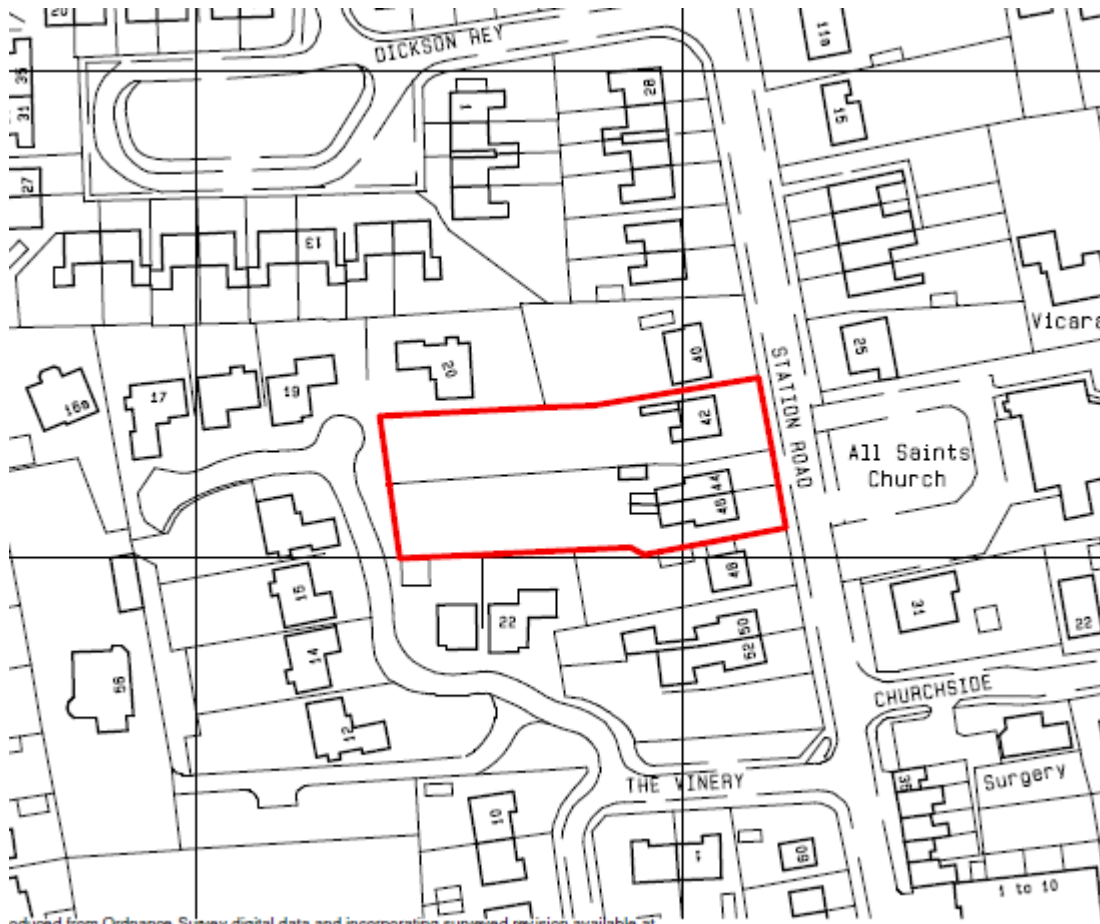


Application Number	07/2023/00021/FUL
Address	Land To The Rear Of No's 42- 46 Station Road New Longton Preston Lancashire PR4 4ZB
Applicant	Executors Mrs Good & Mr& Mrs Parker
Agent	Mr Simon Richardson 107 Lawsons Road Thornton-Cleveleys Poulton le Fylde FY5 4PP United Kingdom
Development	Erection of 2 x Four Bedroom Detached Houses to the Rear of nos 42 to 46 Station Road, New Longton, Preston PR 4 4ZB; and the formation of an access between 42 and 44 to Station Road
Officer Recommendation Officer Name	Approval with Conditions Lisa Matthewson
Date application valid	18.08.2023
Target Determination Date	13.10.2023
Extension of Time	26.03.2024
Location Plan	



Report Summary

- 1.1 The application proposes the erection of 2 detached dwellinghouses and garaging in the rear gardens of no 42-46 Station Road. New garages would also be provided for the existing dwellings and minor works undertaken to the vehicular accesses of the existing dwellings.
- 1.2 A number of issues had initially been raised by County Highways over the parking and the access road for the dwellings and the site layout plan has been amended several times in order to address County Highway's concerns. LCC are now happy with the proposals and do not object subject to conditions. There are a number of objections from local residents in relation to design, amenity, drainage, parking and noise.
- 1.3 The application complies with national and local planning policy and is recommended for approval subject to a number of planning conditions.

