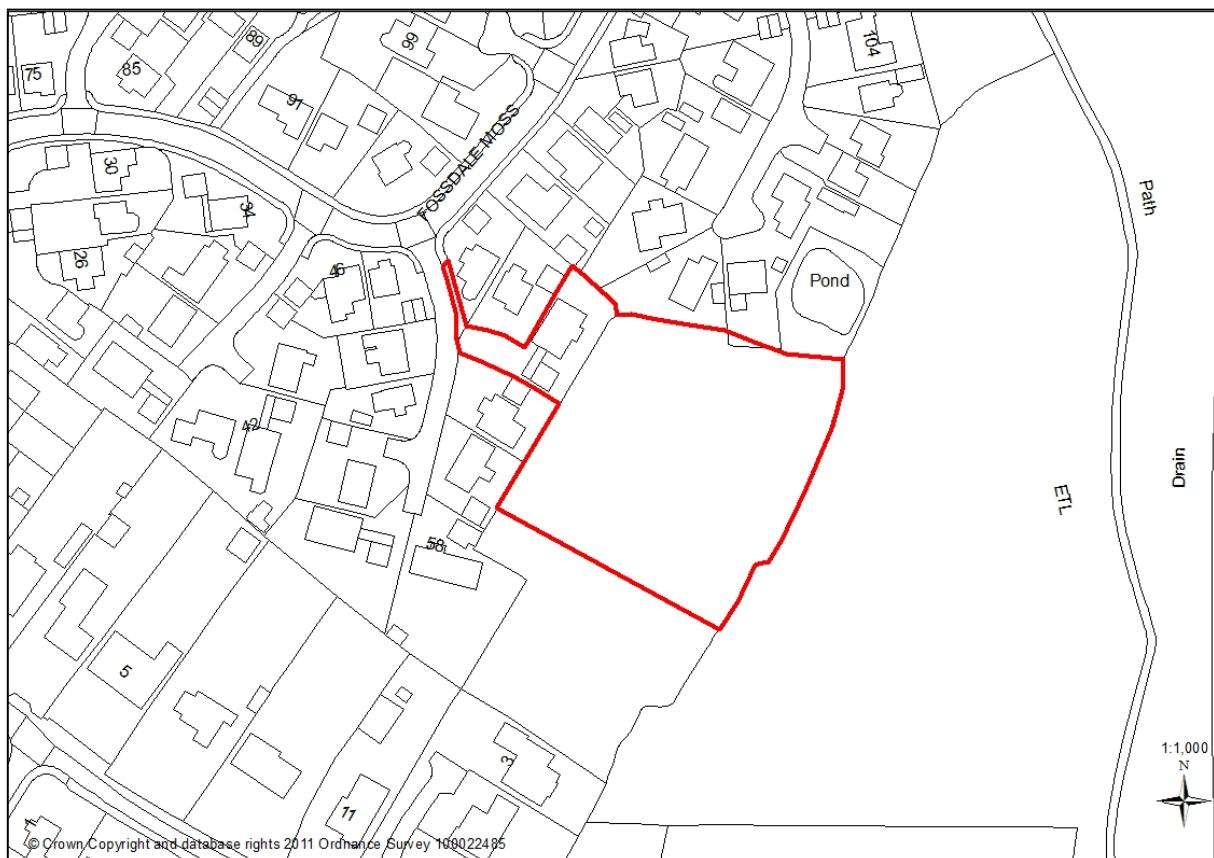


Application Number	07/2018/0856/FUL
Address	Land To The Rear Of 60 - 64 Fossmore Moss Moss Side Leyland Lancashire
Applicant	Five Star Development Homes Ltd
Agent	Geoffrey Clark 14 St Clements Road Wigan WN1 2RU United Kingdom
Development	Erection of 6 detached dwellings and ancillary works
Officer Recommendation	Approval with Conditions
Officer Name	Mrs Debbie Roberts
Date application valid	22.02.2018
Target Determination Date	19.04.2018
Extension of Time	30.04.2018



1. Introduction

1.1. This application has been brought to Committee as two previous applications on this site were determined in this way.

2. Report Summary

2.1. The Fossdale Moss site is a fairly rectangular, unmanaged tract of land (approx. 0.5 ha) located off Fossdale Moss, Leyland; a predominantly residential area designated by Policy B1 of the South Ribble Local Plan as Existing Built up Area.

2.2. Abutting the site in the north are the rear gardens to 92 and 94 Fossdale Moss and a large pond. Immediately adjacent in the west are no's 58-64 (evens) Fossdale Moss which back onto the development site. No's 50, 62-68 (evens) would also face the proposed access way; 62-68 being particularly affected.

2.3. In the south is the recently developed Gillyflower Court – this separated from the proposal site by a small section of field, and to the east is a large tract of Council owned open land designated as Green Infrastructure (Policy G7) and Green Corridor/Wedge (Policy G12) by the Local Plan. Beyond this is the Schleswig Way dual carriageway. A belt of mature trees and narrow watercourse also denotes the eastern boundary

2.4. The proposal is for a residential development of 6 detached dwellings with associated garages, and accommodating works to no's 64-& 68 Fossdale Moss; proposed access to be between these properties and no: 62.

2.5. Proposed house type designs are not considered to be out of character with the surrounding area, and adequate garden space in comparison to adjacent residential properties is proposed. Proposed development would not therefore result in overdevelopment of the site, and inter-relationships between existing and proposed properties would not result in undue overlooking, loss of privacy or over dominance.

2.6. County Highways raised no objections to the proposed development, considering that the proposed scheme would not materially increase traffic within the estate and would have a "*negligible impact on safety and capacity in the immediate vicinity of the site*". The proposal also provides an acceptable level of off-street parking for both existing and proposed properties.

