

Application Number 07/2019/12530/FUL

Address Lesser Marsh Barn
Station Road
Little Hoole
Preston
Lancashire
PR4 5LH

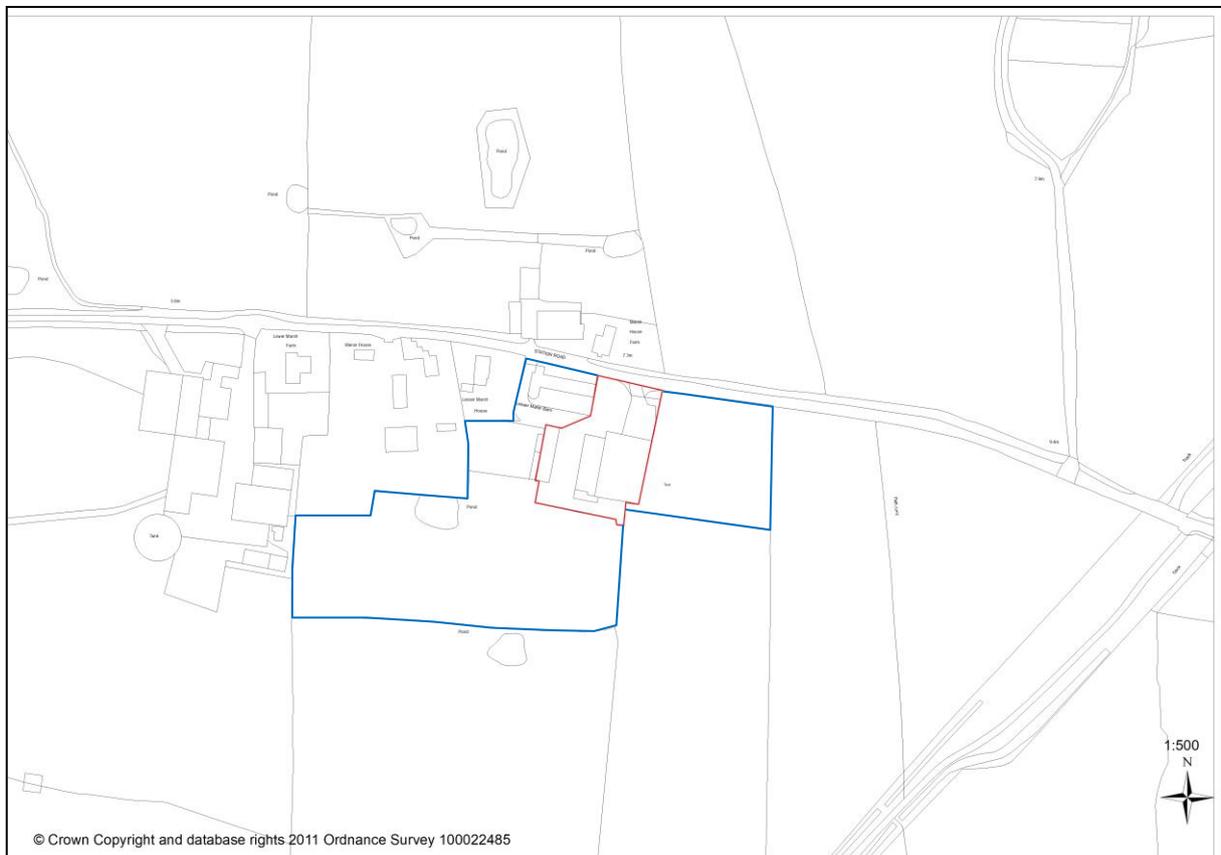
Applicant Create Homes

Agent Mr Nathan Tonge
De Pol Associates
Farington House
Stanifield Business Park
Stanifield Lane, Farington

Development Demolition of existing commercial buildings and erection of 8no dwellings with associated works

Officer Recommendation **Approval with Conditions**
Officer Name **Mrs Debbie Roberts**

Date application valid 17.12.2019
Target Determination Date 11.02.2020
Extension of Time 06.03.2020



1. Introduction

1.1. This application is brought before Committee at the request of a Ward Councillor

2. Report Summary

2.1. The application refers to a small commercial site located at the south-western end of Station Road, Little Hoole. Formerly agricultural buildings, the units had permission for horse box manufacture and have been in this and other commercial uses since 1998. The area is semi - rural in nature with deep tracts of open land on the eastern and southern sides, and sporadically placed residential/farming properties elsewhere. The site is designated by Policy G1 (Green Belt) of the South Ribble Local Plan.