Site and Surrounding Area

- 2.1 The application site comprises of no. 42-46 Station Road, New Longton and their extensive rear gardens. The existing dwellings are positioned to the west of Station Road. No 42 Station Road is a detached property and nos 44 & 46 are a pair of semi-detached properties.
- 2.2 The rectangular shaped site consists of garden land which is currently part of the rear gardens of the residential properties. These three properties have unusually long rear gardens in comparison to all the other properties to the north and south along Station Road, whereby the existing plots measure a range between 77 and 78 metres in length

and range between 28–31m in width and measure 0.17 hectares in size. The existing gardens are laid to lawn with landscaping and a number of trees.

- 2.3 To the west of the site is a cul-de-sac, namely The Vinery whereby there is a strip of land laid as vegetation which lies between the western boundary of the site and the turning head within the Vinery.
- 2.4 The site is surrounded by residential development on all sides. On the opposite side of Station Road is All Saints Church. New Longton Church of England Primary School is located to further to the south from the site, at the junction with Station Road and Hugh Barn Lane.
- 2.5 The site is covered by Policy B1: Existing Built-Up Areas and is wholly within Flood Zone 1.

3 Planning History

- 3.1 There have been a number of historic householder and Non-Material Amendment applications associated with the existing properties on the site as follows:

No 42 Station Road:

- 07/2010/0328/NMA - Application for non-material amendment to render the external walls of proposed rear extension. Approved.
- 07/2009/0622/HOH - First floor extension and single storey extension to rear and dormer feature to front of existing garage. Approved.
- 07/1997/0568 - Demolition of existing rear extension and erection of single storey side and rear extension to form garage and breakfast room. Approved

- 3.2 There is no planning history relating to no's 44 or 46 Station Road.

- 3.3 To the rear and west of the site the properties on the cul-de-sac of The Vinery were approved under the following permission;

- 07/1997/0463 - Erection of ten detached houses and associated garages and The Vinery increased in width to 5.5 metres.

4. Proposal

- 4.1 The application proposes the erection of two detached residential dwellings. Each dwelling is proposed to be part single, part two storey in height with a double garage and incorporates four bedrooms. The properties are mirror images of each other.
- 4.2 The dwellings would be accessed via the formation of a new vehicular access road from the east which would be positioned between nos 42 and 44 Station Road and would involve the removal of part of the existing garage to no 42 to facilitate the internal private access road. The existing properties fronting onto Station Road would otherwise remain fully intact other than a reduction in the length of the rear gardens and some alterations to the front access and boundary wall.
- 4.3 The two proposed detached 4-bed dwellings will have an internal area of 196 sqm, with 127sqm proposed at ground floor and 69sqm at first floor level. Each dwelling will be part single and part 2 storey and measure 10m wide by 20m in length at the maximum point, The dwellings will each measure 8m by 10m at first floor level, again with a pitched roof over which would be hipped in form with a maximum ridge height of 7.4m.

4.4 The dwellings are proposed to be constructed in brickwork (red Multi) for walls, roof tiles (Marley Edgemere grey slate effect concrete tiles) and white uPVC windows and doors with specific details to be agreed.