2.7. This development would bring some benefits; namely improved pedestrian safety following installation of a 15m stretch of footpath along the northern edge of the cul-de-sac spur, delivery of 6 dwellings to contribute to the Council's housing land supply requirement, and a CIL contribution of £115,834 towards infrastructure detailed in the Regulation 123 list – although CIL is a compensatory payment rather than an additional benefit. Benefits however must be balanced against the effect that the proposal would have on the areas character and appearance, and on the amenity of neighbouring residents. 18 letters of objection and two in support have been received, although it should be noted that 5 residents have submitted multiple objections.

2.8. This scheme with a 13 dwelling per hectare density, is thought to be appropriately designed, incorporates levels of amenity, garden and parking space which not only comply to adopted standard, but are similar to properties in the extended housing estate, and accommodates access deemed appropriate by both LCC Highways and the Planning Inspectorate. It has also been fully assessed by the Councils other statutory consultees as acceptable development.

2.9. On balance, and taking all of the above comments into account, it is considered that this proposed development of 6 dwellings on land to the rear of Fossway Moss accords to the relevant policy of the South Ribble Local Plan and Residential Design SPD, National Planning Policy Framework and Central Lancashire Core Strategy. It is therefore recommended for approval subject to conditions

3. Application Site and Surrounding Area

3.1. The Fossway Moss site is a fairly rectangular, unmanaged tract of land (approx. 0.5 ha) located off Fossway Moss, Leyland; a predominantly residential area designated by Policy B1 of the South Ribble Local Plan as Existing Built up Area.

3.2. Abutting the site in the north are the rear gardens to 92 and 94 Fossway Moss and a large pond. Immediately adjacent in the west are no's 58-64 (evens) Fossway Moss which back onto the development site. No's 50, 62-68 (evens) would also face the proposed access way; 62-68 being particularly affected.

3.3. In the south is the recently developed Gillyflower Court – this separated by a small field from the proposal site, and to the east is a large tract of Council owned open land designated as Green Infrastructure (Policy G7) and Green Corridor/Wedge (Policy G12) by the South Ribble Local Plan. Beyond this land is the Schleswig Way dual carriageway.

3.4. A belt of mature trees and narrow watercourse are present along the eastern boundary

4. Site Context / Planning History

4.1. Apart from pre-application advice, there are two planning applications on the history of this site.

4.2. Application 07/2016/0299/FUL for erection of 12 dwellings, garages and associated works following demolition of existing garage at 64 Fossway was refused in September 2016 by this committee for the following reasons:

'That the increase in traffic flow within the cul-de-sac spur off Fossway Moss (50-66 Fossway Moss - even numbers only), and the resulting amount of traffic and associated traffic noise, resulting from the proposed vehicular access would have a detrimental impact on the residential amenity of the occupants of neighbouring properties within the cul-de-sac. This is contrary to Policy B1 (criterion c) of the South Ribble Local Plan (2012-2026)'.

'The proposed access road between 62 and 64 Fossway Moss, by virtue of its size, design and proximity, would appear crammed in the streetscene. It would be situated in very close proximity to the southern (front) elevation of 64 Fossway Moss and, as such, would be seriously detrimental to the character and appearance of the residential area. This is contrary to Policy G17 (criterion b) of the South Ribble Local Plan (2012-2026)'.

4.3 An appeal against refusal of this proposal (Ref APP/F2360/W/17/3171469) was dismissed, but the Inspector summarised by saying that '*Although I find access would not harm the character and appearance of the area, I do find that the development would harm the living conditions of neighbours, and for this reason this proposal is unacceptable*'. The Inspector does however place considerable weight on proposed housing numbers when she states that '*The appeal site is located off one of several small off shoots which currently provide access to 9 dwellings... but being for 12 houses, the proposal would more than double the number of dwellings taking access off it ... and more than doubling of the general activity and comings and goings on the road. The scale of activity is therefore much greater than would reasonably be expected on a small cul-de-sac*'

4.4 Application 07/2017/0960/FUL was an almost identical scheme, but sought to widen the access way by partially demolishing no: 64 Fossdale Moss. This application was submitted prior to determination of the above appeal, but was subject to such minor changes that the proposal was refused. Having regard to the previous appeal decision, the reason for refusal was:

'That the increase in traffic flow within the cul-de-sac spur off Fossdale Moss (48-68 Fossdale Moss - even numbers only), and the resulting amount of traffic, associated traffic noise and congestion, resulting from the proposed dwellings and vehicular access would have a detrimental impact on the residential amenity of the occupants of neighbouring properties within the cul-de-sac. This is contrary to Policy B1 (criterion c) of the South Ribble Local Plan (2012-2026)'.

4.5. An appeal against this refusal has been lodged with the Planning Inspectorate but is yet to be determined.

5. Proposal

5.1. The application seeks planning permission for erection of 6 no: dwellings on land at Fossdale Moss, Leyland with associated works. Access to the site would be through the existing residential area of Fossdale Moss, but requires some remodelling of one adjacent property (no: 64) and minor works to land adjacent to no 68.

5.2. Four house types would be traditionally styled over three floors (two floors and dormered roof space accommodation). All are 5 bedoomed, with integral garage space, have arched and standard windows with decorative heads and cills, and would be constructed in brickwork (to be agreed) with decorative arch and soldier brick courses. Garages in all cases are deep enough to qualify as off road parking spaces, and in each case off road parking for two vehicles is available in accordance with the Councils adopted standard (see Highways discussion below).