2.2. The proposal seeks permission to erect 8 no: dwellings, 4 no: detached garages and associated works following demolition of the commercial buildings as detailed in full at Section 5 below.

2.3. In response to publicity six letters of representation have been. Comments raised by statutory consultees have been dealt with either by amendments to the scheme or by condition

2.4. In policy and spatial separation terms the proposal is considered compliant, and having regard to the comments of statutory bodies and the above commentary, it is recommended that the application should be **approved subject to the imposition of conditions**

3. Application Site and Surrounding Area

3.1. The application refers to a small commercial site located at the south- western end of Station Road, Little Hoole. To the sites centre is a large, two storey height, part brick/part metal clad building. A similar single storey building is present along the western boundary and a number of metal storage containers are spread around the site. A barge is also stored towards the sites entrance on the western side. Formerly agricultural buildings the units had permission for horse box manufacture, and have been in this and other commercial uses since 1998

3.2. Facing across Station Road is Marsh House Fam, whilst adjacent in the west is Lesser Marsh Barn with sporadically placed residential/farm businesses beyond. Otherwise the area is semi-rural in nature with deep tracts of open land on the eastern and southern sides.

3.3. The eastern end of Station Road connects with the Longton By Pass and is a wide road with pavements which narrow towards the site. The River Ribble lies 900m west.

3.4. The site is designated by Policy G1 (Green Belt) of the South Ribble Local Plan.

4. Site Context / Planning History

4.1. There are three relevant planning applications on the history of this site:

- 07/1996/0169 - Conversion of barn and shippon to a Single dwelling house. Approved June 1996
- 07/1997/0077 - Change of Use of Agricultural Buildings for the Manufacture, Conversion and Sale of Horse Boxes and Other Vehicles (General Industrial Use Class B2) including Enlargement of Doorway to Eaves Height and the Erection of a 2.1 Metres High Wall. Refused December 1997. Appeal lodged but decision unknown
- 07/1998/0283 - Use of agricultural buildings for the manufacture, conversion and sale of horse boxes and other vehicles. External alterations to the building including enlarged doorway and erection of 2.1 metre high wall (resubmission). Approved June 1998

5. Proposal

5.1. The application proposes erection of 8 no: two storey dwellings and detached garages following demolition of established commercial buildings. Three detached, two semi-detached and three terraced properties would be laid out in a typical cul-de-sac formation off the existing Station Road access. All properties have been designed in a traditional style and size which reflects that of neighbouring properties. A materials palette has been provided

5.2. Plots 1 and 2 are 4-bedroomed detached properties to the east of the main entrance. Plot 3 is a similarly sized 5 bedroomed property in the sites south-east corner, and plots 4-6 are four bedroomed dwellings in a terrace along the southern edge; plot 4 has attic accommodation but is two storey height. Plots 7 and 8 are 4-bedroom semi-detached homes on the western side. Plots 4,5 and 7 have integral parking whilst other plots have detached garages.

5.3. A landscaping scheme shows native boundary hedging, lawned rear gardens and planting throughout the site; this would be secured by condition. 1.2m post and rail (eastern and southern side), and 1.8m close boarded fence (western side) would be installed around the site boundaries and to denote individual plots within the site. Installation of surface water storage crates is also proposed beneath the estate road.

5.4. Seven complementary house types are proposed. Each would be two storeys high, fairly traditionally designed and constructed in a mix of red facing brick and render, with decorative elements, grey roof tiles and UPVC windows, doors and rainwater goods. Roof heights vary from 7.3 m to 7.8m with eaves between 2.7m and 4.9m.

