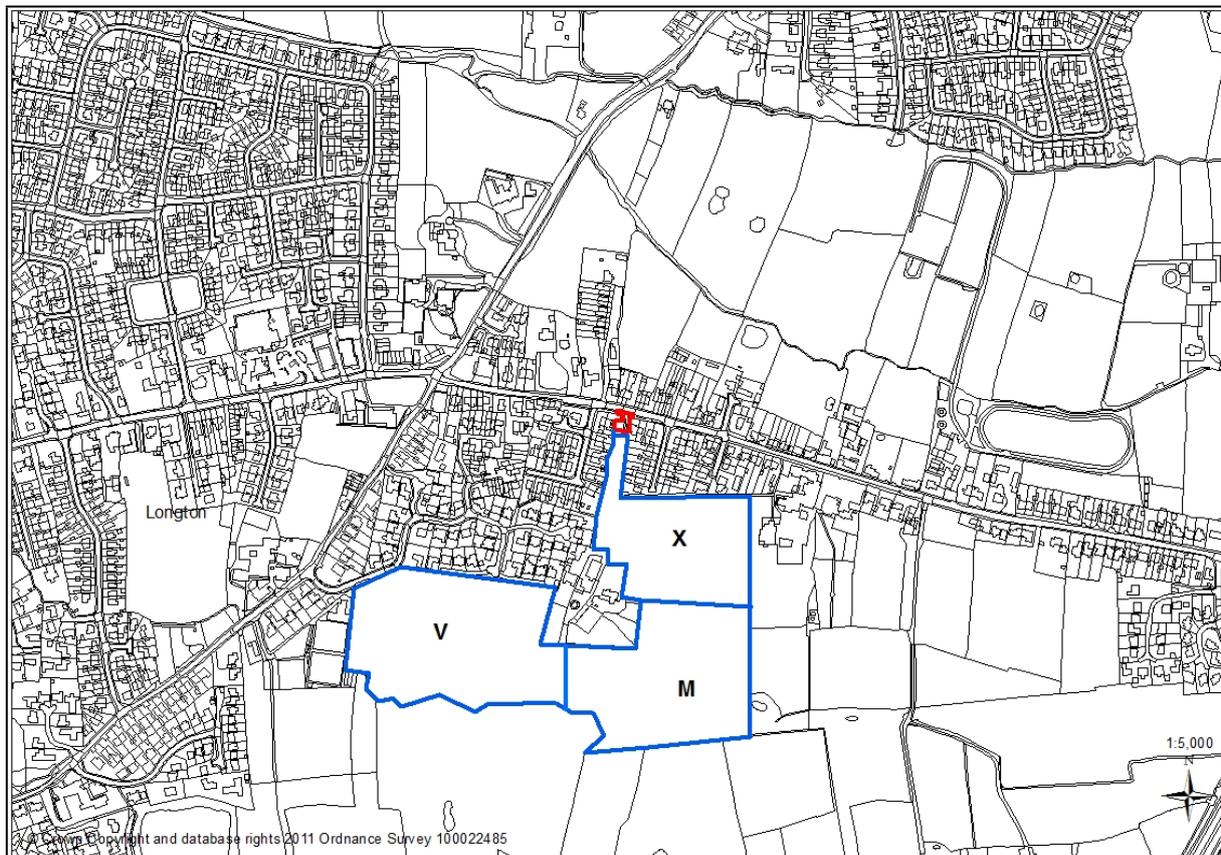


Application Number	07/2017/0623/FUL
Address	Land at Longton Hall Court Chapel Lane Longton
Applicant	European Real Estate Investment Company
Agent	David Bailey Lea Hough & Co 8 Eaton Avenue Matrix Park
Development	The improvement of the existing Longton Hall Court junction with Chapel Lane, Longton to adoptable standards and sufficient to enable the service of the remainder of the allocated development sites M V and X South of Longton Hall Longton in the SRBC Local Plan (which would be subject to a future application)
Officer Recommendation	Approval with conditions
Officer Name	Debbie Roberts
Date application valid	25.07.2017
Target Determination Date	19.09.2017
Extension of Time	31.10.2017



1. Introduction

1.1. This planning application has been brought to committee at the request of the Ward Councillors

2. Report Summary

2.1. The application seeks permission for improvement of a 21m deep x 9-2m wide, 'T' shaped section of land encompassing the existing junction, pavement and grass verge of Chapel Lane with Longton Hall Court; an unclassified track currently used as the private access to four dwellings. Detailed descriptions of the site and immediate vicinity are available below.