4.5 The application is supported by the following documents:

Completed Applications Forms
Completed CIL Forms
Supporting Statement incorporating Design and Access Statement
Drawings – Site Location, Site Plan and Proposed Floorplans and Elevations
Tree Survey

5. **Summary of Publicity**

5.1 Neighbouring properties were notified and a site notice posted with a number of representations being received, objecting on the following grounds:

- Properties on site on Station Road are period properties. Loss of garaging would be detrimental
- Access from Station Road is in a busy area
- Impact on highway safety
- Area to Station Road is used for on street parking
- Inappropriate development
- Would spoil a secluded residential area
- Concern that dwellings would be out of keeping with pattern of surrounding housing stock and would have a negative effect on the overriding character of the area.
- Concern regarding visibility for pedestrians
- Loss of trees
- Poor drainage and flooding concerns, removal of soft landscaping and hard standing will lead to flooding
- There is no need for new dwellings
- Loss of privacy and light
- Query over potential construction hours and plant and machinery, likely disturbance
- Parking impact of Church opposite when services are being held
- Concern over potential construction and contractor vehicles
- Overbearing impact
- Concern over impact of new drive on children walking to school
- Impact on character of area and Victorian properties fronting Station Road
- Views from bedroom window into no 21.
- Lack of parking
- Concerns over EV charging and cycle facilities
- Impact on TPO (LIME)
- Impact on bungalows on The Vinery
- Noise and disturbance

5.2 When the initial neighbour consultation letters were issued, these only referred to the address of one property within the site. Whilst the description of development referred to each property within the site, and the red line plan and all drawings were accurate, in order to ensure that there was no prejudice to any party, a further consultation was undertaken. No additional responses were received as a result of this.

6. **Summary of Consultations**

- 6.1 **Lancashire County Highways** advised on 12/04/2022 that they initially had concerns. While the principle of the proposed residential development was considered acceptable, revisions to the layout were required.
- 6.2 Following re-consultation and the supply of amended plans and additional information, County Highways undertook a site visit and confirmed that they have no objections to the proposed development.
- 6.3 **Environmental Health** have no objections and request a number of conditions are imposed, to prevent disturbance during the construction phase and to secure and EV Charging Points.
- 6.4 **Greater Manchester Ecology Unit (GMEU)** advise that the only relevant ecology matter relating to the site appears to be the loss of trees and scrub. As they may be used by nesting birds a condition is recommended. They advise they would expect any such scheme to include measures to enhance biodiversity at the site and to provide a net gain for biodiversity, in line with the requirements of the National Planning Policy Framework and a condition is recommended.
- 6.5 **United Utilities** have provided a generic response and recommend that no construction commences until the detailed drainage design has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is entirely at the developers own risk and could be subject to change.
- 6.6 **Arboriculture** - were consulted and commented that the application proposes the removal of trees and vegetation bar T1 Lime on the western boundary. The majority of trees are classified as Category 'C' and their removal should not pose constraints on the development. T1 Lime (to be retained) and T9 Oak (to be removed) are the only Category B trees identified and as such the removal of T9 should be mitigated on a minimum 2:1 basis. A condition to require the submission of landscaping scheme is recommended.

7. Policy Background

National Planning Policy Framework

- 7.1 The National Planning Policy Framework (December 2023). sets out a presumption in favour of sustainable development. The following sections are most relevant to this application:
- ☐ Section 5 – Delivering a Sufficient Supply of Homes
 - ☐ Section 11 – Making Effective Use of Land
 - ☐ Section 12 - Achieving well-designed places

South Ribble Local Plan

- 7.2 **Policy B1: Existing Built-Up Areas** permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, provided that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents.
- 7.3 **Policy G16: Biodiversity and Nature Conservation** seeks to protect, conserve and enhance the Borough's Biological and Ecological Network resources. This policy requires that, where there is reason to suspect that there may be protected habitats/species on or close to a proposed development site, planning applications must be accompanied by a

survey undertaken by an appropriate qualified professional. Where the benefits from development in social or economic terms are considered to outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/or compensatory habitat creation of an equal or greater area will be required through planning conditions and/or planning obligations.