5.5. Waste storage to the rear of each property is possible and appropriate levels of off-road parking have been identified. Installation of an electric vehicle charging point for each dwelling is also required which would be secured by condition

6. Summary of Supporting Documents

6.1. The application is accompanied by the following:

- Drainage statement (30398/Ironside Farrar: Nov 19)
- Ecological Survey & Assessment (Erap 2019-207: Nov 2019)
- Garage plan 18-086 DG01 (MCK)
- General Arrangement Plan (UG-178-LAN-GA-DRW-01 P02 (Urban Green)
- House type plans 18-086/P1I, P2I, P3J, P4-6J and P7-8L(Create Homes)
- Location plan 18-086/LP01 (Create homes)
- Planning statement (DePol: Dec 2019)
- Preliminary drainage layout (Plan 30398/100A Ironside Farrar)
- Proposed site plan 18-086/SP01E
- Soft Landscaping Plan (UG-178-LAN-SL-DRW03 (Urban Green)
- Materials Schedule
 - o Spanish slate Cupa H12 roof tiles
 - o Furness Ember Blend facing brick
 - o Weinerberger Shire Sovereign Stock brick
 - o Windows – RAL 7032 Coupe

7. Representations

7.1. Summary of Publicity

7.1.1. A site notice has been posted and thirteen neighbouring properties have been consulted on two separate occasions. Representation has been received from six residents whose comments are summarised as:

Highways

- Impact on highways safety
- Conflict with farm vehicles and HGV delivery waggons
- Unsustainable location with no pavements and narrow roads
- Further congestion on the A59 (1.2km east)
- Development encroaches on the roadside

Relationship to Neighbours

- Potential for new residents to take issue with established local businesses (dairy farm, market gardeners etc) who work unsociable hours, use farm machinery and cause odour

Design

- Questionable need for any housing – *‘especially in the luxury variety’* – in the area
- *‘Overdominance in a hamlet’* and visual intrusion
- Existing buildings are *‘conducive to areas aesthetic appeal’*
- Proposal is *‘not beneficial to maintaining the rural economy’*
- Resident queries volume calculation submitted by the applicant

Employment Use

- Impact upon the local economy

Drainage

- The application *‘implies there is a drainage strategy, but this is not present’* – a preliminary drainage plan and strategy have been provided and assessed
- Private drainage for 8 dwellings would be *‘unmanageable’* and potentially would damage neighbours land and cattle
- Potential future residents will not *‘fully understand the implications of a private sewer system’*
- Respondent notes historic flooding on Station Road

Miscellaneous

- That occupants of Lesser Marsh Farm have not been consulted – this situation has since been rectified
- Statement mentions *‘betterment to the local area’* but existing is not visually intrusive, and respondent questions what betterment would exist
- Impact on the environment and local biodiversity
- A number of respondents refer to policy non-compliance in various forms

7.1.2. Comments received which are not material planning considerations and have not been taken into account are:

- Loss of investment and livelihood to businesses in the units
- Applicant states that horse box business ceased more than 10 years ago – earlier permission restricted use of units to the horse box business, but any change of use to alternative commerce for more than 10 years is in itself likely to be lawful. Current uses sit within the B1/B2 class (light and general industry)
- Lesser Marsh Barn would be left without outbuildings for their own storage and will inevitably wish to build more
- The Councils Enforcement Officer assured residents that the units were for hobby purposes only (including an 18th birthday party in 2014). The Enforcement Team have recorded visits in 2016 and 2018 but these noted lawful and permitted use of units. Enforcement action was not thereafter necessary.
- Resident questions rateable value of site

8. Summary of Responses

8.1. **Environment Agency** have not responded but only do so when they have comments to make.

8.2. **South Ribble Environmental Health** has no objection and requests construction management, waste storage and charge point conditions. Travel plan and invasive species conditions are also requested. The Councils ecologist has assessed the site from an invasive species perspective, and the site is not of sufficient size to warrant a travel plan. Neither has LCC as the specialist in highway matters requested this condition. As such these two conditions are not felt necessary or relevant to the proposal

8.3. **Lancashire County Council Highways** have the following comments after undertaking a site visit. A number of conditions are recommended based on these comments

'Proposed development will be accessed from Station road; an unclassified road with a 30mph speed limit. The road varies in width along its entire length, with the last 200 metres up to the proposed site reducing down to a single vehicle width; this section of highway is served with passing places with good intervisibility.

Proposed access onto Station road is acceptable. An existing telegraph pole may need to be relocated at the developer's expense and the new site access will need to be constructed under a section 278 agreement of the 1980 Highways Act. The internal road layout including service verges, parking provision and turning head is acceptable.

There are no reported incidents on Lancashire County Council's five-year data base for injury related vehicular accidents on Station Road. I am of the opinion that a residential development of this size (8 dwellings) should have a negligible impact on highway safety and capacity along the length of Station Road, and I am of the opinion that the proposals would not have a severe impact. Therefore, LCC Highways has no objections to the application'.