2.2. The proposal site forms part of the wider, strategic Local Plan allocation for residential development referred to as Sites M (80 dwellings - South of Longton Hall), V (83 dwellings - Land at School Lane) and X (48 dwellings - Land at Longton Hall), and to which Policy D1 (Allocation of Housing Sites) refers.

2.3. Whilst it is acknowledged that this proposal implicates the future of the wider housing site allocation, members are asked to consider only the proposal at hand – namely improvement/widening of a 21m deep, T shaped stretch of land forming the junction of Longton Hall Court with Chapel Lane. Proposals to re-develop the three allocated sites will be assessed separately if and when they come forward.

2.4. The proposal has been assessed by the Councils Statutory consultees, and subject to the imposition of conditions the scheme is considered acceptable. Lancashire County Council Highways in particular have no objection. 18 letters of representation have been received and are summarised below.

2.5. Impact by virtue of loss of privacy, overlooking or general amenity to neighbouring residents resulting from the proposed road improvement is considered negligible

2.6. It is the Officers view that proposed road improvement would not detrimentally affect the amenity or nature conservation value of the site. Although some loss of trees is inevitable, this has been assessed by the Councils Arborist and consultant ecologist as appropriate.

2.7. The proposed application for improvement of the existing Longton Hall Court junction with Chapel Lane, Longton to adoptable standards, and sufficient to enable the service of the remainder of the allocated development sites M V and X South of Longton Hall Longton in the SRBC Local Plan (which would be subject to a future application) is considered to be in keeping with its extended environs. It should not result in any undue impact on the amenities of neighbouring properties, and there will be no significant highway safety. It accords with the relevant policies of the South Ribble Local Plan, Central Lancashire Core Strategy and National Planning Policy Framework, and is recommended for approval subject to the imposition of conditions.

1. Application Site and Surrounding Area

1.1. The site in question is a 21m deep x 9-16m wide, 'T' shaped section of land encompassing the existing junction, pavement and grass verge of Chapel Lane with Longton Hall Court; an unclassified track currently used as the private access to four dwellings. Longton Hall Court also provides access to land presently in agricultural use but within the applicant's ownership, and is a public right of way (7-7-FP-28).

1.2. Within the north-western part of the 'T' are a lighting column and telegraph pole. To the south of these within the site are a letterbox, and one half of a pair of stone gateposts; its partner facing across the lane in the same position. Just to the west of the letterbox but outside the site boundary is a large substation compound.

1.3. The eastern edge of the site is bound by mature hedgerow whilst along the western edge are numerous but sparsely spaced trees within areas of dense, low vegetation and what appears at one time to have been a watercourse. An Ash tree protected by Tree Preservation Order 1992/9 is present immediately adjacent to the proposal site but has been assessed by the Councils Arborist following submission of a tree survey (see below)

1.4. Facing across Chapel Lane are a number of dwellings at approximately 17m away. In the west are no's 36 and 38 Chapel Lane, and in the east no: 44 Chapel Lane; the application site bounding the side gardens to no's 38 and 44 which are screened by existing hedgerows. On the highway in the west is a chicaned traffic regulation system slowing traffic in a westerly direction.

1.5. The site forms part of the wider, strategic Local Plan allocation for residential development referred to as Sites M (South of Longton Hall), V (Land at School Lane) and X (Land at Longton Hall), and to which Policy D1 (Allocation of Housing Sites) refers. Overall, the allocation comprises the track which extends from Chapel Lane in a southerly direction by 170m. At this point it opens into Site X (estimated 48 dwellings) to the south of Intack Road and Avalwood Avenue, beyond which is Site M (80 dwellings); this then opens into Site V (83 dwellings) in the west.

2. Site Context / Planning History

2.1. There are six planning applications on the history of this site. Each of these pre-dated 1993, was for erection of a varying number of dwellings prior to designation of land as an allocated housing site (Site X) and was refused.

3. Proposal

3.1. The application seeks permission to improve the existing junction onto Chapel Lane to enable a 5.5m wide carriageway, with 2m wide footpaths on either side. The new junction would have a 6m radius to the west, with a 4.5m radius to the east.