5.3. Plot 1 (House type A) would include a gabled front with part hipped roof and rear dormer. Its footprint would be 10.4m x 10.7m, and it would have a hipped roof to 11.2m (10m ridge/1.2m chimney stack), and eaves to 5.3m. This property would also benefit from a detached single garage.

5.4. Plots 4 & 5 (Type D) would be similar in style but with integral rather than detached garages. A single dormer would be installed to the rear, and the property would have a footprint of 10.1m – 16m (wide) x 6.8m - 10.7m deep. Ridge heights vary from 6m – 9.3m, whilst eaves run at 3m - 7m, and the chimney stack stands at 10.8m

5.5. Plots 2 & 3 (House Types B & C) would have a gabled centre to the front elevation, and garages which sit at right angles to the front of the property. Single dormers would be installed into rear of each dwelling. Footprints would be 5.8m – 12.1m x 8.1m – 14.5m (Plot 2) and 6.4m – 12.1m x 8.1m – 15m (Plot 3), ridges between 6m and 10.2m (including 1m chimney), and eaves would stand at 2.3m – 7m in height. Both properties include canopied entrance porches.

5.6. Plot 6 (Type E) would include 1 dormer to the rear elevation, and an integral garage reduced in height from the main ridge by 2.6m – ridge heights ranging from 9.6m (including 1m chimney) to 6m, and eaves from 7m to 2.4m. This property also includes a canopied porch, and has a footprint of 11.8m – 17.3m wide x 6m – 8.1m deep.

5.7. Although waste storage has not been shown, access to the rear of each proposed dwelling is possible and would be secured by condition. Amenity space to the front of each property is limited, but more than adequate at the rear.

5.8. Existing trees bordering the site would be retained and protected during construction, and some domestic style landscaping included within the site itself.

5.9. Proposed access between no's 62 and 64 Fossway Moss would require demolition of a double garage linked to no: 64; this would be rebuilt within the proposal site. Some remodelling of no: 64 would also take place – namely repositioning of the front door and windows to the side and replacement of windows facing Fossway Moss with roof lights. Following redevelopment, no: 64 would sit approximately 1m from the proposed northern pavement and 3m from the proposed highway.

5.10 The proposed new access road would be constructed beyond the northern side boundary of 62 Fossway Moss. The existing evergreen hedge to the front of 62 Fossway Moss along the northern side boundary does not form part of the application site. Existing trees along the site boundaries would be retained.

5.11 A laurel hedge would be removed from the service verge outside no: 68 and replaced with a short stretch of footpath; behind which is a 1.8m dwarf wall with timber infills. A pavement would run around the cul-de-sac but these would include service strips outside plots 2, and 4-6.

5.12 Density proposed is approximately 13 dwellings per hectare; more than acceptable in development terms.

6 Summary of Supporting Documents

6.1 The application is accompanied by the following:

- Ecological Assessment/Bat Survey (ERAP: 2016-122 / July 2016)
- Ecological Reasonable Avoidance Measures Statement – Amphibians (ERAP 2016-122: August 2016)
- Construction Management Statement
- Proposed drainage solutions
- Noise Impact Assessment (Royal Haskoning DHV: I&BPB6033R001F01 v 1 / 22.2.17)
- Design & Access Statement (Clark Planning Consultants: JDC/Leyland/18/Feb 18)
- Transport Statement/Technical Note (Royal Haskoning DHV: PB6033/21.2.17)
- Tree and Arboricultural Impact Assessment (Peake Active Tree Management: QATM0005 16: 23.6.16)
- Proposed Site Plan (Francis Haigh 17/50/04P Rev E)
- House Type Drawings (Five Star Homes Dec 2017 FM 10.01P Rev C ((Plot 1), FM18.02P Rev D (Plot 2), FM18.03P Rev D (Plot 3), FM18.04P Rev D (Plots 4 & 5), FM18.05P Rev D (Plot 6), FM18.06P Rev C Garages)
- Topographical Survey (Survey & Design Ltd: SDL1278/3: 9.12.15)

7 Representations

7.1 Summary of Publicity

7.1.1 A site notice and newspaper advertisement have been posted, and 23 neighbouring properties consulted. A second two week period of consultation was also undertaken following minor amendments to the plan; late representation will be made verbally at committee. Ward Councillors Mrs and Michael Green have also been notified.

7.2 Letters of Objection

7.2.1 18 letters of objection were received. Comments made are summarised as follows, but it should be noted that 5 residents submitted multiple objections

Traffic/Highways Impact

- Increased traffic volume, flow and resulting noise; particularly as there is only one restricted access into/out of the site
- Inadequate sight lines
- Increased congestion in adjacent areas
- Highways/pedestrian safety during and after construction
- Inadequate road widths / layout proposed which will cause issues in general highway terms, and for emergency and service vehicles
- 1.8m fence/wall proposed at access would be out of keeping with area
- Reduction of house numbers negated by bedroom numbers resulting in similar traffic movement to earlier scheme
- Respondent questions LCC ability to assess the site correctly
- Transport assessment doesn't account for large number of retired residents who drive less, or for children playing within the new site
- Issues for existing residents when reversing onto the road
- Questions why road is not of an adoptable standard
- '*Entry and continuous width of road is unknown and likely to be not wide enough into the new development*' – a scaled location plan is available to provide this information