8.4. **Ecology Consultant – Ecological Survey & Assessment (ERAP 2019-207: Nov 19)** found no notable species or habitats on site and sought no further survey subject to mitigation in line with a number of recommendations. Conditions to require bird and bat roosting opportunities, and compensatory habitat for a nesting kestrel are necessary. The Councils Ecologist has no objection on nature conservation grounds subject to precautionary conditions and development as detailed in the aforementioned report.

8.5. **South Ribble Housing** has no comment to make

8.6. **United Utilities** have assessed the applicant's drainage statement (30398/Ironside Farrar: Nov 19) and preliminary drainage layout (Plan 30398/100A) and have no further comment

9. Material Considerations

9.1. Site Allocation Policy

9.1.1. The site is designated by Policy G1 of the South Ribble Local Plan as a Green Belt site

9.1.2. In line with the National Planning Policy Framework, planning permission will not be given for the construction of new buildings which are considered inappropriate unless the proposal sits within a clearly defined range of exceptions, or the applicant can demonstrate that there are very special circumstances which clearly outweigh the harm caused to the fundamental open nature of the area. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances; when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

9.1.3. A number of exceptions however are prescribed by both the NPPF and G1; the most relevant of which in this case is caveat (g). Exceptions to this presumption against development are as follows:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

9.2. Development Within the Green Belt, and Character and Appearance of the Area

9.2.1 In line with Policy G1(g) the NPPF allows for development of previously developed land where proposals will not impact upon the areas openness more than existing buildings. Previous permissions and use have established that this site does constitute previously developed land, and with this in principle acceptance in mind members must determine whether proposed dwellings would impact more on the site's openness than the existing buildings.

9.2.3. Proposal drawings show 8 no: terraced, detached and semi-detached dwellings in a complementary style around a cul-de-sac estate road. All are two storey and inhabit the same area of land currently in commercial use but include green space and landscaping which does not currently exist, and is more in keeping with the location than large expanses of hardstanding. Existing buildings are constructed in brick and metal cladding, and the site is generally untidy; there would be therefore considerable visual detriment to the area. The cumulative volume of existing buildings is calculated – when taking into account metal storage containers and other ad-hoc structures - at around the 6000m³ mark. Proposed development is detailed at 5890m³ - an increase on that of the two buildings but overall at a similar level. Aerial photographs from 2000 onwards shows that many of the storage units and smaller outbuildings have been in place for at least 19 years and as such are lawful and may be taken into the volume calculation.

9.2.4. Arguably, the proposals impact upon Green Belt openness would be similar to that of the current site, but visually it should offer betterment to the character and appearance of the wider area. These points should be offered considerable weight in the planning balance. The proposal however is considered compliant with Policy G1(g) as detailed above.

9.3. Additional Policy Background

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

9.3.1. *National Planning Policy Framework (2019)*

☐ The NPPF at Para 11: provides a presumption in favour of sustainable development, supporting sustainable economic growth to deliver amongst other things homes. In particular, the following chapters of the NPPF are also relevant:

☐ Chapter 5: Delivering a Sufficient Supply of Homes - in line with Governments objective to boost the supply of homes, in a sustainable and appropriate way, and in relevant locations.

☐ Chapter 11: Making effective use of land – *‘Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Policies should set out a clear strategy ... in a way that makes as much use as possible of previously-developed or ‘brownfield’ land’*

☐ Chapter 12: Achieving Well Designed Places attaches great importance to the design of the built environment.

☐ Chapter 15: Conserving and Enhancing the Natural Environment – when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity as reflected by Core Strategy Policy 22 (Bio and Geo diversity)

9.3.2. *Central Lancashire Core Strategy*

☐ Policy MP states that the Council will take a positive approach reflecting the NPPF presumption in favour of sustainable development, and in accordance with the Local Plan unless material considerations indicate otherwise.

☐ Policy 1: Locating Growth aims to concentrate growth and investment on well-located, brownfield sites within key service and urban areas of the Borough.

☐ Policies 4 - 5: Housing Delivery & Density provide for, and manage the delivery of new housing, with development densities in keeping with local areas, and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of the area.

