

Application Number 07/2020/00396/FUL

Address McKenzie Arms Site
Station Road
Bamber Bridge
Lancashire

Applicant South Ribble Borough Council

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Development Proposal for a 15 unit development consisting of three townhouses and an apartment block with a combination of 1 and 2 bedroom apartments

Officer Recommendation **Approval with Conditions**
Officer Name **Mr Chris Sowerby**

Date application valid	20.05.2020
Target Determination Date	19.08.2020
Extension of Time	



1. REPORT SUMMARY

1.1 The application relates to the former McKenzie Arms Public House site which fronts Station Road in Bamber Bridge. The application site has an area of 0.2 hectares and comprises of an extensive area of hardstanding. The site is allocated as 'Allocation for Housing' under Policy D1 as part of the wider former Wesley Street Mill allocation (Site 'R') in the South Ribble Local Plan.

1.2 The proposal is for the erection of a mixture of 15no. dwellings and apartments on the site, comprising of 3 two-story dwellings with accommodation in the roofspace and 12 one and two bedroom apartments split across 3no. two-storey and three-storey blocks. All of the units are to be 'affordable rent' in tenure and have been designed to Building Regulations Part M Category 2 standards (as accessible and adaptable dwellings).

1.3 The Central Lancashire Strategic Housing Market Assessment confirms that there is an identified affordable housing need within the Borough, with the proposed wholly affordable scheme making a valuable contribution towards this need.

1.4 . The design of the proposed units, whilst being modern, draws from the character of nearby properties. The proposed inter-relationships with neighbouring properties are considered to be acceptable and are not considered to result in undue overlooking / loss of privacy or overdominance / overshadowing.

1.5 County Highways have raised no objections to the proposal, confirming that the development would have a *"negligible impact on highway safety and highway capacity within the immediate vicinity of the site"*. Whilst it is acknowledged by County Highways that the proposed number of off-street car parking spaces falls slightly short of the parking standards set out in Appendix 4 of the South Ribble Local Plan (19 car parking spaces proposed vs. 21 car parking spaces recommended), however giving the sustainable location of the site they envisage that the short fall would not cause a highway safety issue.

1.6 Environmental Health have fully considered the proposal and raise no objections subject to the imposition of conditions as detailed within this report.

1.7 The application accords with Policies 1, 3, 4, 5, 6, 17 and 29 of the Core Strategy together with Policies B1, G13, G14 and G17 of the South Ribble Local Plan. The application is therefore recommended for approval subject to the imposition of conditions.

2. APPLICATION SITE AND SURROUNDING AREA

2.1 The application relates to the former McKenzie Arms Public House site which fronts Station Road in Bamber Bridge. The application site has an area of 0.2 hectares and comprises of an extensive area of hardstanding.

2.2 The site is accessed off McKenzie Street, which is an adopted highway that loops around the rear of the residential and commercial properties that form a terrace between 295 and 317 Station Road.

2.3 To the west, on the opposite side of Station Road are a mixture of residential and commercial properties. To the north, on the opposite side of McKenzie Street is the side gable of 317 Station Road, which currently operates as a hairdressers. Along the southern boundary of the application site is a commercial car repair garage which front Station Road and light industrial and storage/distribution units that front Club Street. To the east of the application site is the rear section of Cuerden Church School's playing fields with the new housing development on the former Wesley Street Mill site beyond.

2.4 The site is allocated as 'Allocation for Housing' under Policy D1 as part of the wider former Wesley Street Mill allocation (Site 'R') in the South Ribble Local Plan.

3. SITE HISTORY

3.1 Under Reserved Matters approval 07/2017/2333/REM the site was originally proposed to be used to provide vehicular access to the residential development on the former Wesley Street Mill site. This permission was however subsequently amended to permit the current access arrangement off Wesley Street.

3.2 Prior to this, in 2008, a planning application for the erection of 10no. two-storey terraced dwellinghouses on the site following demolition of the public house (07/2008/0781/FUL) was withdrawn for now unknown reasons.