3.2. Proposals show retention of the sub-station and protected tree, and retention of the telegraph pole and lighting column within the new footpath.

3.3. Whilst the proposal before members seeks permission only for improvement of the existing junction itself, it has been designed to a specification sufficient to enable it to serve 220 dwellings on the remainder of the allocated site, and this must be borne in mind. The sites Local Plan allocation as a housing site however does not automatically grant permission for that site, and any future residential development scheme would be considered on its own merits as and when a proposal comes forward.

4. Summary of Supporting Documents

4.1. The application is accompanied by the following:

- Ecological Assessment (Tyrer Partnership: 5 May 2017: as amended 1.9.17)
- Supporting Statement (Lea Hough: March 2017)
- Transport Statement (SCP JA/17006/TA/01: Feb 2017)
- Proposed Access Solution (SCP/17006/F01: 31.1.17)
- Arboricultural Impact Assessment (Bowland Tree Consultancy: BTC1394 Aug 2017)

5. Representations

5.1. Summary of Publicity

5.1.1. Two site notices have been posted, and 94 neighbouring properties consulted. Ward Councillors Clark, Coulton and Hesketh have also been notified, It was felt that due to the future implications of the application it should be determined by Committee.

5.2. Letters of Objection or Support

5.2.1. 18 letters of objection have been received – the vast majority of which focus upon the future development of the site rather than the scheme identified for determination. For this reason comments received have been summarised as follows:

5.2.1.1. Comments specifically having regard to the road improvement scheme

- Residential Amenity
 - Loss of privacy during construction of the access
 - Loss of amenity, stress and disruption resulting from construction and construction traffic
 - Difficulty in reversing onto Chapel Lane (from 44 Chapel Lane)
 - Loss of privacy following removal of hedgerow to 44 Chapel Lane (fence remains in situ)
 - Damage to property during construction – respondent seeks confirmation of liable party should this occur
- Ecological Impact
 - Use of the junction by badgers and need for full ecological survey – survey has been assessed by the Council's Ecologist (see comments below)
 - Trees should not be removed in the bird nesting season
- Highways Implications
 - Traffic assessment isn't realistic or independent, and is incorrect and misleading
 - No mention of cycle routes or reference to parking on Chapel Lane in traffic assessment
 - Impact upon pedestrian safety – opposite path on Chapel Lane is very narrow
- Other/Miscellaneous
 - Road is adequate for its current purpose and is only to be widened to enhance the prospect of approval of residential development
 - Public consultation is inadequate
 - Approval will only encourage future development applications
 - Lack of information included in the planning application

Officer Comment: Loss of amenity during the relatively short period of construction of the access way is generally considered to be a temporary nuisance. Conditions to control where possible hours and methods of construction however are recommended should permission be granted. Whilst the proposal does suggest loss of hedgerow to the eastern boundary, a fence will – as confirmed within the respondent's submission – remain in place, and any damage to the property during construction would be an issue between the landowner and person causing the damage. The traffic assessment, existing and proposed situation have been fully assessed by the Local Highways Authority (see below).

Comments also refer to a lack of information and public consultation. In order to pass the Councils validation process, a series of prescribed documentation must be included with the application. In this case this included tree, ecology and highways assessments and sufficiently detailed plans to identify the site, and to allow full consideration of the scheme at

hand. Your Officer is satisfied that both the submission and subsequent public consultation in line with the requirements of the Town & Country Planning (Development Management Procedure) (England) Order 2015 are acceptable.

5.2.1.2. Comments referring solely to future, residential development of Sites M, X & V

- Residential Amenity
 - Loss of privacy/overlooking in garden space
 - Disturbance, air and noise pollution as a result of activity associated with construction of the housing site
 - Loss of amenity due to delayed length development
 - No consideration to residents of Poplar Avenue (35m north-west of access)
 - Light and actual pollution
 - Loss of 'striking views' and negative impact upon the landscape
 - Proposed development will not 'reflect the local village style'
 - Development would be out of character with the area and too intensive
- Infrastructure
 - Lack of infrastructure to support the new development e.g. doctors, dentists etc.
 - Impact upon drainage which is currently maintained by residents
- Highways Implications
 - Use of junction as sole access to 220 dwellings unacceptable
 - Long term increase in traffic along Chapel Lane and the narrower Longton Hall Croft
 - Safety issues for users of the school
 - Alternative access suggested by respondents – namely disused railway track and via Rymer Grove
- Miscellaneous
 - No consideration or detail given to future development of 220 houses
 - Lack of public consultation to highlight this potential development
 - Councils acknowledgement letter did not contain adequate information or mention 220 houses, and did not include copies of relevant policy
 - This development site is one of the last green belt areas in Longton

