

4.5.3. An orangery type structure in a render finish is proposed to the front elevation. This would be 9.3m x 8.4m, with a maximum roof height of 4.8m (4m flat roof and 0.8m centrally located lantern). Ramped access to this section is also shown.

4.6. External Works/Landscaping

4.6.1. An earth mound/bund is proposed to the north-eastern corner of the property and would be topped by a 2m high, close boarded acoustic wooden fence. Whilst not ideal, this is proposed following recommendations of an acoustic specialist (see below) to mitigate against noise issue from the adjacent motorway. It will be visible only from the convent itself and rooms at the rear of St Catherine's School.

4.6.2. 6 no: parking bays and 2 no: mobility spaces are suggested to the western side of the existing hardstanding and to the front of the convent respectively.

4.6.3. 8 no: additional standard spaces are also proposed to the south of the main entrance. These would be constructed in a 'grasscrete' style material within an existing lawn.

4.6.4. A small, close boarded bin store is proposed to the rear of the property.

4.6.5. The existing driveway is to be widened slightly, and a 1.8m wide pavement installed along the full length of the driveway to allow for safe pedestrian travel (2.5m pavement previously approved).

4.6.6. Existing lawned and landscaped areas, boundary treatments and trees are to be retained. A supplementary landscaped area to formalise garden space is also proposed.

5. Supporting Documents

The application is accompanied by the following:

- Material details (brick and roof)
- Oak Tree Assessment (Tree Check Ltd: 24.5.16)
- Planning Statement (CW Planning Solutions)
- Noise Impact Assessment (Sound Advice. Ref AbramOaklands: June 2016)
- Protected Species Report (Ecology Services: August 2016)

6. Representations

6.1. Summary of Publicity

6.1.1. A site notice and newspaper advertisement have been posted, and 81 neighbouring properties consulted.

6.2. Letters of Objection

6.2.1. One letter of objection received which primarily deals with matters beyond the remit of this planning application – namely existing parking issues on Moss Lane and to the adjacent school, state and use of the adjacent subway and anti-social behaviour. Comments do however include

Highways

- Proposal will result in excessive parking by staff, visitors and construction vehicles on Moss Lane

Any late representation would be reported verbally at committee

6.3. Letters of Support

6.3.1. None received

Officer Comment: Parking for staff, visitors and construction vehicles would be within the convents own grounds, and is more than adequate. In fact during a recent site visit construction (on the earlier approval) was well underway yet resulted in no on-road, construction vehicle parking of any kind.

7. Summary of Responses

7.1. Chorley Borough Council has no objection

7.2. The Council's **Ecology Consultant** assessed the accompanying documentation during the first application. As no evidence of protected species was found, and the site is of low to moderate ecological value, precautionary conditions are considered adequate.

7.3. Highways England have no objections but request that conditions are attached to any grant of consent to ensure the safety and integrity of the motorway, and that there is no post-

development redress with regards to motorway noise. As these are beyond the remit of this planning application, the request has been included as informative notes.

7.4. **Lancashire Constabulary** have not made comment on this occasion, but did suggest arrangements for secured design during the original approved application. For consistency these have been included as an informative note.

7.5. **Lancashire County Council's Flood Advisor** objected to previously approved scheme as insufficient information had been supplied with regards to flood resistance and management. A series of pre-commencement conditions was however agreed and the LLFA removed their objection. A similar objection has now been received for this second scheme but for consistency similar conditions are recommended. The site is more than 360m from land within either flood zone 2 or 3 or any recoded historic flooding.

7.6. **Lancashire County Council Highways** has no objection

7.7. **South Ribble Arboriculturalist** has no objections but recommends conditions re: root and tree protection.

7.8. **South Ribble Environmental Health** has not responded on this occasion but had no objection to the earlier scheme subject to the imposition of conditions with regards to construction management, electric vehicle charging points, pre-commencement glazing confirmation and contaminated land. They also concurred with the findings of the acoustic assessment but requested a condition to ensure construction in line with those findings. These conditions have also been carried over from the earlier permission

8. Material Considerations

8.1. Site Allocation

8.1.1. The north-eastern section of the site on which the majority of proposed built development would stand, is designated under Local Plan Policy B1 (Existing Built Up Area). The remainder of the site which is to remain relatively undeveloped is separately allocated as G7 (Green Infrastructure)

8.1.2. **Policy B1** allows for redevelopment in allocated areas provided that proposals would comply with requirements of the local plan relating to access, parking and servicing; would be in keeping with the character and appearance of the area, and would not adversely affect the amenity of nearby residents.