4. PROPOSAL

4.1 The proposal is for the erection of a mixture of 15no. dwellings and apartments on the site, comprising of 3 two-story dwellings with accommodation in the roofspace and 12 one and two bedroom apartments split across 3no. two-storey and three-storey blocks. All of the units are to be 'affordable rent' in tenure and have been designed to Building Regulations Part M Category 2 standards (as accessible and adaptable dwellings).

4.2 The buildings have been designed to be modern in appearance but to also incorporate elements of the surrounding traditional buildings. The properties are to be constructed in red brick with a tile roof.

4.3 Numerous passive and low-carbon design measures are to be used within the design including the use of Passive House Certified Mechanical Ventilation Heat Recovery (MVHR) and high efficiency Air-Source Heat Pumps to each dwelling together with the use of solar panels on appropriate roof pitches. In regards to this the applicant advises:

"The scheme is predicted to provide the council and tenants with significant carbon savings, with a potential reduction of greater than 45% saving in CO2 emissions beyond the Part L baseline, in excess of the 15% saving required by Policy 27 of the Central Lancashire Core Strategy."

4.4 The site is to utilise the existing access on to McKenzie Street, with 19 off-street car parking spaces, 2 of which would be accessible parking spaces, proposed within the site.

4.5 The submission is accompanied by a Design and Access Statement, a Noise Impact Assessment, an Air Quality Assessment, an Ecology Report, an Energy Report and a Contaminated Land Survey.

5. REPRESENTATIONS

5.1 In relation to the proposal 2 letters of objection and/or raising concerns have been received. A summary of the points raised follows:

Relationship To Neighbours

- ☐ Potential for overlooking / loss of privacy from the 3-storey units

Highway Issues

- ☐ Limited on-street parking availability in the local area

6. CONSULTATION REPLIES

County Highways have raised no objections to the proposal, confirming that the development would have a "negligible impact on highway safety and highway capacity within the immediate vicinity of the site". Whilst Lancashire County Council's five year data base for Personal Injury Accident (PIA) indicates that there has been 2 incidents within the vicinity of the site, County Highways are of the opinion that these incidents are of a nature that would not be worsened by the proposal development.

It is acknowledged by County Highways that the proposed number of off-street car parking spaces falls slightly short of the parking standards set out in Appendix 4 of the South Ribble Local Plan (19 car parking spaces proposed vs. 21 car parking spaces recommended), however giving the sustainable location of the site they envisage that the short fall would not cause a highway safety issue.

Conditions have been recommended by County Highways relating to the agreement of works within the adopted highway and the agreement of a Construction Traffic Management Plan.

Highways England have raised no objections to the proposal.

Environmental Health have raised no objections to the proposal subject to the imposition of conditions relating to the submission and agreement of a Noise Impact Assessment relating specifically to plant machinery, the provision of electric vehicle recharging points, restrictions on solid mass burners, drainage, contaminated land, importation of soil, dust management, wheel washing of construction traffic, site compound details, hours of construction, piling and the control of invasive weeds. A recommended condition relating to the control of the burning of waste cannot be imposed as it would not meet the test for conditions as it is controlled through other legislation.

Whilst not a planning policy requirement, and therefore cannot be secured by way of a planning condition or legal obligation, a sum of £6,500 has been offered by the applicant to offset air quality harm that would be caused with the scheme and will be used to assist the Council in achieving Air Quality objectives.

United Utilities have raised no objections to the proposal recommending conditions relating to the agreement of foul and surface water drainage details.

The **Local Lead Flood Authority (LLFA)**, following the submission of further requested information, have raised no objections to the proposal subject to the imposition of conditions requiring the agreement of detailed drainage details.

Ecology have raised no objections to the proposal, recommending a condition restricting works during bird nest nesting season.