Impact upon Neighbouring Properties

- Loss of neighbour amenity and quality of environment in what is a quiet area
- Unacceptable proximity to no's 62 and 64 Fossway despite attempts to widen the proposed access
- Additional noise and nuisance from new properties and during construction in a relatively quiet area. It is not uncommon for residential properties to share party boundaries with other residential properties, but such inter-relationships do not generally result in unacceptable noise disturbance following occupation. A degree of disturbance during construction is also an inevitable but temporary nuisance. Should the application be approved however this can be controlled by suitable condition
- Loss of light and privacy to adjacent neighbours and those along the access route; particularly no 62 when taking in the sites varying topography.
- Respondent questions the validity of the applicants noise report (see Environmental Health comments below)
- Over dominance and loss of amenity as a result of access adjacent and properties to the rear of no:62
- Cramped appearance of proposal and overdevelopment of Fossway Moss
- Light intrusion into no: 50 Fossway Moss from vehicles leaving the site
- Reduced quality of life
- Land between Plot 6 and no: 62 Fossway Moss is not large enough to 'house a commercial vehicle or caravan,... or should future trees be planted' resulting in loss of light and amenity to no: residents
- '*the site is directly behind my house*' (no 94 Fossway Moss)

Character and Design

- Impact upon character of the area and street scene
- Boundary treatments have not been identified adjacent to no: 62 and to the rear of no's 60 and 62. A condition to require details of the same is therefore considered necessary.

- Respondent requests that fences bounding no: 62 are replaced with brick walls/inset fence panels as a more appropriate alternative, and to offer increased security

Environmental Impact

- Impact of development on trees protected by Tree Preservation Order – there are not TPO's in or around the edges of the site.
- Potential flooding issue as proposed garage to no: 64 is lower than existing properties
- *'Intrusion into countryside, loss of access to nature and vital green space and threat to conservation'*

Officer Comment: Issues of highways safety, amenity and capacity have been assessed by the Highways Authority, and ecological assessment has been fully considered by the Councils Ecologist and Arborist. Noise resulting from the development has also been assessed by Environmental Health; all statutory consultees being experts in their own fields. In each case, and subject to appropriate conditions the proposal is considered acceptable (detailed comments below). Large vehicle storage and future soft landscaping is not a material planning consideration providing that appropriate numbers of off road parking spaces are identified. Design and need for development are also discussed below, although the NPPF is clear that windfall sites may be acceptable over and above sites allocated within the Local Plan.

Other

- Site is landlocked and inappropriate for development
- Objection on basis of previous refusals - proposal does not differ enough from earlier schemes to warrant approval
- Respondent notes that South Ribble Borough Council have confirmed that there has been no contact re: purchase or compulsory purchase of the land for affordable housing development from any party.

7.2.2 Comments also made which as non-material considerations have not been taken into account are:

Infrastructure & Landscaping

- Neighbours highlight that no consideration has been given to the siting of street lamps. This is not a material planning consideration and would be determined by County Highways as part of the road adoption process (if adopted).

Land Use

- Neighbours question the need for additional dwellings in the locality. Although not an allocated housing site the Local Plan does allow for windfall development in line with the NPPF. The sites 'Existing Built up Area' designation also has an in-principle presumption towards development which includes for residential purposes.
- Respondent suggests that there is a sewer running between no's 62 and 64 which will restrict development of the access. A check of the United Utilities Safedig website identifies surface and foul water pipework in front of the dwellings but not between. Private drainage infrastructure information is not however available.
- Reduction of G7 (Green Infrastructure) land – the site is allocated as B1 (built up area) not G7 (Green Infrastructure) land

Miscellaneous

- Suggestion that development includes bungalow properties (particularly Plots 1 & 6) in line with Government support for housing for older people. Although a valid request this determination must consider the proposal submitted and not alternatives submitted by third parties.
- A neighbour questioned the applicant's suitability as a developer and their financial position; citing the incomplete Gillyflower Court development as example of this developers work. As planning permissions are tied to the site and not the applicant such an assessment would hold no purpose. Regardless of this, the history of a developer is not a material planning consideration.
- Concern has been raised by neighbours at the need for access to the electricity junction box and potential for damage to the service strip outside no's 50 and 66 in existing highway. Any damage to the adopted highway should be reported to County Highways to investigate.
- *'Council needs to instruct him (developer) to find an alternative way of entering and leaving new dwellings – either directly onto Fossdale Moss or via Gillyflower Court'*
- Respondent questions the site boundary particularly with regards to land which he feels is within his ownership (see Land Registry comment below)
- Neighbour cites Human Rights Act which says that *'person has the right to peaceful enjoyment of all possessions including home and land'* (Article 1, First Protocol)

7.3 Letters of Support

7.3.1 Two letters of support from the residents of no's 64 and 66 Fossdale Moss have been received. Both welcome development of the overgrown site which will '*enrich the area, but it*' has to be acknowledged that no: 64 also forms part of the proposal to be determined, and would benefit from any approval granted.

8 Summary of Responses

8.1 **Ecology Consultant** – surveys provided and assessed by the Councils Ecologist (ERAP 2016/122/July-August 2016) concluded that there was no evidence of bats within the garage to be demolished or detected by the dusk emergence survey on site. The presence of Great Crested Newts at the adjacent pond has been reasonably discounted through Environmental DNA analysis, and whilst a second pond connected to the site by suitable terrestrial habitat is present within 270m of the site, compliance with the Reasonable Avoidance Measures Method Statement is considered acceptable. Condition to this effect is recommended. A condition to require control of the two invasive plant species on site is also considered necessary.

8.2 **Environmental Health** are of the opinion that development has the potential to cause an adverse impact upon neighbouring properties as a result of dust and noise. Furthermore there is a need to ensure that future residents of the proposal are protected against road traffic noise and ground contamination. For this reason EH have requested conditions with regards to burning on site, dust and construction management, piling, contaminated land, invasive weed control, glazing, and electric vehicle charging points. An acoustic fence was also requested to all areas of the site, but protection of one residential area from another in such an overt manner is considered excessive; particularly as boundary treatments would be required in any case. A construction management plan has been submitted. But is not considered detailed enough.