Officer Comment: As a scheme for re-development of the 3 allocated sites is currently unavailable, and the details at this point unknown, issues of character, design, residential amenity, loss of view, infrastructure provision etc cannot be addressed other than to say that should a proposal come forward it would be assessed on its own merits and in accordance with current policy. During the Local Plan adoption stage, consideration was given to the identified access; this and public consultation prior to adoption are detailed at point 7.1.2 below. The Councils neighbour consultation/acknowledgement letter includes a link to all available documentation, and a description which makes full reference to the potential for future development of Sites M, V and X. It is not practical or a regulation requirement to include copies of policy documentation within such correspondence; these are however available to view online, or in paper form at the Council Offices.

5.2.1.3. Comments made which are not material considerations and as such have not been taken into account

- Developers are 'only in it for the money'
- Land along the further extent of the lane (not within this application site) is in the ownership of adjacent residents and not available for widening
- Earlier proposals all had 2 way roads but were refused
- No Health & Safety survey undertaken – the remit of the HSE not the planning process.

- Council's air pollution and environmental protection policies are not strong enough and need to be reviewed.

5.3. Town/Parish Council Response

5.3.1. **Longton Parish Council** have objected to the proposal for the following reasons

- Access into Chapel Lane will be dangerous and would lead to a significant number of vehicular movements
- Erection of 200 dwellings will result in a pinch point at key times of day which can be avoided by using an alternative access
- Parish Council suggests access into the allocated sites should be via the old railway line in conjunction with the one proposed to provide options to those entering/leaving the housing site

Officer comment – the objection in the main is either to development of the wider site, or offering alternatives for consideration. The remit of this planning application is solely to assess the acceptability of the proposed access for improvement; any alternatives or adjusted arrangement being part of future applications if and where relevant. Highways safety has been assessed by the Highways Authority (see below).

6. Summary of Responses

6.1. **BT Open Reach** have not responded but this is not unusual. It would however be the applicant's responsibility to arrange relocation if necessary of the existing telegraph pole should permission be granted.

6.2. The Council's **Ecology Consultant** concurs with the applicant's ecological assessment in finding the site to be of low ecological value. They do have some concern however as to protection of nesting birds, and as such request a precautionary condition relating to the same is recommended.

6.3. **Lancashire Constabulary** have no comments to make

6.4. **Lancashire County Council Highways** have assessed the site and applicants Transport Assessment (SCP: JA17006/TA/01. Feb 2017); the transport assessment being based upon delivery of 220 homes. They have also undertaken a site visit. Their comments are:

'The proposed access details as shown in drawing SCP/17006/F01 are acceptable with adequate provision for vehicles and pedestrians at the access point. The applicant is advised that the amended access will need to be constructed under a section 278 agreement with Lancashire County Council. From observations on site and the information provided on the submitted plans the sight line requirement is fully achievable over the applicants land and the existing adopted highway. LCC Highways have no objections to the proposals subject to the following Condition and Notes being attached to any permission granted:

Condition:

1. *No part of the development hereby approved shall commence until a scheme for the construction of the amended access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. 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.*

Planning note:

1. *The applicant is advised that the amended access, will need to be constructed under a section 278 agreement. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant is advised to contact Lancashire County Council before works begin on site. Further information and advice can be found at www.lancashire.gov.uk*

2. *The alterations to the access and existing highway as part of the new works may require changes to an existing telegraph pole and lighting column at the expense of the client/developer.'*

6.5. **Electricity Northwest** own the sub-station immediately to the west of the proposed road widening, and have no objection to any development provided that it does not touch the substation or surrounding fence.

6.6. **Lancashire County Councils Public Rights of Way Officer** – despite repeated requests the PROW team have not responded.

6.7. **National Grid** did not wish to comment as the adjacent substation is not in their ownership.