- 7.4 **Policy G17: Design Criteria for New Development** permits new development, including extensions and free-standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; The proposal should not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

8. **Material Considerations**

Principle of Development

- 8.1 The application site is within the existing built-up area of New Longton where Policy B1 permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, provided that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents. The supporting text to the Policy indicates that housing is an appropriate land use and Proposals will be 'judged by their compatibility with existing surrounding development and their ability to satisfy normal planning criteria. This includes factors such as access, parking, servicing, design and amenity'.
- 8.2 The site would constitute a windfall site (a site not allocated for development in the Local Plan), however policy envisages that windfall sites will be used to deliver homes during the plan period on an annual basis.
- 8.3 As a garden area the site is not previously developed land as defined by the National Planning Policy Framework. The National Planning Policy Framework seeks to ensure that development coming forward on garden land maintains an area's prevailing character and setting and will not cause harm to an area. This is reviewed in future sections below.
- 8.4 The existing properties on Station Road are to be retained as part of the proposals and therefore there would be an additional two dwellings provided.
- 8.5 The development is located within an identified settlement therefore it is considered that the principle of residential use on the site is acceptable in accordance with Policy 1 of the Core Strategy and B1 of the Local Plan.

Access, parking and servicing

- 8.6 Local Plan policy G17 relates to the design of new development and states, inter alia, that developments will be supported where they do not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard.
- 8.7 Prior to the submission of the application the applicants had undertaken a pre-application enquiry with LCC Highways in respect of the proposed access road and received a response letter dated 29/3/2021. This provided advice regarding the width of the access road, a requirement for a visibility splay of 2 x 43m and parking requirements.
- 8.8 County Highways initially had a number of issues with the proposals and therefore a amendments were made by the applicant in order to address these issues. Those concerns primarily related to the repositioning of the gate piers connected to the existing properties fronting onto Station Road, and the requirement for an increased access road width going further back into the site to ensure adequate highway safety measures are complied with.
- 8.9 The final site layout plan D/0/2 Rev G shows the proposed layout whereby the retained properties of no 42 and 44 have adequate parking as shown on the plan and there would be no change to the existing position for the parking in front of no 46. The existing stone gate piers to the front of no 42 are to be re-positioned which will allow both the visibility splay of the required 2 x 43 m to be achieved as well as sufficient space in the front of the property for the bins to be stored on collection day. The existing dropped kerb at the frontage is required to be extended in a southern direction which is achievable.
- 8.10 At the point of the access at Station Road, following negotiations with LCC, this has been increased to 5.5 m in width to meet requirements and this width can be achieved for a standard 5m, thereafter it is accepted the width would be 3.7m.
- 8.11 Both of the proposed dwellings have 4 bedrooms and in line with parking standards as such require 3 parking spaces each. The dwellings each have a single storey double garage, with an additional parking space to the immediate south of the respective garages. In addition to this there is hardstanding to the front of the garaging and outside of the required turning heads to enable additional parking and all vehicles to enter the site in a forward gear. The proposals also provide a new garage for both nos 44 and 42 as part of the proposal which are positioned to the rear of their properties. Following discussion EV charging points were added and the size of the proposed garaging was increased allow the provision of cycle parking.
- 8.12 County Highways have been reconsulted and consider the proposed development is acceptable given the amendments which have been made, subject to the imposition of conditions. The conditions suggested have been incorporated. It is considered that the proposal complies with policy requirements.

Character and appearance

- 8.13 The area is characterised by a mix of detached, semi-detached and terraced dwellings in traditional style. To the Station Road frontage properties are larger, more imposing and Victorian in character. To the rear of the site the properties become more suburban and lower in height. The proposed dwellings are part single and part 2 storey and considered to be appropriate for the area behind Station Road. No 20 The Vinery is of a similar scale and height.

- 8.14 The existing site with the three existing properties have unusually long rear gardens and the two proposed dwellings would be in line with the existing properties of no 20 and 21 The Vinery in relation to the building lines to the west. The proposed width of the dwellings at 10m is consistent with the width of no 20 and 21 The Vinery between which the dwellings would sit. In terms of the depth of built development the building line of the proposed new garages for no 42 and 44 sits in line with the southern extent of built development of no 22 The Vinery.
- 8.15 In terms of site coverage and density the current site is not considered wholly efficient with the long gardens out of character with the immediate environs and there is the opportunity to provide a density of development which relates well to the immediate surrounding area.
- 8.16 The proposed dwellings have been designed to be in keeping with those in the immediate area and therefore the style and design of the dwellings themselves have no impact on the character and appearance of the area in specific terms of appearance. The proposal is considered to adhere to Policy G17 which respects the character of the site and local area.