☐ Policies 6: Housing Quality and 27: Sustainable Resources and New Development both aim to improve the quality of housing by facilitating higher standards of construction, greater accessibility and ensuring that sustainable resources are incorporated into new development.

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

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

☐ Policy 29: Water Management improves water quality and flood management by appraising, managing and reducing flood risk and drainage in all new development.

9.3.3. *South Ribble Local Plan*

In addition to site allocation policy G1 (above), the following are also pertinent:

☐ Policy A1: Developer Contributions – new development is expected to contribute towards mitigation of impact upon infrastructure, services and the environment, by way of Section 106 agreement and/or CIL contribution

☐ Chapter E: Employment /Policy E2: Protection of Employment Areas aims to allocate and protect allocated employment areas

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

☐ Policy G16 –Biodiversity and Nature Conservation protects, conserves and enhances the natural environment at a level commensurate with the site's importance and the contribution it makes to wider ecological networks.

☐ 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.

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

South Ribble Residential Design SPD echoes Policy G17 in considering design, but in a more prescribed manner.

Central Lancashire Open Space and Playing Pitch SPD sets out the standards for provision of on and off site public open space and playing pitch provision

9.4. Other Material Considerations

9.4.1. *Employment*

9.4.1.1. One of the core objectives of the Core Strategy is to ensure that a sufficient range of locations are available for new job opportunities. Chapter E (Delivering Economic Prosperity) of the Local Plan echoes this sentiment by allocating and protecting lands for employment use. These areas are however subject to a number of factors such as sustainable location, impact upon residential amenity, ease of access etc which have been thoroughly assessed through the Local Plan Examination process. Policy E2 (Protection of Employment Areas) offers scope for expansion and protection of employment sites but tables a list of allocated employment sites which have been found sound and must where possible be protected. This site is not on that list and has not at any time been designated as an allocated employment site for the purposes of the Local Development Plan.

9.4.1.2. A number of respondents have objected to loss of employment on site, but as an unallocated employment area such protection must be balanced against the possible benefits of alternative use; particularly as should the sites owner decide to cease trading regardless of this decision the site would be empty with potential for further dereliction. Noise and general activity associated with commercial activity is also unlikely to be dissimilar to that which might arise from use of 8 no: dwellings

9.4.2. *Design*

9.4.2.1. Local Plan Policy G17 (Design of New Buildings) and Core Strategy Policy 17 (Design) both require development to relate well to neighbouring buildings and locality in terms of size, scale, orientation and intensity. It also requires that proposals reflect local character, do not cause harm to neighbouring properties by leading to overlooking, loss of privacy or have an overbearing effect. This proposal reflects the size and traditional style of neighbouring residential and accords well to the standards required of Policy G17.

9.4.2.2. Core Strategy Policy 6 (Housing Quality) seeks to improve the quality of housing by facilitating the greater provision of housing to a higher standard of construction. Policy 27 (Sustainable Resources and New Development) also seeks to ensure sustainable resources are incorporated into new development through a number of measures, including meeting Level 4 of the Code for Sustainable Homes. Conditions are recommended to any approval granted which will ensure achievement of these standards. Provision of an electric vehicle charging point to each property would also be secured by condition.

9.4.3. Relationship To Neighbours

9.4.3.1. The South Ribble Residential Design SPD requires that all habitable room facing windows shall be at least 21m apart, whilst any window facing a blank gable or wall shall enjoy 13m spatial separation.

9.4.3.2. The only properties outside of the site which might be affected are Marsh House Farm (facing) and Lesser Marsh Barn (adjacent west).

9.4.3.3. Plot 1 would indirectly face Marsh House Farm across Station Road with 17m separation but looking eastwards beyond the property. The side elevation of Plot 8 would face the rear of Lesser Marsh Barn at 17m. Loss of privacy or overlooking in both cases is not anticipated.

9.4.3.4. Spatial separation to or from any other existing or proposed property also complies with that identified in the Residential Design SPD, although as a precautionary measure a condition to obscurely glaze balcony screens and access doors to Plots 1 and 2 is necessary.

9.4.3. Community Infrastructure Levy

9.4.3.1. CIL is payable on most new developments at the current rate of £65 x 1.415. Any floor area in lawful use for 6 months of the previous three years may however be offset against this calculation. In this case CIL is payable on 120m² of additional space (1460 existing/ 1580 proposed) – the sum of £11037.00.