8.1.3. **Policy G7** states that development will only be permitted on such lands where it can be demonstrated that (a) alternative provision can be implemented within the same or another local site, (b) retention of the site is not required to satisfy a recreational need in the local area, and where (c) development would not detrimentally affect the amenity or nature conservation value of the site.

8.1.4. It is the Officer's view that several factors in combination result in the proposals compliance with criterion b) and c) of Policy G7, and therefore not requiring to satisfy criteria a). Firstly the proposal site is in private ownership and is not required to satisfy a community, recreational need, and secondly, evidence provided confirms that proposed development would not detrimentally affect the amenity or nature conservation value of the site. In fact proposed and retained landscaping ensures a well-designed development which would benefit rather than be of detriment to the biodiversity offer of the site, whilst protecting the extended green network. For these reasons the minor elements of the proposal which sit within this section of the site are considered to accord with the requirements of Policy G7 of the Local Plan.

8.2. Relevant Policy

Additional policy of marked relevance to this proposal is as follows:

8.2.1. *National Planning Policy Framework*

8.2.1.1. The NPPF at Para 14: provides a presumption in favour of sustainable development '*which should be seen as a golden thread running through both plan-making and decision taking*', and supports sustainable economic growth to deliver, amongst other things, homes – regardless of type or tenure. Given the sites location it is the Officer's view that the site is within a sustainable location and that the development accords with the overall principles of the NPPF; in particular:

8.2.1.2. **Chapter 1: Building a strong competitive economy** - Para 18: commits to securing economic growth, job creation and prosperity, whilst Para 19: of the same chapter aims to ensure that the planning system does everything it can to support economic growth. Planning should encourage and not impede sustainable growth, which should be afforded significant weight

8.2.1.3. **Chapter 6: Delivering a wide choice of high quality homes** notes that '*local planning authorities should plan for a mix of housing based on current and future demographic trends, and the needs of different groups in the community (such as, but not limited to ... older people...*' (Para 50).

8.2.1.4. **Chapter 7: Requiring good design** attaches great importance to the design of the built environment which contributes positively to making better places for people. Para 60 states that '*Planning decisions should not attempt to impose architectural styles or particular tastes ...through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness*'. Para 61 goes on to state that '*although visual appearance is a very important factor, securing high quality and inclusive design goes beyond aesthetic considerations, and planning decisions should address ... the integration of new development into the natural, built and historic environment*'.

8.2.2. *Central Lancashire Core Strategy*

8.2.2.1. The Core Strategy was adopted at full Council on 18th July 2012, and is therefore a material consideration in the determination of this planning application.

8.2.2.2. **Policy 1: Locating Growth** focusses growth and investment on well-located, brownfield sites within key service and urban areas of the Borough; one of which is Leyland.

8.2.2.3. **Policy 3: Travel** encourages alternative, sustainable travel methods to reduce dependence on motor vehicles.

8.2.2.4. **Policy 17: Design of New Buildings** requires new development to take account of the character and appearance of the local area.

8.2.2.5. **Policy 22: Biodiversity & Geodiversity** aims to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area

8.2.2.6. **Policy 26: Crime & Community Safety** seeks to reduce crime levels and improve community safety by encouraging the inclusion of Secured by Design principles in new development.

8.2.2.7. **Policy 27: Sustainable Resources and New Development** seeks to ensure sustainable resources are incorporated into new development through a number of measures

8.2.3. *South Ribble Local Plan*

8.2.3.1. In addition to site allocation policies B1 and G7 (above), the following are also pertinent:

8.2.3.2. **Policy F1: Parking Standards** requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.

8.2.3.3. **Policies G13: Trees, Woodlands and Development** and **G16: Biodiversity and Nature Conservation** aim to protect, conserve and enhance the natural environment at a level commensurate with the site's importance, and taking account of the contribution it makes to wider ecological networks.

8.2.3.4. **Policy G17: Design Criteria for New Development** considers design in general terms, and impact of the development upon highways safety, the extended locale and the natural environment.