The Local Authority's **Arboriculturist** has raised no objections to the proposal, recommending conditions relating to the agreement of an Arboricultural Impact Assessment and Arboricultural Method Statement and the agreement of landscaping details.

Lancashire Fire and Rescue Service have raised no objections to the proposal, highlighting a number of Building Regulation requirements.

County Education advise that an education contribution is not required for the proposed development.

7. MATERIAL CONSIDERATIONS

Policy Considerations

7.1 i) NPPF

7.1.1 The NPPF promotes a presumption in favour of sustainable development and supports sustainable economic development to deliver, amongst other things, homes. Given the site's location and land allocation in the South Ribble Local Plan it is the Officer's view that the site is within a sustainable location.

7.1.2 With regards to highway issues associated with development proposal, Paragraph 109 of the NPPF states *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

7.2 ii) Core Strategy Policy Considerations

7.2.1 Policy 1 of the Core Strategy is entitled ‘Locating Growth’ and encourages the focussing of growth and investment in the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble.

7.2.2 Policy 4: Housing Delivery seeks to ensure that sufficient housing land is identified over the 2010-2026 period.

7.2.3 Policy 5 of the Core Strategy covers Housing Density and states:

“The authorities will secure densities of development which are in keeping with local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area, consideration will also be given to making efficient use of land.”

7.2.4 Policy 6 of the Core Strategy covers Housing Quality and aims at improving the quality of housing. This is assessed in the following sections of the report.

7.2.5 Policy 17: Design of New Buildings expects the design and new buildings to take account of the character and appearance of the local area and effectively mirrors Policy G17 in the South Ribble Local Plan.

7.3 iii) South Ribble Local Plan

7.3.1 The forms part of Site ‘R’ under Policy D1 of the South Ribble Local Plan. Policy D1 allocates land for residential developments to meet the Council’s housing land requirements. The proposed development of 15 housing units on the site therefore accords with the requirements of Policy D1.

7.4 iv) Affordable Housing

7.4.1 The Central Lancashire Affordable Housing Supplementary Planning Document requires development of 15 residential units or more to provide 30% affordable housing. As the proposal is wholly an affordable scheme this requirement is met and exceeded.

7.4.2 The Central Lancashire Strategic Housing Market Assessment confirms that there is an identified affordable housing need within the Borough, with the proposed wholly affordable scheme making a valuable contribution towards this need.

7.5 v) Open Space

7.5.1 As the proposal is wholly for affordable housing to meet the need for more affordable dwellings in the local area a commuted sum in lieu of the provision of on-site public open space to enhance open space facilities in the area is not required. Previous decisions for similar developments within the Borough have followed the same approach due to the impact such a provision would have on the financial viability of the proposal.

7.6 CIL

7.6.1 Given the wholly affordable nature of the proposed development a Social Housing Relief Claim form has been submitted which provides exemption from the need to pay the Community Infrastructure Levy.

7.7 Character / Appearance

7.7.1 Policy 17 of the Core Strategy and Policy G17 of the South Ribble Local Plan, set out design criteria for new development and requires development to be well related to neighbouring buildings and the locality in terms of its size, scale and intensity (plot coverage).

7.7.2 In consideration of the above, the local distinctiveness and character of the local area has been assessed. The surrounding area is a mixture of traditional residential properties and commercial premises. The design of the proposed units, whilst being modern, draws from the character of nearby properties. The proposed dwellings would be constructed with Red Multi bricks with slate grey roof tiles. Whilst the apartment units are proposed to be part three-storey, the 2 three-storey units do not form part of the site frontage and would be viewed against the backdrop of commercial units of a similar scale on Club Street immediately to the south. As a result, the proposed housetypes and designs on the site are not considered to be out of character with the surrounding area.

7.7.3 Sufficient private amenity space, comparable to that present with nearby residential properties, are proposed for the units. The proposed development is not considered to result in the overdevelopment of the site.

7.7.4 For the above reasons the proposed development is considered to comply with Policy G17 a), relating to the character and appearance of the area and Core Strategy Policy 17.