8.3 **Lancashire Constabulary** did not wish to comment as the proposal is for fewer than 25 houses. During earlier discussions however they made a number of crime prevention/reduction recommendations which for consistency have been included as informative notes should permission be granted.

8.4 **Lancashire County Archaeology** has no comment to make

8.5 **Lancashire County Council Education** are responsible for provision of school places across the county and commented about earlier schemes. As this proposal is below 10 units LCCE do not have any comment to make.

8.6 **Lancashire County Council Highways** have no objection confirming that the level of traffic generated from the proposal should have a '*negligible impact on safety and capacity in the immediate vicinity of the site*'. LCC also confirms that subject to replacement of the hedge outside no 68 with service verge, the required sightlines from the proposed access onto Fosdale Moss are achievable over the existing adopted highway.

8.7 Off road parking to all dwellings is also considered acceptable. LCC initially stated that the layout is not to an adoptable standard, but on receipt of site plan 17/50/04P Rev E confirm that adoption would be possible. Conditions are recommended with regards to provision of wheel washing facilities, estate roads and highways works and submission of a traffic management plan covering the construction period.

8.8 **Lancashire County Council Local Lead Flood Authority** did not wish to comment as the proposal is below the threshold required for major development.

8.9 **South Ribble's Arborist** does not object to proposals to lift the adjacent tree canopy and removal of deadwood, although a condition to protect the trees before and during construction is considered necessary. He does have some concern however with regards to potential overshadowing on the rear gardens of Plots 3 & 4 which may lead to future tree loss. An informative note detailing construction methods has also been suggested.

8.10 **United Utilities** have no objections but recommend that conditions are imposed with regards to foul and surface water provision. They also recommend consultation with the Local Lead Flood Authority and suggest a number of informative notes which would be included should permission be granted.

9 Material Considerations

9.1 Site Allocation

9.1.1 The site is designated under Policies B1 (Existing Built Up Area) of the South Ribble Local Plan 2012-2026 with its presumption towards redevelopment in allocated areas provided that proposals meet Local Plan requirements relating to access, parking and servicing; would be in keeping with the character and appearance of the area, and would not adversely affect the amenity of nearby residents.

9.2 Policy Background

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

9.2.1 *National Planning Policy Framework*

9.2.1.1 The NPPF at Para 14: favours 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 sites location, and availability of local transport options it is the Officer's view that the site is sustainable and that the development accords with the overall principles of the NPPF; in particular:

9.2.1.2 **Chapter 6: Delivering a wide choice of high quality homes** notes that '*housing applications should be considered in the context of the presumption in favour of sustainable development*' (Para 49). The NPPF also supports the development of 'windfall' sites.

9.2.1.3 **Chapter 7: Requiring good design** attaches great importance to the design of the built environment which contributes positively to making better places for people.

9.2.1.4 **Chapter 11: 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

9.2.2 *Central Lancashire Core Strategy*

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

9.2.2.2 **Policy 4: Housing Delivery** provides for, and manages the delivery of new housing; for South Ribble this amounts to 417 dwellings per year.

9.2.2.3 **Policy 5 : Housing Density** aims to secure densities of development in keeping with local areas, and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of the area

9.2.2.4 **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.

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

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

9.2.3 *South Ribble Local Plan*

9.2.3.1 In addition to site allocation policy B1 the following are also pertinent:

9.2.3.2 **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 contributions.

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

9.2.3.4 **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.

9.2.3.5 **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.

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

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

9.3 Impact of Development on Neighbouring Properties

9.3.1 The South Ribble Residential Design Guide states that blank walls on any property shall be located a minimum of 13m from any neighbouring habitable room window, and that there should be 21m spatial separation between directly facing, habitable room windows. The SPD is also used to assist with the design of new-build residential developments.

9.3.2 A splayed distance of 17m would be present from the rear elevation of the dwelling on Plot 1 to the conservatory of detached two-storey dwelling at 92 Fossway Moss; 21m would be present from the main dwelling. Whilst this reduced distance falls short of the recommended 21m separation distance, the offset relationship of the properties would prevent any impact in terms of overlooking / loss of privacy. A minimum distance of 13m would be present between the angled side elevations of Plot 1 and the detached two-storey dwelling at 94 Fossway Moss.

9.3.3 Although development to no: 64 Fossway Moss will result in its principle elevation facing towards the proposal site, the reinstated garage to this property would screen existing residents from any loss of privacy; the angled side elevation of Plot 1 in this case would be 17m away. The front elevation of Plot 1 would also indirectly face the rear of 62 Fossway Moss at 31m away.

9.3.4 A minimum distance of 13m would be present between the blank side elevation of the dwelling proposed on Plot 6 and the main rear elevation of no: 62 Fossway Moss. Although a conservatory/orangery is present at this property, proposed and existing boundary treatments and window placement on the proposed gable should restrict any loss of amenity. The rear elevation of Plot 6 would indirectly face no: 58 Fossway Moss at approximately 28m separation.

9.3.5 Proposed inter-relationships between existing and proposed dwellings are considered to be acceptable, and impact by virtue of overlooking, loss of privacy or overshadowing is not anticipated. Separation between proposed properties would be similar to that of existing properties within the extended estate.

9.3.6 The proposed access is considered separately in the '*Design, Character & Appearance and Highways Consideration*' section of this report.

9.3.7 There was some concern that the sites red edge infringed upon neighbouring property ownership – in particular land adjacent to 62 Fossway Moss and part of the garden of 94 Fossway Moss which had been included in the sites 'red edge'. Land and boundary disputes are a civil matter between neighbours, but as a precaution, checks of the Land Registry system have been made and all appears correct from the applications perspective.