Residential Amenity

- 8.17 Policy G17 of the Local Plan relates to Design Criteria for New Development. It states that ‘..Planning permission will be granted for new development, including extensions and free standing structures, provided that, where relevant to the development, inter alia, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, or use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect..’
- 8.18 Further to this, the Councils SPD relating to Residential Extensions is also relevant to proposed new dwellings. It states that ‘..proposals will not result in an unacceptable loss of private amenity space...’and provides specific standards which are addressed in detail below;
- 8.19 The properties adhere to the existing building line where there is a gap to the rear between existing dwellings of no 20 The Vinery and no’s 21 & 22. The frontage of nos 21 and 22 face a southern direction whilst no 20 faces west with the rear of the property facing east which is the same as the proposed dwellings.
- 8.20 Both of the properties are part single storey to the east- which includes the double garage and plant/WC areas. The main part of the dwellings to the west are 2 storey in height.
- 8.21 The Residential Extensions SPD advises on matters of overlooking. Among the key points is that:
*In general a minimum of 21 metres should be maintained between any proposed habitable windows facing existing neighbouring habitable rooms.
 Windows to rear and front facing habitable rooms at first floor level, which overlook a neighbour’s garden, should be a minimum of 10 metres from the boundary they face. Side facing windows at first floor level should be obscurely glazed, and where windows include openings, these should not open less than 1.7m above the floor level to that room.*
- 8.22 In terms of the two proposed dwellings, they are orientated with the frontage facing east towards the access road and the main habitable windows facing west. The distance between the proposed dwelling to the rear of the existing properties at no 42, 44 and 46 is in excess of 30 metres with the garaging being positioned between the dwellings, which is in excess of the normally required spatial separation distance of 21m between facing

windows. No. 42 -46 would now have a rear garden of some 20 metres at the shortest point which is acceptable and still in excess of many of the neighbour properties including the adjacent no 48 to the immediate south of the site.

- 8.23 In terms of impact on residential amenity, there is only one side facing window proposed at first floor level in each property which will be obscure glazed. This is a secondary bedroom window. No 20 The Vinery which is two storey in height has no windows on the elevation facing the site at first floor level. As the proposed Plot 2 is positioned 6.2m from no 20 with no overlooking windows this relationship is considered acceptable. However, as the property (no 20) has a rear single storey conservatory positioned to the south of the dwelling and the proposed property is less than 10m from the boundary it is considered appropriate to have this facing window obscure glazed to ensure there will be no undue impact.
- 8.24 To the south Plot no 1 has a distance of 13.8 metres to no 21, and therefore the facing window will be obscure glazed and the distance measures in excess of 13.5mtres when considered against a blank elevation and considered appropriate.
- 8.25 The proposal is considered to be compliant with Policy G17 and will not result in significant overlooking/loss of privacy to the residential properties adjacent, subject to a condition requiring the first floor side facing bedroom windows to be obscure glazed.
- 8.26 In relation to construction and potential disturbance which has been raised within a couple of the objections to the application, conditions on construction hours have been suggested. Whilst the standard timing on these for deliveries or removal of construction material commences at 9am, in this case and due to the proximity of the nearby school it may be prudent in this instance for this to be allowed from 9.30am during school term times. Whilst this would not be a daily occurrence through the entire construction it may mitigate any potential delays to the road network. Additional conditions relating to wheel wash can also be attached.

Drainage and Flooding

- 8.27 The whole area has a blanket coverage as being an Area Susceptible to Groundwater Flooding, which in itself does not preclude development. The site is located within Flood Zone 1.
- 8.28 Based on the standard response received from UU, it is recommended that standard conditions relating to both surface water and foul drainage are attached to any planning approval. These conditions are included within the report and will seek approval from UU before any work can commence on site.

Ecology

- 8.29 GMEU consider that the only impact on the site in relation to ecology would be the loss of trees and scrub. They have suggested standard conditions which have been incorporated as mitigation. The loss of trees is considered under the separate tree heading.