7.8 Relationship To Neighbours

7.8.1 A minimum distance of 21.5m would be present from the two-storey terrace, comprising of Plots 1-3, to the single and two-storey commercial premises present on the opposite side of Station Road. A distance of 10.5m would be present from the blank side gable of Plot 1 to the ground and first floor windows present on the side gable of the commercial premise at 317 Station Road (to the north of the site). Immediately to the south of the site is a commercial car repair garage with a distance of 10m present between Plots 4 and 5 to the workshop building. An angled minimum distance of 26.5m would be present from the rear of the proposed two-storey apartments on Plots 6 and 7 along the southern boundary to the Anvil Guest House at 321 Station Road. A distance of 44m would be present from the rear elevation of the two-storey apartments on Plots 14 and 15 to the rear elevation of Plots 27 and 28 on the Countryside Properties development on the former Wesley Street Mill site to the east. All of these inter-relationships exceed minimum spatial separation standards for two-storey units as detailed in South Ribble Borough Council's Residential Extensions Design Guidance SPD.

7.8.2 A minimum distance of 10m would be present at an angle between the rear of the three-storey apartment building comprising of Plots 8-10 and rear elevation of Unit 5 on Club Street, which currently operates as a dog day car centre. A minimum distance of 40m would be present from the rear elevation of the three-storey apartment building comprising of Plots 11-13 to the rear elevation of the two-storey dwellings on Plots 29-30 on the Countryside Properties development on the former Wesley Street Mill site with part of a school field intervening. Section B8 of the Residential Extensions Design Guide SPD states that:

“Unacceptable overlooking occurs when there is an inadequate distance between windows and the windows or private amenity space of a neighbouring property. Extensions/alterations should not cause significant loss of privacy. The guiding principle is that development should be located and windows orientated, to prevent direct overlooking of habitable rooms or areas of private amenity space that belong to nearby properties”.

7.8.3 On page 4 of the SPD the document states *“In general a minimum of 21 metres should be maintained between any proposed habitable windows facing existing neighbouring habitable rooms”* in regards to two-storey development.

7.8.4 It is reasonable to conclude that given the potential for greater loss of privacy and overdominance a greater separation distance should be applied to three-storey development.

7.8.5 Given the application site is on a near level ground level to the Countryside Properties development on the former Wesley Street Mill site to there rear, and that mature landscaping is present along the intervening eastern boundary of the school playing field, the proposal minimum spatial separation distance of 44m is considered to be sufficient to safeguard the amenities of both set occupants.

7.8.6 For the reasons outlined above, the proposed development will not have a significant undue impact on the amenities of neighbouring residents in terms of overlooking / loss of privacy or overshadowing / overdominance and complies with Policy G17 of the South Ribble Local Plan, Policy 17 of the Core Strategy and the Residential Extension Design Guide SPD.

7.9 Highway Issues

7.9.1 County Highways have fully assessed the proposal and have raised no objections, confirming that the development would have a *“negligible impact on highway safety and highway capacity within the immediate vicinity of the site”*.

7.9.2 The County Council's five year data base for Personal Injury Accident (PIA) indicates that there has been 2 incidents within the vicinity of the site, County Highways are however of the opinion that these incidents are of a nature that would not be worsened by the proposal development.

7.9.3 It is acknowledged by County Highways that the proposed number of off-street car parking spaces falls slightly short of the parking standards set out in Appendix 4 of the South Ribble Local Plan (19 car parking spaces proposed vs. 21 car parking spaces recommended), however giving the sustainable location of the site they envisage that the short fall would not cause a highway safety issue.

7.10 Noise/Disturbance Issues

7.10.1 The proposed use is not a significant noise generator. Standard conditions, such as those controlling hours of construction and restrictions on piling activities, on residential development are recommended to safeguard the amenities of nearby residential properties.