9.4 Design, Character & Appearance and Highways Consideration

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

9.4.3 In consideration of the above, local distinctiveness and character of the area have been assessed. This part of Leyland is a relatively modern (1970/80's), extensive housing estate, comprising a mix of detached, semi-detached and bungalow properties; the majority of which are accommodated within short cul-de-sac spurs off a central estate road. More traditional, detached properties exist to the south of the area on Cocker Lane but otherwise the locale is similar in design. The proposed house types whilst more modern in style are not considered to be out of character with the surrounding area, and adequate garden space in comparison to nearby properties is indicated. In general design terms, and with a 13 dwelling per hectare density the proposed development is not considered to represent over or unacceptable development of the site.

9.4.4 Proposed dwellings vary slightly in height and it is acknowledged that these are higher than those on Fossway Moss. It should be noted however that those proposed with higher ridge heights back onto adjacent public open space, whilst lower ridge heights are present towards, and are more reflective of those of the existing estate. Roof heights are also similar to those approved on Gillyflower Court in the south.

9.4.5 NPPF Para 61 however states that, '*although visual appearance of individual buildings are important factors, securing high quality and inclusive design goes beyond aesthetics. Planning decisions therefore should address the integration of new development into the natural, built and historic environment*'. In addition to proposed dwellings, the application proposes an additional spur off one of the existing cul-de-sac spurs in order to access the development to the rear of existing properties. This arrangement has been considered acceptable from a technical highway perspective, and has also been tested at earlier appeal following refusal of a 12 property development; with the Inspector finding that the access would not harm the character and appearance of the area, but that issues of highways amenity i.e. excessive noise, lights and general movement associated with access and egress of the site would be unacceptable. Appeal commentary however does place considerable weight on the unacceptability of 12 properties off a cul-de-sac of 9 which is '*greater than would reasonably be expected on a small cul-de-sac*' – unlike the present proposal of 6 dwellings. Although some additional movement would occur from occupants of proposed properties, it would not be dissimilar to other cul-de-sac spurs off Fossway Moss, and is not expected to materially increase. The proposal which would be seen only from properties surrounding the site would introduce only limited visual intrusion into the area. It is therefore considered that this proposal which halves the number of dwellings, and has been drawn up in accordance with adopted parking and design standards – bearing in mind that the access itself must be considered acceptable when having regard to the Inspectorates earlier decision – is fully policy compliant.

9.4.6 The cul-de-sac to which the proposed access road would connect comprises 9 detached properties, with a further two at the cul-de-sac entrance. The carriageway is 5m wide with no parking restrictions in place. There is no footway within the cul-de-sac, with only the sections of service strips in front of driveways providing intermittently a makeshift pavement for pedestrians. It is noted that as part of the proposed development a 15m long stretch of footpath would be provided along the eastern side of the cul-de-sac to connect to the existing footpath on the main Fossway Moss estate road.

9.4.7 The proposed development provides adequate levels of off-street parking space (including garages) for both new and altered, existing dwellings in line with the parking standards contained within Policy F1 of the South Ribble Local Plan (2012-2026). Given that the earlier appeal decision hinged on highways amenity, but emphasised the relatively high number of units proposed, the reduction in house numbers in this case is considered to tip the balance in favour on this specific matter.

9.5 Natural Environment, Ecology and Ground Conditions

9.5.1 The application is accompanied by Ecological Assessment, Bat Survey, RAM Statement (ERAP 2016 122/2016) and Tree & Arboricultural Impact Assessment (Peake Active Tree Management QATM0005 16 23.6.16); each of which has been assessed as acceptable by the Councils statutory consultants (see above).

9.5.2 *Ecology* –The site does not contain any protected species, or habitats of national or local importance, and apart from peripheral woodland is of limited value to wildlife. The report affirms that measures to augment site biodiversity whilst retaining connectivity throughout green infrastructure areas could include suitable landscaping and additional enhancement measures; several of which have been suggested. Conditions to this effect have been included.

9.5.3 There are no other features of obvious landscape value on the site

9.6 Construction & Flood Risk Standards

9.6.1 One of the objectives of modern construction is to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources whilst improving the quality of housing by facilitating higher standards of construction. Conditions to ensure appropriate construction standards are therefore considered necessary should permission be granted.

9.6.2 Concerns have been received from neighbours about the potential for flooding. There is no recorded history of flooding on this site, it is not within Flood Risk Zones 2 and 3 and the Local Lead Flood Authority and United Utilities have raised no objections to the proposed development subject to the imposition of appropriate conditions.

9.7 Developer Contributions

9.7.1 Local Plan Policy A1 (Developer Contributions) expects most new development to contribute towards mitigation against impact on infrastructure, services and the environment. Contributions would be secured where appropriate through planning obligations (Section 106 agreement) and/or Community Infrastructure Levy.

9.7.2 *Community Infrastructure Levy* - CIL is payable on most approved properties. In this case the scheme as a whole amounts to an additional 1436m² of floor space which at the current rate (£65 x 1.241) would be payable at £115,834. Liability for this amount has been accepted by the applicant.

9.7.3 *Public Open Space /Affordable Housing* – As the development is below the thresholds for POS and affordable housing contributions (10 and 15 dwellings respectively), a financial contribution for provision is not required.

10 Conclusion

10.1 It must be acknowledged that the proposal does bring some benefits; namely improved pedestrian safety following installation of a 15m stretch of footpath along the northern edge of the cul-de-sac spur, delivery of 6 dwellings to contribute to the Council's housing land supply requirement, and a CIL contribution of £115,834 towards infrastructure detailed in the Regulation 123 list – although CIL is a compensatory payment rather than an additional benefit. These benefits however must be balanced against the effect that the proposal would have on the areas character and appearance, and on the amenity of neighbouring residents.