6.8. **South Ribble Environmental Health** acknowledges the 220 property allocation, but has responded with regards to the proposal set before members. They have no objection to the proposal but request that conditions are imposed with regards to drainage, acoustic survey and provision of a cycle route. Although drainage detail is considered appropriate at this time, a requirement for acoustic survey and cycle route provision on what is essentially a 20m or so stretch of road improvement is not considered appropriate. The applicant has been advised however that should permission be sought for further extension, improvement or development of either the lane or allocated housing sites be this information should be included with the initial application.

6.9. **South Ribble's Arborist** - the application is accompanied by an Arboricultural Impact Assessment (Bowland: Aug 2017) which finds that the development will impact little upon the root zone of the protected Ash, but that the tree is of low quality and may in the short term require removal for risk management purposes. Two hedgerows would require removal to facilitate development (H2 eastern boundary, H1 small hedge on western side) and a number of smaller trees identified within Groups G1 & G2 (western boundary); the rest of the groups to remain. The Councils Arborist has assessed the report and following a site visit has no objection to the scheme

7. **Material Considerations**

7.1 Background Information

7.1.1. The majority of objections to the proposal refer to suitability of both the access and allocated sites to accommodate housing development. Whilst this determination refers solely to improvement of the access, a brief summary of the access/sites robust assessment prior to Local Plan adoption might be useful for members

7.1.2. The three sites were suggested as development sites by a landowner/developer, and were also identified in the 2010 Strategic Housing Lane Availability Assessment as suitable for housing development. Assessments included relationship to and impact upon local services, schools, infrastructure, public transport and the wider highway network. Physical access into the site, flood risk and the sites land designation were also taken into account - the sites being 'greenfield' not 'green belt' (see distinct definitions below). The Local Plan Inspectors report stated that '*Sites M, V X have been allocated within the Rural Local Service Centre of Longton, in line with Core Strategy (adopted 2012) settlement hierarchy. Although*

such allocation has been criticised for comprising greenfield sites, they are necessary ... to ensure that sufficient housing land is provided within the Plan period' .

- *Greenfield definition* - Land that is not built on, typically farm land but can include playing fields, allotments and some residential gardens.
- *Green Belt definition* - statutorily designated land around built-up areas intended to limit urban sprawl and prevent neighbouring settlements joining together. **Not all Greenfield land is in the Green Belt.**

7.2 Site Allocation

7.2.1 The access way proposed for improvement forms part of the wider Site X housing allocation as designated by Policy D1 of the Local Plan 2012-2026. D1 is a positively worded policy which aims to focus development in the urban areas of South Ribble to maximise access to services, facilities, employment and travel choices. Where insufficient brownfield sites were available, Greenfield sites have been identified (as per Sites M, V and X); Longton having a tightly defined green belt boundary which limits the opportunity for development on the edge of the village. The three sites in combination – which includes the access referred to in this application - would provide approximately 220 dwellings over the 15 year plan period

7.3 Policy Background

Additional policy of marked relevance to this proposal is as follows. Please note that policy specifically related to future housing development has not been included.

7.3.1 *National Planning Policy Framework*

7.3.1.1 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. Given the relatively minor nature of the works proposed by this application only, it is the Officer's view that the development accords with the overall principles of the NPPF

7.3.2 *Central Lancashire Core Strategy*

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

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

7.3.3 *South Ribble Local Plan*

7.3.3.1 In addition to site allocation policy D1 (above), the following are also pertinent:

7.3.3.2 **Policy G13: Trees, Woodlands and Development** states that development will not be permitted where it affects protected trees and woodland. Where loss of the same is unavoidable however this policy accepts suitable mitigation.

7.3.3.3 **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.

7.3.3.4 **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.

7.4 Impact of Development on Neighbouring Properties

7.4.1 Immediately facing across Chapel Lane are a number of dwellings at approximately 17m away. In the west are no's 36 and 38 Chapel Lane, and in the east no: 44 Chapel Lane; the application site bounding the side gardens to no's 38 and 44 which are screened by existing hedgerows (to be removed).

7.4.2 Inter-relationships with existing neighbouring properties have been fully assessed in terms of design and highways safety, and are considered acceptable.