7.10.2 Environmental Health highlight that the site abuts light industrial uses and are satisfied that the mitigation incorporated within the design, including the provision of acoustic fencing, are sufficient to safeguard the amenities of future residents. The high thermal efficiency of the design will reduce the potential for overheating and reduce heat loss, aiming to achieve comfortable ambient temperatures within the units year-round reducing the need for the use heating and window ventilation. This in turn is another mitigating factor incorporated in the design that will safeguard the amenities of future occupiers from the potential of noise from surrounding land uses.

7.11 Tree Issues / Wildlife

7.11.1 The submitted Ecology Report concluded that no habitats of conservation concern are located within the site. The Councils appointed Ecology consultants have raised no objections to the proposal, recommending a condition restricting works during bird nest nesting season.

7.11.2 No trees within the site are protected by TPO and none of the trees are worthy of such protection, with the existing landscaping along the site boundaries being retained. The Local Authority's Arboriculturist has raised no objections to the proposal, recommending conditions relating to the agreement of an Arboricultural Impact Assessment and Arboricultural Method Statement and the agreement of landscaping details.

8.1 CONCLUSION

8.1.1 The proposed erection of a mixture of 15no. affordable dwellings and affordable apartments on the site, is considered to be acceptable on this brownfield site which is allocated for housing. The development would also contribute towards an identified affordable housing need within the Borough. The proposed development will not be out of character with the area and will not adversely affect the amenities of nearby residential properties. The site is in a sustainable location and there will be no significant highway safety or amenity implications.

8.1.2 The proposed development accords with Policies 1, 3, 4, 5, 6, 17 and 29 of the Core Strategy together with Policies B1, G13, G14 and G17 of the South Ribble Local Plan. The application is therefore recommended for approval subject to the imposition of conditions.

RECOMMENDATION:

Approval with Conditions.

RECOMMENDED CONDITIONS:

1. That the development 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 submitted approved plans numbered 200-01 03 (Location Plan), 200-02 03 (Site Plan), 200-03 03 (Site Elevations), 200-04 03 (Site Sections), 300-01 02 (House Floor Plans), 300-02 02 (House Elevations), 300-03 02 (House Sections), 320-01 01 (Typical Apartments), 600-01-01 (Cycle and Bin Store), 'Schematic Utilities Plan', 'Landscaping Plan', 'Access Details', 'Boundary Wall Treatment Plan', 'Apartments Sections', 'Apartments Elevations', 'Apartments Roof Plan', 'Apartments Level 02', 'Apartments Level 01' and 'Apartments Level 00'.

REASON: To ensure a satisfactory standard of development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G1 of the South Ribble Local Plan (2012-2026).

3. No work shall be commenced until satisfactory details of the colour and texture of the facing and roofing materials to be used have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details

REASON: To ensure the satisfactory detailed appearance of the development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan (2012-2026).

4. Each dwelling is required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.

REASON: Policy 27 of the Adopted 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. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.

5. 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 Adopted 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. However 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

6. 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 Adopted 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. However 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.

7. No development shall take place until a scheme for the provision of all 15 affordable residential units has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2: Glossary of National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

(i) The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing. [the details submitted here will effectively refer to the setting of affordable rents in line with Homes England regulations]

(ii) The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

The affordable housing shall be retained in accordance with the approved scheme.

Reason: To ensure that the proposed development complies with Policy 7 of the Central Lancashire Core Strategy.

8. Prior to the commencement of development, a ground level survey to include existing ground levels and existing and proposed ground and slab levels shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with this scheme.

REASON: To ensure the satisfactory appearance and drainage of the site and to accord Policy 17 of the Core Strategy

9. Prior to the commencement of development, a scheme for the provision of foul water drainage shall be submitted to and be approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved plans during the development and shall be thereafter retained and maintained for the duration of the approved use.