10.2 The scheme with a 13 dwelling per hectare density, is thought to be appropriately designed, incorporates levels of amenity, garden and parking space which not only comply to adopted standard, but are similar to properties in the extended housing estate, and accommodates access deemed acceptable by both LCC Highways and the Planning Inspectorate. It has also been fully assessed by the Councils statutory consultees as acceptable development.

10.3 On balance, and taking all of the above comments into account, it is considered that this proposed development of 6 dwellings on land to the rear of Fossdale Moss accords to the relevant policy of the South Ribble Local Plan and Residential Design SPD, National Planning Policy Framework and Central Lancashire Core Strategy. It is therefore recommended for approval subject to 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:
 - Ecological Assessment/Bat Survey (ERAP: 2016-122 / July 2016)
 - Ecological Reasonable Avoidance Measures Statement - Amphibians (ERAP 2016-122: August 2016)
 - Construction Management Statement
 - Proposed drainage solutions
 - Noise Impact Assessment (Royal Haskoning DHV: I&BPB6033R001F01 v 1 / 22.2.17)
 - Design & Access Statement (Clark Planning Consultants: JDC/Leyland/18/Feb 18)
 - Transport Statement/Technical Note (Royal Haskoning DHV: PB6033/21.2.17)
 - Tree and Arboricultural Impact Assessment (Peake Active Tree Management: QATM0005 16: 23.6.16)
 - Proposed Site Plan (Francis Haigh 17/50/04P Rev E)
 - House Type Drawings (Five Star Homes Dec 2017 FM 10.01P Rev C ((Plot 1), FM18.02P Rev D (Plot 2), FM18.03P Rev D (Plot 3), FM18.04P Rev D (Plots 4 & 5), FM18.05P Rev D (Plot 6), FM18.06P Rev C Garages)
 - Topographical Survey (Survey & Design Ltd: SDL1278/3: 9.12.15)
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. 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.
REASON: To ensure before development commences that materials used will result in the developments satisfactory appearance in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17
4. Prior to the commencement of the development hereby approved a scheme for the disposal of foul water shall be submitted to and approved in writing by the Local Planning Authority. Foul shall be drained on a separate system. This scheme, which shall be maintained and managed in accordance with the approved details, shall be

implemented during construction and no building shall be occupied until the approved scheme has been completed to serve that building

REASON: In order to satisfy the Local Planning Authority that the final details of proposed foul water drainage are acceptable before work commences on site, for avoidance of doubt and to safeguard local watercourses and avoid pollution of the water environment in accordance with Policy 29 in the Central Lancashire Core Strategy

5. Prior to the commencement of any development, a surface water drainage scheme and means of disposal based on sustainable drainage principles with evidence of an assessment of the site condition (inclusive of post-completion management) shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall include, but is not limited to:

- o 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 applicable

The 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: In order to satisfy the Local Planning Authority that the final details of proposed surface water drainage and disposal are acceptable before work commences on site, 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

6. No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

- a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
- b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - i. on-going inspections relating to performance and asset condition assessments
 - ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) Means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development,

whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

REASON: To ensure before work commences on site that the proposed development can be adequately drained, to improve water management and reduce the risk of flooding in accordance with Policy 29 in the Central Lancashire Core Strategy

7. Prior to the commencement of development hereby approved, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:
 - a) A Desk Study which assesses the risk of the potential for on-site contamination and ground gases and migration of both on & off-site contamination and ground gases.
 - b) If the Desk Study identifies potential contamination and ground gases, a detailed Site Investigation shall be carried out to address the nature, degree and distribution of contamination and ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part IIA, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied building structures, on services and landscaping schemes and on wider environmental receptors including ecological systems and property.

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

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

Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to occupation of the first and subsequent dwellings. On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a Verification Report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.

REASON: To 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

8. 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, but not be restricted to:
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - 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 before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

9. Prior to commencement of works on site a Dust Management Plan shall be submitted for written approval to the local planning authority. The Plan shall identify 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 Plan shall include a suitable risk assessment in line with national guidance and once agreed, measures shall be implemented and maintained throughout the duration of the site preparation and construction phases.

REASON: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

10. Prior to commencement of any works on site, details of wheel washing facilities and its location shall be submitted to, and agreed in writing by the Local Planning Authority. This shall thereafter be retained for the full period of construction 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

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order) no development of the type described in Classes A-H 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 South Ribble Local Plan 2012-2026

12. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.

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 Ascent 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 reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.

13. Prior to the commencement of construction of the first dwelling 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 Ascent 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 is can be assured that the design meets the required dwelling emission rate

14. 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 Ascent 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.

15. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site as detailed in the Tree Protection Plan which has been agreed by the local planning authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the local planning authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.
REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026
16. During construction and site clearance, no machinery shall be operated, no processes carried out or deliveries taken at or dispatched from the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0800 hrs to 1300 hrs Saturday
No activities shall take place on Sundays, Bank or Public Holidays.
REASON: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise in accordance with Policy 17 in the Central Lancashire Core Strategy
17. 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 before commencement of work in accordance with Policy 17 of the Core Strategy
18. Prior to commencement of work on site, details of the landscaping of the site including the retention of existing trees and hedges, or mitigation where trees are removed 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.
REASON: In the interests of the amenity of the area and to ensure before commencement on site that appropriate landscaping would be provided in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G8 in the South Ribble Local Plan 2012-2026
19. Should the development not have commenced within two years 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