Trees

- 8.30 A tree survey was submitted as part of the application submission. This indicated there are a number of trees on the site. Whilst most of these are Category C (which is the lowest Grade) there are two Category B Trees.
- 8.31 There is a large lime tree (T1) which is positioned just within the western boundary of the site which is the most prominent tree on the site, this is covered by a TPO which was

confirmed in 2019 under TPO 3 (Adjacent to no 52 Station Road) 1991 T1. The lime tree is proposed to be retained. There are no other TPO's on the site. One Category B tree (T9 Oak) is proposed to be removed and the Council's tree officer has advised that in its place two trees should be planted which the applicant has accepted.

- 8.32 A number of trees which are located along the dividing boundaries of the existing gardens are proposed to be removed. An updated drawing has been provided as there were initially some inaccuracies on the plotting of the trees. This shows additional trees to be retained on site, and as a result this would mean a no dig area in relation to some of the tree roots on the access road but this is considered appropriate and the retention of the trees is welcomed.
- 8.33 In terms of landscaping and future tree planting a condition requiring a landscaping plan is included.

CIL

- 8.34 The proposed development would be CIL liable and the appropriate forms have been completed.

9. **Conclusion**

- 9.1 The proposal would provide an additional two residential dwellings in a sustainable location within an existing residential area. Whilst there have been a number of objections from some neighbouring properties, the principle of the development is acceptable. The application demonstrates that the dwellings can be developed appropriately so as not to unduly impact upon the residential amenity of existing or future occupants in the vicinity. The scheme would not have an unacceptable impact on the character of the area or highway conditions in the vicinity of the site.
- 9.2 The development is considered to be in line with all relevant policies in the Core Strategy and Local Plan and is in accordance with policies in the NPPF. The application is therefore recommended for approval subject to appropriate planning conditions which are attached.

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 submitted approved plans Dwg:

D/00/01 Location Plan
D/00/2 Rev A Existing Site Layout
D/0/2 Rev G Proposed Site Layout Plan
D/0/3 Rev C Proposed Plans and Elevations - Plot 1
D/0/1 Rev A Proposed Plans and elevations - Plot 2

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development

3. No development shall commence until 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

4. 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. 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 of the South Ribble Local Plan 2012-2026

5. No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026.

6. No part of the development shall be occupied until the new site access road to the existing private access road/parking area, to Station Road has been completed with constructed in accordance with Lancashire County Council's Specification for Construction of Estate Roads.

Reason: In the interests of highway safety as required by Policy G17 in the South Ribble Local Plan 2012-2026 to ensure that satisfactory vehicular and pedestrian

access is provided to the site before the development hereby permitted becomes occupied.

7. The new estate road / access between the site and the existing private access road shall be constructed in accordance with Lancashire County Council's Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.
Reason: To ensure that satisfactory construction access is provided to the site before the development hereby permitted becomes operative.
8. The proposed extended existing access from the site shall be constructed to a (minimum) width of 5.5m for a minimum of 5m into the site as per the proposed site plan.
Reason: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users.
9. Before the approved dwellings are first occupied, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block paviments, or other hard material to be approved by the Local Planning Authority.
Reason: In the interests of highway safety as required by Policy G17 in the South Ribble Local Plan 2012-2026, to prevent loose surface material from being carried on to the public highway thus, causing a potential source of danger to road users
10. Prior to works commencing on the construction of the new dwellings, the dropped kerb for number 44 Station Road shall be extended for the entire frontage of the property at the carriageway edge and a vehicle cross-over constructed across the footway (and/or verge) fronting the site in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.
Reason: In the interests of pedestrian safety and accessibility.
11. Prior to works commencing on the construction of the new dwellings, the new access for number 42 Station Road shall be created as per the plan. Before this access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block paviments, or other hard material to be approved by the Local Planning Authority.
Reason: In the interests of highway safety as required by Policy G17 in the South Ribble Local Plan 2012-2026, to prevent loose surface material from being carried on to the public highway thus, causing a potential source of danger to road users
12. Prior to first occupation of the new dwellings, the replacement garages for numbers 44 and 42 Station Road shall be provided in accordance with the approved plans.
Reason: To ensure satisfactory levels of appropriately constructed off-street parking are achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety as required Policy G17 in the South Ribble Local Plan 2012-2026.
13. The proposed new dwellings shall not be occupied until the car/vehicle parking area (and any associated turning space) shown on the approved plans has been completed. The parking (and manoeuvring) area shall thereafter always remain available for parking of vehicles associated with the dwellings.
Reason: To ensure satisfactory levels of appropriately constructed off-street parking are achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety.