9.4.4. Drainage and Flood Management

9.4.4.1 Core Strategy Policy 29(e) (Water Management) seeks to improve water quality and flood management in areas such as Little Hoole. The site sits within Flood Zone 1 - areas of least probability flooding, and as the proposed development does not exceed one hectare a Flood Risk Assessment was not required. There are concerns amongst some residents with regard to surface water management, and the impact that proposed development would have on an already saturated site and its surroundings, but this needs to be taken in the context of an already developed site; proposed development would not replace an open field but would upgrade drainage already in place. United Utilities have assessed the site and drainage proposals, and subject to conditions have no objection. Installation of attenuation tanks to the sites centre have also been proposed and assessed as acceptable.

9.5. Planning Balance

9.5.1. There are a number of conflicting arguments associated with this application, and as such both negative and positive aspects of redevelopment are summarised below. Due weight may then be applied by the members to the pros and cons in the decision-making process to determine whether material considerations dictate that the proposal should be approved.

9.6. *Material Considerations In Favour of Development Include:*

9.6.1. In favour of the proposal is delivery of 8 no: terraced, semi-detached and detached dwellings towards the Councils five-year housing supply, and a CIL contribution which would be used to support local infrastructure. Properties offer a relatively low density of 27 dwellings per hectare with appropriate spatial separation and access. It is evident that the site is previously developed land and that subject to no greater impact upon Green Belt openness the proposal would be policy compliant. Openness in this context has been assessed and is considered similar to that which already exists, but coupled with the proposals improved appearance the scheme would offer visual betterment to the street scene. Traffic to and from the site would differ little to that of the current use and parking would remain contained within the site – there would be no additional impact upon the highway beyond. Similarly, noise from commercial uses is likely to equate to or be more impactful than that arising from residential living. Proposed drainage measures - including installation of water attenuation tanks - are likely to assist with, rather than be of detriment to the wider locale

9.7. *Material Considerations Against Development include*

9.7.1. A number of residents have objected to loss of employment premises, but as mentioned at Para's 9.4.1.2 and 9.4.1.3 the site is not an allocated employment area with little policy protection for employment use; this must be given considerable weight in the planning balance. As a Green Belt site development is generally unacceptable but as the site has already been developed and loss of 'green' has already occurred this argument is limited. Station Road is easily accessible but roads narrow towards the site access and pavements to and from Little Hoole are lost around halfway down Station Road. The proposal has been noted as out of character with the area, but properties are designed to reflect existing premises and it could be argued that an industrial estate is also incongruous in a semi-rural location.

10. RECOMMENDATION

10.1. Although finely balanced, having regard to the above commentary and material considerations both for and against development, it is felt that on balance any harm caused to the Green Belt and surrounding areas is outweighed by the benefits realised by the proposed development. Officers are confident that the scheme is policy compliant and the application is therefore recommended for approval subject to imposition of the following 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 following approved plans and suite of documents:
 - o Drainage statement (30398/Ironside Farrar: Nov 19)
 - o Ecological Survey & Assessment (Erap 2019-207: Nov 2019)
 - o Garage plan 18-086 DG01 (MCK)
 - o General Arrangement Plan (UG-178-LAN-GA-DRW-01 P02 (Urban Green)
 - o House type plans 18-086/P1I, P2I, P3J, P4-6J and P7-8L(Create Homes)
 - o Location plan 18-086/LP01 (Create homes)

- o Planning statement (DePol: Dec 2019)
- o Preliminary drainage layout (Plan 30398/100A Ironside Farrar)
- o Proposed site plan 18-086/SP01E
- o Soft Landscaping Plan (UG-178-LAN-SL-DRW03 (Urban Green))
- o Materials Schedule
- o Spanish slate Cupa H12 roof tiles
- o Furness Ember Blend facing brick
- o Weinerberger Shire Sovereign Stock brick
- o Windows - RAL 7032 Coupe

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. Prior to the commencement of any works on site, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:
- (a) A full desk study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on and off-site contamination and ground gases, in line with BS10175:2011 +A1:2013.
 - (b) If the desk study identifies potential contamination and/or ground gases, a detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and/or ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part 2A, 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 buildings, 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 be 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.
- (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.

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.