20. 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
21. 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
22. Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of invasive plants, as identified under the Wildlife and Countryside Act 1981 shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of invasive plants during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.
- REASON: The spread of invasive plants is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment recurs
23. Each dwelling hereby approved shall not be brought into use until facilities for the storage of 3 no: wheeled waste bins to the rear of the property have been installed. The approved facilities shall be retained thereafter unless otherwise agreed in writing with the Local Planning Authority.
- REASON: To safeguard the character and visual appearance of the area and to safeguard the living conditions of any nearby residents particularly with regard to odours and/or disturbance in accordance with Policy 27 in the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17
24. Prior to first occupation of each dwelling hereby approved, one Electric Vehicle Recharge point with appropriate infrastructure shall be provided to that property. These shall be maintained and retained 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
25. No property shall be occupied, or be brought into use, until their respective car parking spaces have been surfaced or paved in accordance with a scheme to be approved in writing by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan.
- REASON: To allow for the effective use of the parking areas, in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy F1 of the South Ribble Local Plan (2012-2026).
26. The new estate road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any built development takes place within the site.

REASON: - To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative in accordance with Policy 3 of the Core Strategy.

27. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement 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. No part of the development shall be occupied until the approved scheme has been implemented in full.

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.

28. The findings of the approved ecological survey (ERAP 2016-July 16) and Reasonable Avoidance Measure Method Statement (Amphibians (ERAP 2016-122: August 2016) shall be adhered to throughout the demolition and construction period.

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

29. Notwithstanding the provisions of the Town and Country Planning (General Development Procedure) (Amendment) (No2) (England) Order 2008, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plans 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: - In the interests of highway safety and other highway users in accordance with Policy 3 of the Core Strategy.

30. The development shall not begin until a scheme detailing the boundary treatments of the site has been submitted to and approved in writing by the Local Planning Authority. The occupation of buildings or the commencement of the use shall not occur until the fencing/walling has been erected in accordance with the approved details. Any fencing/walling erected pursuant to this condition shall be retained at all times thereafter unless otherwise agreed with the local planning authority.

REASON: To ensure before work commences on site the provision and retention of adequate screening in the interest of amenity in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

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

REASON: To ensure before work commences on site that the development hereby approved will safeguard the living conditions of any existing and future residents in accordance with Policy 27 in the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

32. Prior to any works on site including demolition, a Traffic Management Plan shall be provided to, and approved in writing by the Local Planning Authority. This shall cover construction vehicles, staff accessing the site and residential dwellings 64 and 66 Fossmoor Moss whose parking will be directly affected by the development.

REASON: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

33. Prior to first occupation of any dwelling hereby approved, the proposed double garage between Plot 1 and 64 Fosssdale Moss shall be completed in full, and the hedgerow to the west of 68 Fosssdale Moss (both identified on approved Site Layout Plan 17/50/04P Rev E) shall be replaced by a 1.8m wide service strip and dwarf wall/timber panel boundary fence.

REASON: To ensure that proposed works to neighbouring properties shall be implemented in full so as to safeguard the living conditions of existing and future residents, and to ensure provision of suitable highway sight lines in accordance with Policy 27 in the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

34. There shall be no burning of waste material or vegetation on site

REASON: In the interests of the amenity and to safeguard the living conditions of nearby resident in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan Policy G17

35. All habitable rooms to proposed dwellings shall be fitted with standard specification double glazed window units meeting a minimum value of Rw30dB(A), incorporating acoustic trickle ventilation capable of providing the same level of attenuation as the closed window unit when in the open position.

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

36. Prior to commencement of works on site the location of any site compound and storage yard shall be agreed in writing with the Local Planning Authority.

REASON: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and Local Plan 2012-2026 Policy G17

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 1 Locating Growth
- 3 Travel
- 4 Housing Delivery
- 5 Housing Density
- 6 Housing Quality
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 27 Sustainable Resources and New Developments
- 29 Water Management

South Ribble Local Plan

- A1 Policy A1 Developer Contributions
- B1 Existing Built-Up Areas
- F1 Car Parking
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development

Residential Extensions Supplementary Planning Document

Note:

Other application Informative

1. Attention is drawn to the condition(s) attached to this planning permission. In order to discharge these conditions an Application for Approval of Details Reserved by Condition form must be submitted, together with details required by each condition imposed. The fee for such an application is £116. The forms can be found on South Ribble Borough Council's website www.southribble.gov.uk

2. Lancashire Constabulary: There have been a large number of reported thefts at construction sites across Lancashire. High value plant, machinery and white goods/boilers are targeted as the dwellings near completion. The site therefore must be secured at the perimeter throughout the construction phase with security fencing and gates, as well as other measures such as monitored CCTV accredited with either National Security Inspectorate or Security Systems & Alarm Inspection Board.

3. Highways Note: Granting of planning permission will require the applicant to enter into an appropriate legal agreement with the County Council as Highways Authority. The Highways Authority hereby reserves the right to provide the highways 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 to ascertain the details of such an agreement before works begin on site. Further information and advice can be found at www.lancashire.gov.uk.

4. United Utilities Note 1: Not all public sewers are shown on the statutory utility records. The applicant should be made aware that the proposed development may fall within the required access strip of a public sewer and make contact with a Building Control body at an early stage. South Ribble Building Control can be contacted on 01772 625420

5. A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. Please contact UU on 0845 7462200 regarding water mains/public sewers or 0870 7510101 to access a fully supported mapping service.

It is the applicant's responsibility to demonstrate the exact relationship between any assets that may cross the site and any proposed development.

6. United Utilities Note 3: To reduce the volume of surface water drainage from the site we would promote the use of permeable paving on all driveways and other hard standing areas including footpaths and parking areas.

7. Arborists Note: All tree arisings shall be chipped on site and raked out with no impact upon the watercourse.