7.4.3 The residents of both no: 38 and no: 44 Chapel Lane objected to the scheme as they believed that part of the proposal site is within their own land ownership. For completeness, a check of the land registry has been made which shows that this is not the case, and that apart from a small area of adopted highway, Site X and the proposal site (immediate Site X access) are wholly within the applicant's ownership. Land Registry checks for Sites V and M are not at this stage necessary. Appropriate ownership certificates have been served as part of the application process.

7.5 Design, Character & Appearance

7.5.1 Site Allocations Policy G17 (Design Criteria for new development) seeks to ensure that 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 and respect local character. Core Strategy Policy 17 (Design of New Buildings) effectively mirrors these criteria.

7.5.2 Longton is a traditional but diversely designed locale, centred around Chapel Lane and Liverpool Road which together dissect the village centre. Longton Hall Court is a relatively wide lane running at right angles to Chapel Lane, and whilst currently in use for access to residential properties, its junction is narrow and fairly difficult to negotiate when approaching from the main Highway. This proposal seeks simply to widen that access. Existing, retained screening to the site should ensure that impact by way of visual intrusion to and from neighbouring properties is negligible.

8 Conclusion

8.1 Whilst it is acknowledged that this proposal forms part of, and has implications to the future of the wider housing site allocation (Sites M, V and X), members are asked to consider only the proposal at hand – namely improvement/widening of a 21m deep, T shaped stretch of land forming the junction of Longton Hall Court with Chapel Lane.

8.2 The proposal has been assessed by the Councils Statutory consultees, and subject to the imposition of conditions the scheme is considered acceptable. Lancashire County Council Highways in particular have no objection but require pre-commencement agreement to the proposed access construction; this has been included as a condition to any permission granted.

8.3 For the reasons stated above, the proposed application for improvement of the existing Longton Hall Court junction with Chapel Lane, Longton to adoptable standards and sufficient to enable the service of the remainder of the allocated development sites M V and X South of Longton Hall Longton in the SRBC Local Plan (which would be subject to a future application) is considered to be in keeping with its extended environs. It should not result in any undue impact on the amenities of neighbouring properties, and there will be no

significant highway safety. It accords with the relevant policies of the South Ribble Local Plan, Central Lancashire Core Strategy and National Planning Policy Framework, and is recommended for **approval subject to the 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 with reference to the following approved plans and suite of documents:
 - Ecological Assessment (Tyrrer Partnership: 5 May 2017: as amended 1.9.17)
 - Supporting Statement (Lea Hough: March 2017)
 - Transport Statement (SCP JA/17006/TA/01: Feb 2017)
 - Proposed Access Solution (SCP/17006/F01: 31.1.17)
 - Arboricultural Impact Assessment (Bowland Tree Consultancy: BTC1394 Aug 2017)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 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 run off 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 (which should include refurbishment of existing culverts and headwalls or removal of unused culvers where relevant)
 - 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 applicableThe development shall be completed, maintained and managed in accordance with the timing and phasing arrangements embodied within the approved drainage scheme, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure before development commences that appropriate drainage measures have been assessed 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

4. 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:
- parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - suitable wheel washing facilities for vehicles leaving site. Details also to include mechanical sweeping of roads adjacent to the site.
 - measures to control the emission of dust and dirt during construction
 - measures to control the emission of noise during construction
 - details of external lighting to be used during construction
 - a scheme for recycling/disposing of waste resulting from demolition and construction works
 - anticipated delivery times

REASON: To ensure that prior to development measures are in place to control construction in order to safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

5. 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

6. 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 2012-2026

7. No part of the development hereby approved shall commence until a scheme for the construction of the amended access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.
REASON: In order to satisfy the Local Planning Authority and Highway Authority before development commences on site 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.

8. 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 Policy G16 in the South Ribble Local Plan 2012-2026
9. 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

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity

South Ribble Local Plan

- D1 Allocation of Housing Sites
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

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

Highways Note 1: The applicant is advised that the amended access, will need to be constructed under a section 278 agreement. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant is advised to contact Lancashire County Council before works begin on site. Further information and advice can be found at www.lancashire.gov.uk

Highways Note 2: The alterations to the access and existing highway as part of the new works may require changes to an existing telegraph pole and lighting column at the expense of the client/developer.'

Highways Note 3: The applicant is advised to consult with Lancashire County Councils Public Right of Way team prior to commencement of development on site.

Ecology Note: 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