14. The area shown as brown on plan, D/0/2 Rev G, is to be kept clear of vehicles and parking, this defined area shall thereafter always remain available for manoeuvring of vehicles associated with no. 42 Station Road, as this layout of the development enables vehicles to enter and leave the highway in forward gear, specifically for number 42.
Reason: In the interests of highway safety as vehicles as required by Policy G17 in the South Ribble Local Plan 2012-2026 and to prevent reversing to and from the highway being a hazard to other road users.
15. The garages and parking areas hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the households and shall not be used for any use that would preclude the ability of their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.
Reason: To ensure that adequate parking provision is retained on site as required by Policy G17 in the South Ribble Local Plan 2012-2026
16. Electric vehicle recharge points shall be provided to the proposed new dwellings , prior to occupation. This shall consist of as a minimum a 7Kwh electrical socket located externally in such a position that a 3-metre cable will reach the designated car parking 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 to applicant: The electrical charging point shall be fitted with a weatherproof cover.
17. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:
o 24 Hour emergency contact number;
o Details of the parking of vehicles of site operatives and visitors;
o Details of loading and unloading of plant and materials;
o Measures to protect vulnerable road users (pedestrians and cyclists);
o Wheel washing facilities;
o Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
o Measures to control the emission of dust and dirt during construction;
The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.
Reason: - In the interests of the safe operation of the adopted highway during the demolition and construction phases.
18. During the site preparation, demolition, and construction of the development no machinery, plant or powered tools shall be operated outside the hours of 08:00 to 18:00 Monday to Friday 09:00 - 13:00 on Saturdays. No construction shall take place at any time on Sundays 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.
19. No deliveries of construction materials or removal of construction waste shall be undertaken outside the hours of 09:30 - 17:00 Monday to Friday. No deliveries or

removal of waste shall be carried out at weekends 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 NPPF

20. No development shall be carried out until a scheme detailing the boundary treatments for the site has been submitted to and approved in writing by the Local Planning Authority. The new dwellings shall not be occupied until the fencing/walling has been erected in accordance with the approved details.
REASON: To ensure 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
21. The development shall be carried out in accordance with the approved materials schedule detailed on the approved Drawings D/0/3 Rev C Proposed Plans and Elevations - Plot 1 and D/0/1 Rev A Proposed Plans and elevations - Plot 2 unless otherwise agreed in writing with the Local Planning Authority.
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
22. No development shall commence until details of the finished floor levels have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be constructed in accordance with the approved details.
REASON: For the avoidance of doubt, and to ensure a satisfactory standard of development.
23. No part of the development hereby permitted shall be used or occupied until the proposed bedroom windows on the south elevation of Plot 1 (as indicated on drawing reference D/0/3 Rev C) and the northern elevation of Plot 2 have been glazed with Level 4 obscure glass. The windows shall be either fixed shut; top hung with restrictor; bottom hung; or side hung with restrictor and shall be retained as such at all times thereafter.
REASON: To protect the privacy and amenity of adjacent residential properties and to be in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

RELEVANT POLICY

NPPF National Planning Policy Framework

POLB1 Existing Built-Up Areas

POLG17 Design Criteria for New Development

RES Residential Extensions Supplementary Planning Document

Note:

1. Highway Notes
A. This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 171 (Vehicle crossings

over footways and verges) Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must complete the online quotation form found on Lancashire County Council's website using the A-Z search facility for vehicular crossings at <http://www.lancashire.gov.uk/roads-parking-andtravel/roads/vehicle-crossings.aspx>

B. This consent does not give approval to a connection being made to Lancashire County Council's highway drainage system.

C. This development is not suitable for adoption and will remain private.

2. Construction Management Plan.

o There must be no reversing into or from the live highway at any time - all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.

o There must be no storage of materials in the public highway at any time.

o There must be no standing or waiting of machinery or vehicles in the public highway at any time.

o Vehicles must only access the site using a designated vehicular access point.

o There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations - all of which must be managed within the confines of the site.

All references to public highway include footway, carriageway, and verge