8.2.3.5. **Chapter J: Tackling Climate Change looks** to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources.

8.2.4. *South Ribble Residential Design SPD* discusses design in very specific terms, and whilst more attuned to domestic matters, is relevant with regards to separation with properties beyond the site bounds.

8.3. Highways and Parking

8.3.1. The Town & Country Planning (Use Classes) Order 1987 identifies residential care and nursing homes as being in Use Class C2 (Residential Institutions).

8.3.2. In line with Local Plan Policy F1 (Parking Standards), Appendix 4 of the South Ribble Local Plan states that parking provision for C2 uses would be 1 parking space per 5 bedrooms, of which 3 bays or 6% are disabled parking; in this case 8 spaces/2 disabled. In addition the facility would be required to provide a minimum of 2 cycle spaces and 2 motorcycle spaces. The application provides for 14 standard and 2 designated mobility spaces, but within an area of hardstanding more than capable of significant additional parking and manoeuvring space. As such the proposal is fully compliant with adopted parking standards.

8.3.3. Furthermore, the highways authority have no objection to the proposal.

8.4. Design and Character of the Area

8.4.1. Site Allocations Policy G17 (Design Criteria for new development) seeks to ensure new development relates well to neighbouring buildings and the extended locality, that layout, design and landscaping of all elements of the proposal are of a high quality; providing interesting visual environments which respect local character, reflect local distinctiveness, and offer appropriate levels of parking and servicing space in line with Policy F1 (Parking Standards) of the same document. Core Strategy Policy 17 (Design of New Buildings) effectively mirrors these criteria.

8.4.2. In consideration of the above, local distinctiveness and character of the area have been assessed. This part of Leyland is a relatively traditional, sub-urban street with some new but appropriately designed property. This vernacular continues along Moss Lane West – disrupted only by the motorway.

8.4.3. Although in the main the facility offers a functional, simple design, it does so with a contemporary nod to the convents traditional appearance. Set back within the deep, well screened site at the cul-de-sac of Moss Lane, impact by way of visual intrusion to and from the site is not anticipated.

8.4.4. This particularly sustainable site is within easy reach of both community and public transport facilities, sits well within its own environment and where possible, retains and augments existing green infrastructure. Proposed changes also serve to provide for the longevity of the disused convent in the long term.

8.5. Noise Impact

8.5.1. The application is accompanied by Noise Impact Assessment (Sound Advice: June 2016) which proposes mitigation measures including an earth bund, acoustic fence and noise-deadening construction methods.

8.5.2. The report has been assessed by South Ribble's Environmental Health team who subject to construction in compliance with the above have no objection on noise grounds.

8.6. Impact Upon Neighbours

8.6.1. The most rearward part of St Catherine's School sits approx. 19m to the north but is screened by 2m fences. Proposed bedroom windows to the first and second floors would in the main view beyond the one and a half storey, flat roofed school building.

8.6.2. Properties in the west enjoy 84m separation in addition to screening from the existing convent, and those to the south lie 120m away. Although dwellings in the east are only 75m away they are separated by the M6 motorway.

8.6.3. Impact by virtue of overlooking, loss of privacy or general residential amenity as a result of this proposal is therefore considered negligible.

8.7. Environmental Impact/Landscaping

8.7.1. The application is accompanied by Protected Species Report (Ecology Services: August 2016) which details both initial and emergence surveys, and found no evidence of protected or notable species. Reasonable Avoidance Measures and precautionary conditions are considered acceptable in this case.

8.8. Developer Contributions

8.8.1. Local Plan Policy A1 (Developer Contributions) expects all new development to contribute towards mitigation of impact upon infrastructure, services and the environment by way of Section 106 agreement and/or CIL contributions. The Central Lancashire Open Space SPD and CIL Regulations however offer a specific exemption for care facilities, whilst the Central Lancashire Affordable Housing SPD solely targets market rather than institutional housing. As such a contribution in this case is not required.

9. **CONCLUSION**

9.1. It is the Officers opinion that the proposed conversion, extension and change of use of the former Oaklands Convent, Moss Lane, Leyland to 46 bedroomed rest home, with ancillary landscaping and parking provision would be in keeping with, but protective of the area, the immediate street scene and the extended environs. It should not result in detrimental impact upon the amenities of neighbouring properties, and impact upon highways safety is not anticipated.