REASON: For the avoidance of doubt and to protect the living conditions of future occupants of the site in accordance with Policy 29 in the Central Lancashire Core Strategy

10. No development shall commence until final details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority and LLFA. Those details shall include:

- a) Final sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, finished floor levels in AOD with adjacent ground levels. Final sustainable longitudinal sections plan appropriately labelled to include all pipe/structure references, dimensions, design levels, discharge rates, with adjacent ground levels. Cross section drawings of flow control manholes and attenuation tank.

- b) The drainage scheme should demonstrate that the surface water run-off and volume shall not exceed the greenfield runoff rate. If a brownfield run off rate is proposed the methods for calculating the peak run off rate and run off volumes detailed in Section 24.5 of the CIRIA SuDS Manual 2015 shall be used. A copy of the CCTV survey and detailed drawing showing the existing drainage will be required if you are using a simulation model based on the existing drainage system. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

- c) Sustainable drainage flow calculations (1 in 1, 1 in 2, 1 in 30 and 1 in 100 + climate change).

- d) Plan identifying areas contributing to the drainage network

- e) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses,

- f) A plan to show overland flow routes and flood water exceedance routes and flood extents.

- g) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;

- h) Breakdown of attenuation in pipes, manholes and attenuation tank.

i) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the town houses/apartments, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

REASON: For the avoidance of doubt and to protect the living conditions of future occupants of the site in accordance with Policy 29 in the Central Lancashire Core Strategy

11. That any tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not take place between March and July inclusive of any year, 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 Core Strategy.

12. The development shall not be brought into use until a scheme for the construction of the site access has been fully implemented prior to which it will have been submitted to, and approved in writing 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 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.

13. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 11 has been constructed and completed in accordance with the scheme details, unless otherwise agreement in writing with the Local Planning Authority.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the traffic generated by the development does not exacerbate unsatisfactory highway condition in advance of the completion of the highway scheme/works.

14. No development shall take place, including any further 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:

- (i) measures to control the emission of dust and dirt during construction
- (ii) measures to control the emission of noise during construction
- (iii) a scheme for recycling/disposing of waste resulting from demolition and construction works
- (iv) the parking of vehicles of site operatives and visitors
- (v) loading and unloading of plant and materials
- (vi) storage of plant and materials used in constructing the development
- (vii) the location of the site compound

- (viii) suitable wheel washing/road sweeping measures
- (ix) details of all external lighting to be used during construction
- (x) 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)
- (xi) Measures to ensure that construction and delivery vehicles do not impede access to adjoining units and obstruct the public highway

REASON: To safeguard the amenities of neighbouring properties and to protect existing road users in accordance with Policy 17 of the Central Lancashire Core Strategy.

15. No machinery shall be operated; no process shall be carried out and no 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.

16. Prior to the first use of any residential unit the approved car parking spaces and manoeuvring area shall be surfaced or paved and marked out in accordance with a scheme to be agreed in writing with the Local Planning Authority. The parking and manoeuvring areas shall be permanently maintained thereafter.

REASON: To ensure the provision and retention of adequate onsite parking facilities and in accordance with Policy G17(c) in the South Ribble Local Plan (2012-2026).

17. Prior to the commencement of development details of the landscaping of the site including, wherever possible, the retention of existing trees and hedges have been submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest.

The approved scheme shall be maintained by the applicant or their successors in title thereafter for a period of 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies, by the same species or different species, and shall be agreed in writing by the Local Planning Authority. The replacement tree or shrub must be of similar size to that originally planted.

Details submitted shall be compliant with 'BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations' and shall include details of trees and hedges to be retained or removed, root protection zones, barrier fencing, and a method statement for all works in proximity to those trees or hedges to be retained during the development and construction period. Details shall also indicate the types and numbers of trees and shrubs, their distribution on site, those areas seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G8 in the South Ribble Local Plan 2012-2026

18. Electric vehicle recharge points shall be provided at a minimum ratio of one charging point per five parking bays (with cable routing to the remaining parking bays), prior to occupation. These shall consist of as a minimum a 7Kwh electrical socket in such a position that a 3 metre cable will reach the designated car parking spaces.