REASON: To confirm before work commences on site that proposed development 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

4. Prior to first occupation of Plots 1 and 2, approved balcony screening and balcony access doors shall be obscurely glazed. Obscure glazing shall be retained and maintained thereafter

REASON: to protect the amenity of neighbouring residents in accordance with Local Plan Policy G17

5. Prior to the commencement of any works on site a Dust Management Plan shall be submitted, for written approval, to the local planning authority. The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control measures to ensure dust and soil does not travel beyond the site boundary. The Dust Management Plan shall consist of a suitable risk assessment in line with national guidance.

Once agreed the identified control measures shall be implemented and maintained throughout the duration of the site preparation and construction phase of the development.

Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF

6. For the full period of construction, facilities shall be available on-site for the cleaning of the wheels of vehicles leaving the site. Such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

REASON: In the interests of highway safety and other highway users in accordance with Policy G17 in the South Ribble Local Plan 2012-2026

7. Prior to commencement of works on site details of all piling activity shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to between 09:30 - 17:00.

REASON: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and G17 of the South Ribble Local Plan

8. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.

REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. As Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate

9. No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

REASON: Policy 27 of the Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4. However, following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. As Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.

10. No machinery shall be operated, no process carried out and no deliveries taken at or dispatched from the site during construction, demolition or clearance of 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

11. That any tree or hedgerow felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not take place during the nesting season, normally between March and August, unless the absence of nesting birds has been confirmed by further surveys or inspections and written approval has been given from the Local Planning Authority.
REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy.
12. Should the development not have commenced within two years the date of this permission, a re-survey be carried out to establish whether bats or barn owls 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 bats or barn owls 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 2012-2026
13. The approved landscaping scheme shall be implemented in the first planting season following completion of the development or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.
REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026
14. Details of bat and kestrel roosting opportunities (eight and one respectively) within the site shall be provided and agreed in writing by the Local Planning Authority, and in accordance with the details provided in the approved Ecological Survey and Assessment (Erap 2019-207: Nov 2019)
These shall be installed prior to first use of any dwelling hereby approved and retained thereafter.
REASON: To ensure adequate provision is made for these protected species in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
15. Prior to first occupation of each dwelling hereby approved, one Electric Vehicle Recharge point shall be provided to that dwelling. This shall be retained and maintained thereafter.
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
16. Prior to first occupation of each dwelling hereby approved, a waste storage facility to the rear of that dwelling shall be provided. The approved facility 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 Policy G17 in the South Ribble Local Plan 2012-2026

17. 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
18. No part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of an appropriate legal agreement, under the Highways Act 1980. 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.
19. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 18 (as of this document) 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.
REASON: 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 and to be in accordance with Policy G17 in the South Ribble Local Plan 2012-2026.
20. Prior to the commencement of development, a Construction Traffic Management Plan (CTMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CTMA shall include and specify the provisions to be made for the following:-
 - 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) 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)
 - e) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties and obstruct the public highway.Reasons: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network in accordance with Local Plan Policy G17 (Design)
21. Notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), the proposed garage shall be retained solely for the housing of private motor vehicles or storage associated with the main dwelling. In particular it shall not be used for any other domestic, trade or business purposes without the express permission of the Local Planning Authority.

REASON: To safeguard residential amenity and to provide satisfactory off-street parking facilities in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

22. Notwithstanding the provisions of The Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Town and Country Planning (General Permitted Development) (England) Order 2015, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority.

REASON: To safeguard residential amenity and to provide satisfactory off-street parking facilities in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order) no development of the type described in Classes A-F Part 1 of Schedule 2 of that Order shall be undertaken without the express permission of the Local Planning Authority

REASON: To retain control over future development in the interest of amenity and the character and appearance of the development and to accord with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the Adopted Local Plan 2012-2026

RELEVANT POLICY

National Planning Policy Framework

Central Lancashire Core Strategy

3 Travel

South Ribble Local Plan

G7 Green Infrastructure
G12 Green Corridors/Green Wedges
G13 Trees Woodland and Development
G16 Biodiversity/Nature Conservation
G17 Design Criteria for New Development

South Ribble Residential Design SPD

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 £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. The applicant is advised that under the terms of the Wildlife and Countryside Act 1981, and Countryside and Rights of Way Act 2000, it is an offence to disturb nesting birds, roosting birds or other protected species. The work hereby granted does not override the statutory protection afforded to these species and you are advised to seek expert advice if you suspect that any aspect of the development would disturb any protected species