9.2. The proposed development therefore is deemed to be in accordance with the National Planning Policy Framework, and relevant policies of the South Ribble Local Plan 2012-2026, Central Lancashire Core Strategy and south Ribble Residential Design Guide (as identified above) and is recommended for approval subject to imposition of conditions.

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the approved plans and suite of documents as follows:

- Material details (brick and roof)
- Oak Tree Assessment (Tree Check Ltd: 24.5.16)
- Planning Statement (CW Planning Solutions)
- Noise Impact Assessment (Sound Advice. Ref AbramOaklands: June 2016)
- Protected Species Report (Ecology Services: August 2016)E167A
- Proposed ground floor plan 743/OCH/030: BPD Architecture)
- Proposed first floor plan (743/OCH/040: BPD Architecture)
- Proposed second floor plan (743/OCH/050 Rev A: BPD Architecture)
- Proposed landscape plan (743/OCH/LSP: BPD Architecture)
- Schematic foundation layout (743/OCH/020: BPD Architecture)
- Proposed site layout plan (743/OCH/SLP: BPD Architecture)
- Approved bund detail (CW Planning 46/10/B)
- Proposed elevations (743/OCH/060: BPD Architecture)
- Proposed elevations (743/OCH/061: BPD Architecture)
- Material detail as supplied

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

3 Notwithstanding the provision of the Town and Country Planning (Use Classes) Order 1987 (as amended) Paragraph 3(1) or any provision equivalent to this in any statutory instrument revoking and re-enacting this Order, the use of the premises shall be restricted to the use applied for - namely residential rest home for the elderly, unless the prior consent of the Local Planning Authority is obtained.

REASON: To enable the Local Planning Authority to retain control over the impact of the development on residential amenity and/or highway safety in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

- 4 Prior to the commencement of the development hereby approved a scheme for the disposal of foul water shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. Once approved this scheme, which shall be maintained and managed in accordance with the approved details, shall be implemented during construction and no building shall be occupied until the approved scheme has been completed to serve that building
REASON: To ensure suitable drainage provision before development commences on site in order to safeguard local watercourses and avoid pollution of the water environment, and in accordance with Policy 29 in the Central Lancashire Core Strategy
- 5 Prior to the commencement of any development, a surface water drainage scheme and means of disposal based on sustainable drainage principles, with evidence of an assessment of the site condition (inclusive of post-completion management) shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall include, but is not limited to:
- Information about the lifetime of the development design storm period and intensity (1 in 30 and 1 in 100+ allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed taken to delay and control surface water discharged from the site, and measures taken to prevent flooding and pollution of the receiving groundwater and/or surface water including watercourses and details of floor levels
 - The drainage scheme should demonstrate that the surface water runoff must not exceed the existing green-field rate, and shall subsequently be implemented in accordance with the approved details before the development is completed.
 - Any works required off site to ensure adequate discharge of surface water without causing flooding or pollution
 - Flood water exceedance routes both on and off site
 - A timetable for implementation, including phasing where applicable
 - Site investigation and test results to confirm infiltration rates
 - Details of water quality controls where
 - The development shall be completed, maintained and managed in accordance with the timing and phasing arrangements embodied within the scheme, unless otherwise agreed in writing by the Local Planning Authority.
- REASON: To ensure suitable drainage provision before development commences on site in order to prevent flooding by ensuring a satisfactory storage and/or disposal of surface water from the site, and to reduce the risk of flooding to the proposed development elsewhere and to future users in accordance with Policy 29 in the Central Lancashire Core Strategy
- 6 No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted to and agreed in writing by the Local Planning Authority. The plan shall as a minimum include:
- The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
 - Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - on-going inspections relating to performance and asset condition assessments
 - operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;

- Means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of the rest home hereby approved or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

REASON: To ensure before development commences on site that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development, to reduce flood risk to the development as a result of inadequate maintenance and to identify the responsible organisation/body/company/undertaker for the sustainable drainage system in accordance with Policy 29 in the Central Lancashire Core Strategy

7. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the local planning authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

- 8 Work within the root protection area of the protected Oak tree (western boundary) shall be undertaken using a 'no-dig' method which allows for continual root development on a permeable surface suitable for vehicle parking e.g. cellweb or other similar.

REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

9. Prior to the commencement of development hereby approved, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:

- a) A Desk Study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on & off-site contamination and ground gases.

- b) If the Desk Study identifies potential contamination and ground gases, a detailed Site Investigation shall be carried out to address the nature, degree and distribution of contamination and ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part IIA, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied building structures, on services and landscaping schemes and on wider environmental receptors including ecological systems and property.

The sampling and analytical strategy shall be submitted to and approved in writing by the LPA prior to the start of the site investigation survey.

- c) A Remediation Statement, detailing the recommendations and remedial measures to be implemented within the site.

Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings.

- d) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a Verification Report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.

REASON: To ensure before commencement on site that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

10. Prior to any importation of any subsoil and/or topsoil material into the proposed development site, a Desk Study shall be undertaken to assess the suitability of the proposed material to ensure it shall not pose a risk to human health as defined under Part IIA of the Environmental Protection Act 1990. The soil material shall be sampled and analysed by a Competent Person. The details of the sampling regime and analysis shall be submitted to and agreed in writing by the Local Planning Authority prior to the work taking place.

A Verification Report which contains details of sampling methodologies and analysis results and which demonstrates the material does not pose a risk to human health shall be submitted to the Local Planning Authority for approval in writing.

REASON: To ensure before importation of materials on site that materials are suitable, to protect human health and the environment in the interests of residential amenity and in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G14 in the South Ribble Local Plan 2012-2026

11. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a) proposed suitable times of construction which take into account the safe and practical operation of the St Catherine's Primary School.
- b) parking of vehicles of site operatives and visitors
- c) loading and unloading of plant and materials
- d) storage of plant and materials used in constructing the development
- e) location of site compound
- f) suitable wheel washing facilities for vehicles leaving site. Details also to include mechanical sweeping of roads adjacent to the site.
- g) measures to control the emission of dust and dirt during construction
- h) measures to control the emission of noise during construction
- i) details of external lighting to be used during construction
- j) a scheme for recycling/disposing of waste resulting from demolition and construction works
- k) anticipated delivery times

REASON: To ensure prior to development on site that works will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

12. Prior to commencement of works, details of glazing specifications to be employed as part of the development shall be submitted to, and agreed in writing by the Local Planning Authority. These shall be in line with the findings/recommendations of the approved Noise Impact Assessment (Sound Advice. Ref AbramOaklands: June 2016), and following completion but prior to first occupation, confirmation that the agreed glazing and ventilation systems have been installed shall be submitted to, and agreed in writing by the Local Planning Authority.

REASON: To ensure prior to commencement on site that proposed works will safeguard the amenities of neighbouring properties in accordance with Policy 17 in the Central Lancashire Core Strategy and Local Plan Policy G17

13. Should the development not have commenced within 24 months of the date of this permission, a re-survey be carried out to establish whether bats or other protected species are present at the site shall be undertaken by a suitably qualified person or

organisation. In the event of the survey confirming the presence of such species details of measures, including timing, for the protection or relocation of the species shall be submitted to and agreed in writing by the Local Planning Authority and the agreed measures implemented.

REASON: To ensure the protection of schedule species protected by the Wildlife and Countryside Act 1981 and so as to ensure work is carried out in accordance with Policy 22 in the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan

14. If the presence of bats, barn owls, great crested newts or other protected species is detected or suspected on the development site at any stage before or during development or site preparation, works must not continue until Natural England has been contacted regarding the need for a licence.

REASON: To ensure that adequate provision is made for these protected species in accordance with Policy 22 in the Central Lancashire Core Strategy and Local Plan Policy G16

15. No tree felling, clearance works, demolition work or other works that may affect nesting birds shall take place between March and August inclusive, unless the absence of nesting birds has been confirmed by surveys or inspections.

REASON: To protect habitats of wildlife, in accordance with Policy 22 in the Central Lancashire Core Strategy

16. During construction and site clearance, no machinery shall be operated, no processes carried out or deliveries taken at or dispatched from the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday

No activities shall take place on Sundays, Bank or Public Holidays.

REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy

17. The development hereby approved shall not be brought into use until the waste storage area denoted on approved plan 743/OCH/LSP (BPD Architecture) has been provided. The approved facilities shall be retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy 27 in the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

18. Prior to first occupation of the property hereby approved, three Electric Vehicle Recharge points with associated infrastructure shall be provided .

REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy

19. . Prior to first occupation of the development hereby approved, the associated parking spaces shall be drained and surfaced with a material to be agreed by the Local Planning Authority. This area shall be retained at all times thereafter and shall not be used for any purpose other than the parking of vehicles.

REASON: To ensure the provision and retention of adequate on-site parking in the interests of residential amenity and highway safety as required by Policy F1 and Policy G17 in the South Ribble Local Plan 2012-2026

20. Prior to first occupation of the development hereby approved, the acoustic fencing and earth bund shall be erected as approved by the Local Planning Authority. The

approved acoustic fence and earth bund shall be retained and maintained at all times thereafter.

REASON: To ensure the provision and retention of adequate screening in the interest of amenity and to accord with Policy 17 in the Central Lancashire Core Strategy

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 1 Locating Growth
- 3 Travel
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments

South Ribble Local Plan

- F1 Car Parking
 - G13 Trees, Woodlands and Development
 - G17 Design Criteria for New Development
- Residential Extensions Supplementary Planning Document

Note:

Other application Informative

1. Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £97. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk
2. Highways England Note 1: General
 - There shall be no direct vehicular or pedestrian access of any kind between the site and the M6 motorway
 - There shall be no works relating to construction of the care facility which requires any temporary closure to traffic of the M6 motorway.
 - There shall be no encroachment of the site or any boundary feature onto motorway land owned by the Highways England Company Ltd under title LAN68116
3. Highways England Note 2: Embankment/Existing Structures
 - There shall be no development on, or adjacent to the M6 motorway embankment that shall put the embankment or earthworks at risk
 - The existing motorway boundary fence shall not be altered in anyway and any damage to it sustained during construction shall not be left uncorrected by the applicant.
4. Highways England Note 3: Proposed Landscaping/Earthworks
 - No drainage from the proposed development shall connect into the motorway drainage system, nor shall the drainage from the site run off onto the M6 motorway
 - There shall be no planting or obstruction of the surface of the site within 1m of the motorway boundary fence so as to establish a buffer zone for maintenance

- There shall be no planting of species that when mature, shall be of a height that should they fall down, could fall onto the motorway carriageway.
- Access to the site along a one metre strip of land adjoining the motorway boundary for the purposes of maintaining the M6 motorway boundary fence, motorway embankment or motorway boundary landscaping planting shall not at any time be withheld to Highways England and its representatives.

5. Highways England Note 4: Noise

- The applicant shall not ignore the need to ensure that effective steps are taken to mitigate the impact of noise emanating from the M6 motorway upon the development to the satisfaction of the local planning authority; such steps being entirely independent of the M6 motorway and implemented at the expense of applicant on land under their ownership/control.
- Highways England shall not at any time be responsible for mitigating the effects of noise from the motorway in respect of this new development.

6. Lancashire Constabulary Note:

The development shall be designed, and a security analysis compiled with reference to the following:

- Refurbishment should be undertaken in accordance with the Secured by Design principle
- All doors, windows and bedroom doors shall be to PAS24/2012 standards
- Bedroom doors should be fitted with thumb turn release for ease of fire escape and should include a door viewer/security bar/chain
- Persons with unauthorised access should not be able to compromise the security of individual bedrooms or private areas e.g. office space.
- The main entrance shall have robust access control arrangements and be in full view of staff office/reception to deter unauthorised entry
- Internal security should restrict deeper movement into the building e.g. keypad arrangement or other
- Suitably advertised CCTV should cover reception, communal and external areas including the stairwell on the northern elevation.
- The building should be fitted with an intruder alarm system monitored by an alarm receiving centre. Panic alarms should be fitted in the reception area
- Suitable barriers should bound the site
- The building should be illuminated at all external entrances, car park and bin storage areas by dawn to dusk lighting.

7. General Note: Parking

In the interests of highways safety and residential amenity, the applicant may wish to actively encourage staff, occupants and visitors of the facility hereby approved to park within the rest home grounds (as identified by the 'red edge' on approved site layout plan 743/OCH/SLP: BPD Architecture) e.g. noted within rest home promotional materials, during staff training etc.