The electric vehicle recharging facility must include one of the accessible car park spaces.

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.

(Note - this standard exceeds the proposed Electric Vehicle Recharge point provision within the application, which proposed (Energy report - p6 item 5) 19 no. parking bays provided, including 2 accessible spaces and 2 electric charging points)

19. No solid fuel appliances shall be installed within the permitted development without first obtaining written permission from the local planning authority in consultation with the Environmental Health Department. A covenance to this effect shall be included within the deeds to all parts 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.

20. 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 remediation statement, detailing the recommendations and remedial measures to be implemented within the site

(b) 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 ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, and the site cannot be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990, in accordance with Policy 17 of the Central Lancashire Development Plan and the National Planning Policy Framework.

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

A report which provides full details of measures to resist the ingress of ground gases into the development. This should follow best practice industry guidance such as CIRIA Report C665. The approved measures shall be implemented during construction by a competent registered installer and shall be thereafter retained and maintained for the duration of the approved use. Should further authoritative, robust,

scientific information be provided in writing to the LPA that proves there is no gas risk to the proposed development then no further action is necessary.

Reason: To ensure that the site is suitable for its intended end use and development work will not create a potential migration pathway for ground gases into the property, in accordance with Policy 17 of the Central Lancashire Development Plan and the National Planning Policy Framework.

22. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at South Ribble Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development.

Should no adverse ground conditions be encountered during site works and/or development, a verification statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building/s, which confirms that no adverse ground conditions were found.

Reason: To ensure that the site is suitable for its intended end use and development work will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 of the Central Lancashire Development Plan and the National Planning Policy Framework.

NOTE TO APPLICANT: If no adverse conditions are encountered to discharge this condition photographic evidence of all ground workings shall be submitted together with a description of the ground encountered

23. Prior to the importation of any subsoil and/or topsoil material into the proposed development site, information supporting the suitability of the material shall be submitted to the Local Planning Authority for approval in writing.

The information submitted shall include details of the material source, sampling methodologies and analysis results, which demonstrates the material does not pose a risk to human health as defined under Part 2A of the Environmental Protection Act 1990.

Reason: To ensure that the site is suitable for its intended end use and development work will not cause pollution of ground and surface waters both on and off site, in accordance with Policy 17 of the Central Lancashire Development Plan and the National Planning Policy Framework.

24. Prior to the commencement of any works on site, details of all piling activities shall be submitted to the local planning authority together with all mitigation measures to be taken. Piling activities shall be limited to 09:30-17:00 Monday to Friday with no activity Saturday, Sunday or nationally recognised Bank Holidays.

Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.

NOTE TO APPLICANT: Mitigation measures may include and are not limited to:

- I. The use of low impact piling, auger piling

- II. Boundary vibration and noise monitoring
 - III. Informing neighbouring properties on the times and duration of piling activities.
25. Prior to the commencement of any works on site an assessment for the presence of invasive plants, as identified under the Wildlife and Countryside Act 1981, shall be undertaken and the results submitted to the local planning authority for approval along with a detailed methodology for the removal of any identified invasive plants.

Reason: To prevent the spread of invasive plants.

RELEVANT POLICY

- 1 Locating Growth (Core Strategy Policy)**
- 3 Travel (Core Strategy Policy)**
- 4 Housing Delivery (Core Strategy Policy)**
- 5 Housing Density (Core Strategy Policy)**
- 6 Housing Quality (Core Strategy Policy)**
- 17 Design of New Buildings (Core Strategy Policy)**
- 29 Water Management (Core Strategy Policy)**
- POLB1 Existing Built-Up Areas**
- POLG13 Trees, Woodlands and Development**
- POLG14 Unstable or Contaminated Land**
- POLG17 Design Criteria for New Development**
- SPD1 Affordable Housing (Supplementary Planning Documents)**

Note:
