

Application Number

07/2018/5821/OUT

Address

Land To Rear Of 61 Church Road
Leyland
Lancashire
PR25 3AA

Applicant

Ms Hilary Sangster

Agent

Bramley Pate & Partners
184-186 Station Road
Bamber Bridge
Preston

Development

Outline application for the erection of 5 dwellings (All matters reserved except Access)

Officer Recommendation

Approval with Conditions

Officer Name

Mrs Janice Crook

Date application valid

03.09.2018

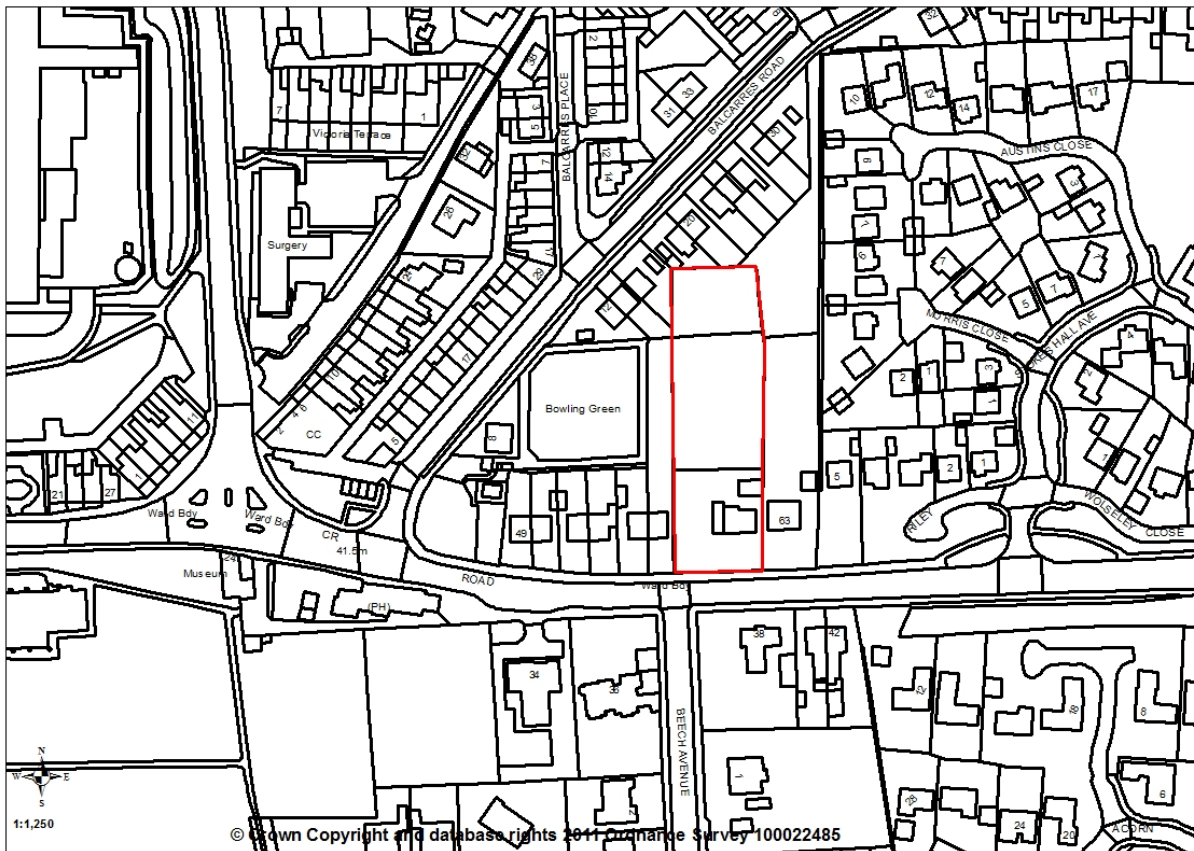
Target Determination Date

29.10.2018

Extension of Time

12.12.2018

Location Plan



1. Report Summary

1.1 This outline planning application would normally fall for determination under delegated powers. However, following a request from the ward councillor due to the level of interest in the application, it was considered appropriate to bring the application to planning committee for determination.

1.2 The application is in outline with the means of access being the only matter applied for. The access utilises the existing driveway which is to be upgraded to adoptable standards. However, an indicative plan demonstrates how 5 dwellings could be located within the site

1.3 Twelve objections have been received covering matters of highway safety, impact on wildlife, impact on residential amenity and that there is no need for these dwellings. There are no objections from Statutory Consultees. Following an assessment of the site, its surrounding area and the outline proposal, it is considered that the application is compliant with current planning policy and it is recommended for approval subject to the imposition of conditions.

2. Site and Surrounding Area

2.1 The application relates to land to the rear of the residential dwelling, 61 Church Road in Leyland. The site is 0.19ha in size and contains a number of trees, mainly fruit trees, sheds and planted areas together with lawn areas. An existing detached outbuilding is located to the rear of the dwelling. Access is from Church Road via a domestic driveway leading to a detached garage to the rear of the dwelling.

2.2 The surrounding area is predominantly residential in nature with residential dwellings on Balcarres Road to the north, on Morris Close to the east and on Church Road and Beech Avenue to the south. Immediately to the western boundary is a bowling green.

3. Planning History

3.1 Planning permission 07/1986/0315 for a double domestic garage

4. Proposal

4.1 The application is in outline with the means of access only applied for. The access will be directly off Church Road in the location of the existing driveway. Initially this was to be a 4.8m wide access road with footpath along the eastern side. However, the plans was amended to show a 5m wide access road with 2m wide by 18m long footpath to the western side and a 2m wide footpath to the eastern side running along the length of the access road. This was done following the initial comments from County Highways in respect of adoption of the highway.

4.2 An indicative plans has been submitted to demonstrate how five dwellings could be accommodated on the site. One detached dwelling is shown to the rear of the existing dwelling and its detached garage with 2 pairs of semi-detached dwellings to the northern end of the site.

5. Summary of Publicity

5.1 Neighbouring properties were notified and a site notice posted with 12 letters of representation being received, objecting to the proposal on the following grounds:

5.1.1 Need for Development

- No need for any more new houses to be built on mature gardens when so much building is going ahead
- Adequate housing in the South Ribble area and particularly in Leyland
- Site would be better suited to 2/3 bed bungalows
- Leyland still has rows of empty houses on Golden Hill and Quinn Street
- Leyland is being over-developed

5.1.2 Ecology/Environment

- Gardens supply the natural habitat needed for wildlife
- Wildlife corridors are essential in towns
- There are lots of former industrial spaces to develop in and around Leyland
- Responsibility to protect habitats
- Site regularly used by woodland species such as hedgehogs and urban foxes as well as birds and other wildlife
- Garden site is very dark and away from street lights and therefore used by wildlife such as bats, hedgehogs etc
- Very quiet and open area with trees and hedges provides an attraction for local wildlife
- This development seems to give carte-blanche to the destruction of 'diseased trees'
- No ecology report has been undertaken and ecologist has not surveyed the site
- Proposal seeks to remove two sheds and a garage but no bat survey has been undertaken and therefore not clear whether bats exist in these buildings and what mitigation is required
- No tree survey has been undertaken by a specialist in accordance with BS5837 so not clear how the proposal will impact on trees, root protection areas or the need to remove trees and impact on the surrounding character
- Applicant recently cut down a number of trees in garden which were protected trees
- Will create flood risks with an increase of surface water

5.1.3 Character and Appearance

- Indicative scheme does not demonstrate how the proposal is suitable in density and acceptable amenity to the surrounding properties in the area
- Will set a precedent of garden grabbing if approved
- Site should not be seen in isolation as it is intrinsically linked to adjacent property 63 Church Road which has land to its rear together with a further piece of land. These should be seen in their entirety
- Proposal does not make best use of the land to the detriment of local amenity and does not utilise the full potential of the combined plots for a better housing scheme
- Proposal would prejudice the overall amenity of the area, a higher density scheme on the combined site with single access could be achieved
- Proposal fails to meet the three tests in Policy B1
- Beautify Victorian house and its grounds contribute enormously to the environment and the Leyland conservation area just a few metres from this property
- Will have a detrimental impact on the character and appearance of the area
- Proposal will alter the historic appearance of Church Road

5.1.4 Highways Safety/Parking/Traffic

- Impact of another access road will have on traffic on an already busy main route into Leyland
- Increase in traffic year by year making access to property more and more difficult
- Access is directly opposite an existing junction
- Already a lot of on-street parking and proposal will exacerbate this
- Road safety issues
- Access in proximity to four existing access roads and a major junction with traffic lights all within 200 yards
- Bus stop just yards from proposed entrance

- Impact on pedestrians as well used route for school children
- Cumulative impact on this and 62 apartments proposed at Wellington Park site
- Inadequate parking for potential 20 new vehicles
- Turning point for refuse collection wagon will become an overspill car park
- HGVs delivering to Tesco every deal plus all the vehicles heading to the motorways

5.1.5 Residential Impact

- Overlooking to properties on Balcarres Road
- Proposed dwellings are too large for the site and not of a design which is in keeping with the scales of the development
- Two storey houses will block light to neighbouring gardens
- Two storey homes not appropriate
- Noise, Light and Air pollutions from the proposed development, access road and vehicles
- Loss of light and overshadowing to existing properties surrounding the site
- Overlooking and loss of privacy to many of the existing properties around the site
- Loss of daylight due to orientation, proposal will obscure view of the setting sun and reduce natural daylight to rear of existing property

5.1.6 Health Impacts

- Impact on local services – doctors etc
- This is inappropriate development in the town centre given the aims of City Deal
- Impact of additional traffic on those with respiratory diseases

6. Summary of Consultations

6.1 **County Highways** have no objections to the proposed development and consider that the access arrangements are acceptable and therefore are of the opinion that the proposals should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site.

6.2 They have reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA). The data base indicates there has been no recorded incidents within the vicinity of the site.

6.3 County Highway required conditions be imposed to secure suitable wheel washing facilities for the full period of construction/demolition; that a scheme for the construction of the site access be submitted and the agreed scheme constructed and completed in accordance with the scheme details.

6.4 County Highways also requests the following requirements are included as part of the Reserved Matters application:

- Individual parking provision - One-bedroom properties to have 100% parking; Two to three bedroom properties to have 200% parking; Four to five bedroom properties to have 300% parking.
- The minimum dimensions for a standard off road parking bay are 2.4m wide by 4.8m long,
- The private drives to have a minimum width of 3.2m where they are used for vehicular and pedestrian access to the property.
- Where the parking bays are adjacent to walls and fences, the drives to have a minimum clear width of 2.6m, to provide additional room to open the doors.
- The minimum internal single garage size to be 6m x 3m and this includes integral garages.
- A turning head is required to allow refuse vehicle and emergency vehicles to turn within the site. The maximum distance a refuse vehicle should reverse is 12m. Fire and Rescue Services Section should not have to reverse more than 20m from the end of an access road.

- Additional considerations when locating the turning head are:-
- 25m is the maximum distance a two wheeled refuse container is to be transported to the refuse wagon.
- A resident should not be required to carry the waste more than 30m to the refuse storage point.
- A fire appliance needs to be able to approach to a point within 45m of a suitable entrance to any dwelling.
- The turning head to be either a prescribed "Access Way" turning head from Lancashire County Council Residential Design Guide or the applicant to prove the turning head layout by swept path analysis for a twin axel refuse vehicle.

6.5 **Arboriculturist** has no objections to the development. The trees identified for retention should be protected during construction in accordance with BS 5837 2012 and this can be secured by conditions

6.6 **GMEU Ecology** considered the submitted Ecological Impact Assessment Report (Bagshaw Ecology, Ref BE836.1, 22/10/2018) and comment in respect of bats; birds; hedgehogs and biodiversity enhancements, concluding that the application can be forwarded for determination providing it is supported by a condition to ensure no works take place during the bird nesting season. They also require informative notes be placed on the decision notice to advise the applicant on action to take should bats be discovered during the development and suggestions for biodiversity enhancements.

6.7 Ecology also require that the boundaries of properties be divided by hedgerows rather than fences to allow for suitable foraging for hedgehogs.

6.8 **United Utilities** comment that, in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Therefore UU require conditions be imposed to ensure foul and surface water are drained on separate systems; that a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions be submitted and that a sustainable drainage management and maintenance plan for the lifetime of the development be submitted.

6.9 **Environmental Health** require a condition be imposed to ensure a construction management plan is submitted.

7. Policy Background

7.1 **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.

7.2 **Policy G13: Trees, Woodlands and Development** has a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on a site. Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site, where appropriate, at a rate of two new trees for each tree lost. The policy requires that tree survey information is submitted with all planning applications, where trees are present on site. The tree survey information should include protection, mitigation and management measures. Appropriate management measures will also be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.

7.3 **Policy G16: Biodiversity and Nature Conservation** seeks to protect, conserve and enhance the Boroughs 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 for development in social or economic terms is 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 would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset; and the proposal would 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**

8.1 **Access, parking and servicing**

8.1.1 The application is in outline and seeks the principle of development of the site for five dwellings with the means of access only being applied for at this stage. The access utilises the existing driveway. A Highway and Transport Statement was submitted with the application. The submitted details were considered by County Highways. Initially, County Highways commented that the access shown on the submitted drawing shows the width of the access road as 4.8m and requested that this be increased to 5m for at least the first 10m into the site to facilitate two way vehicle movements at the proposed junction.

8.1.2 The also commented that, if the applicant intends to offer the access road up for adoption, then a 2m wide service verge needs to be provided into the site at the access point and up to all of the proposed dwellings. If the road is to remain private, the access could be constructed as a drop kerb.

8.1.3 As a result of these comments, the site access plan was amended in line with County Highways requirements and County Highways were re-consulted.

8.1.4 County Highways comment that the access arrangements as shown in the revised drawing (Drawing No. L32.03A, dated 09/10/2018) are acceptable and they have no objections to the proposed development and are of the opinion that the proposals should

have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site.

8.1.5 They have reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA). The data base indicates there has been no recorded incidents within the vicinity of the site.

8.1.6 County Highways require conditions be imposed, if committee is minded to approve the application. These are in relations to the provision of facilities on site for the cleaning of the wheels of vehicles leaving the site to prevent mud and stones being carried onto the highway; that a scheme for the construction of the site access be submitted and that the scheme be constructed and completed in accordance with the scheme details.

8.1.7 County Highways also requests the following requirements are included as part of any future Reserved Matters application:

- a. The individual parking provision to be as per the adopted standards of 1 space for a one-bedroom property; two spaces for two/three bedroom properties and three spaces for four/five bedroom properties.
- b. The minimum dimensions for a standard off road parking bay to be 2.4m wide by 4.8m long.
- c. The private drives to have a minimum width of 3.2m where they are used for vehicular and pedestrian access to the property.
- d. Where the parking bays are adjacent to walls and fences, it is recommended that the drives to have a minimum clear width of 2.6m, to provide additional room to open the doors.
- e. The minimum internal single garage size to be 6m x3m and this includes integral garages. Where garages are smaller than the recommended minimum internal dimension of 6m x 3m they should not be count as a parking space and the applicant should provide an additional parking space for each garage affected and this includes integral garages.
- f. A turning head is required to allow refuse vehicle and emergency vehicles to turn within the site. The maximum distance a refuse vehicle should reverse is 12m. Fire and rescue vehicles should not have to reverse more than 20m from the end of an access road.
- g. Additional considerations when locating the turning head that 25m is the maximum distance a two wheeled refuse container is to be transported to the refuse wagon; a resident should not be required to carry the waste more than 30m to the refuse storage point and a fire appliance needs to be able to approach to a point within 45m of a suitable entrance to any dwelling. The turning head to be either a prescribed "Access Way" turning head from Lancashire County Council Residential Design Guide or the applicant to prove the turning head layout by swept path analysis for a twin axel refuse vehicle.

8.1.8 It is noted that a number of objections have been received in respect of traffic and parking issues. Residents highlight that Church Road is an already busy main route into Leyland and the increase in traffic year by year makes access to any property difficult. Residents are also concerned that the access is directly opposite an existing junctions and in proximity to four existing access road and a major junction with traffic lights all within 200 yards. Additionally, there is a bus stop just yards from proposed entrance.

8.1.9 However, given that County Highways have fully assessed the proposed access, the submitted information, have carried out a site visit and have raised no objections, it is considered the access is acceptable and providing the above requirements are met at Reserved Matters stage, the parking and servicing provision will be acceptable. The details will be fully considered when submitted at Reserved Matters stage as this application is outline with only the access applied for.

8.2 Character and Appearance

8.2.1 The area is characterised by traditional style residential dwellings, both semi-detached and detached in red brick finish or render finish. There are a number of trees along Church Road and hedgerow boundaries to the front of dwellings, softening the area. A listed building, The Eagle and Child Public House is on the opposite side of Church Road together with a more modern apartment block. The junction of Church Road and Beech Avenue is immediately opposite with a detached red brick welling on the corner, a pair of semis then a long expanse of hedgerow boundary separating the 'Beechfields' development from Church Road. On the same side as the application property is the car park to the public house, 3 pairs of semi-detached dwelling to the west and a detached dwelling with the Stokes Hall development to the east. This development is set back from Church Road with hedgerow and trees to its front. Although Church Road is a main local route, its overall appearance is green, pleasant and well-maintained.

8.2.2 The proposal retains the existing dwelling, a detached double fronted red brick dwelling with side garden, front garden and hedgerow boundary. The driveway is to be upgraded to 5m wide with 2m wide footpaths to either side. The front garden area is to remain as is the hedgerow boundary and two trees. The proposed development is to the rear of the existing dwelling and therefore there will be limited view of the development in the street scene of Church Road and as such will not unduly impact on the character and appearance of the area.

8.3 Residential Amenity

8.3.1 The application is in outline with just the means of access applied for. However, an indicative plan has been submitted which demonstrates how the proposed dwellings could be sited. To the west No 59 will be adjacent the existing hedgerow boundary which is to be retained with the proposed access road beyond. It is considered the proposal will not unduly impact on this property other than additional vehicles using the access road.

8.3.2 To the rear of 59 Church Road is a bowling green with associated shed to the boundary with the application site. A 1m high concrete post and wood fence forms the boundary with the bowling green.

8.3.3 To the rear of this are numbers 12, 14 and 16 Balcarres Road. These properties have an angled relationship with the application site with their rear windows facing towards the north-western corner of the site. It is considered that the normally required spatial separation distances can be achieved between the rear windows and the proposed dwelling providing it is recognised that No 16 Balcarres Road has a rear garden of just 5m in parts. As demonstrated on the indicative plan, the rear garden of plot two will be adjacent the rear of No 14 with the rear of the proposed dwelling facing directly north.

8.3.4 The adjacent property 63 Church Road has a long rear garden with the rear garden to plot one of the proposed development adjacent, at a length of 9m. A substantial hedge boundary is to be retained and it is considered the proposal will not unduly impact on this property.

8.4 Neighbour Objections

8.4.1 A number of residents have objected to the proposal on grounds of impact on residential amenity. They comment that two storey houses will block light, caused overlooking, loss of privacy and be overbearing. However, the application is in outline with just the means of access applied for at this stage. Until the detailed design is submitted at Reserved Matters stage, an assessment cannot be undertaken of the impact the proposed would have on existing individual dwellings. The normally required spatial separation distances will need to be achieved and with careful siting, design and window placement, it is considered the site can accommodate up to five dwelling and achieve a development which complies with Policy G17.

8.4.2 In terms of loss of daylight due to orientation and that the proposal will obscure views of the setting sun and reduce natural daylight to rear of existing properties, it is accepted that due to the orientation of the site in relation to existing residential properties, there may be some shadowing of the rear garden areas of properties on Balcarres Road but again, until the detailed design is submitted at Reserved Matters stage, this cannot be accurately assessed. From the indicative site layout plan, it is considered two storey dwellings can be located without any undue impact.

8.4.3 The adjacent resident has also commented that the application site should not be seen in isolation as it is intrinsically linked to adjacent property 63 Church Road which has land to its rear together with a further piece of land. These should be seen in their entirety. The objector considers that the proposal does not make best use of the land to the detriment of local amenity and does not utilise the full potential of the combined plots for a better housing scheme. In summary, the objector considers the proposal will prejudice the ability for a higher density scheme on the combined site with single access could be achieved. However, the application can only be considered on its merits as submitted and it is considered that, should the adjacent site become available for development, access could still be achieved from the proposed road layout as demonstrate on the indicative site layout plan. Therefore the proposal would not prejudice re-development of the adjacent garden site.

8.5 Ecology

8.5.1 An Ecological Impact Assessment Report by Bagshaw Ecology, Ref BE836.1, 22/10/2018 was submitted in support of the application. This document was considered by the Council's Ecological Advisors, GMEU Ecology. They comment in respect of SSSIs; bats; birds; hedgehogs and biodiversity enhancements, as follows:

“Sites of Special Scientific Interest (SSSIs) - The proposed development site falls within two Statutory Impact Risk Zones (The Ribble Estuary SSSI and The West Peninne Moors SSSI). The proposed development at the site does not fall within any of the Impact Risk Categories and therefore the proposed development will not impact either of the SSSIs).

Bats - Two buildings occur on the site and it is proposed that both buildings are to be demolished. The buildings comprise a two storey brick built barn with a pitched slate roof. No internal roof void was present within the barn. An adjoining brick garage is also present, the garage has a half pitch slate roof. The survey was undertaken on 15th October 2018 and comprised an internal and external inspection of the buildings. No bats or signs of bats was found during the survey and both buildings were considered to have a negligible potential to support roosting bats. No further surveys for bats are therefore considered necessary at this time and works can proceed with a low risk to roosting bats. Notwithstanding the above, bats are mobile in their habits and can be found in the most unlikely places. If, in the unlikely event, bats are found during works, work should cease immediately and advice sought from a suitably qualified bat worker. GMEU suggest that an informative to this effect be placed on any permission, if granted.

Birds - The trees and hedgerows have the potential to support nesting birds. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). GMEU would therefore recommend that all works to trees and hedgerows should not be undertaken in the main bird breeding season (March-July inclusive), unless nesting birds have found to be absent, by a suitably qualified person. Therefore they recommend that a condition to this effect be placed on any permission.

Hedgehogs - The habitats on and adjacent to the site are suitable for foraging hedgehogs, which may be impacted if the new developments are divided by fencing. GMEU recommend that the boundaries of properties are divided by hedgerows. Alternatively, if

fences must be used, a hole approximately 15cm x 15cm wide should be cut within each fence to facilitate access for this species.

Biodiversity Enhancement - In line with Section 11 of the NPPF, GMEU recommend that opportunities for biodiversity enhancement be incorporated into the new development.

These should include:

Bat bricks and/or tubes within the new development

Bat boxes

Bird boxes

Native tree and shrub planting"

8.5.2 In conclusion GMEU are satisfied that the application can be forwarded for determination and that any permission if granted is supported by the conditions and/or informatives outlined above.

8.6 **Trees**

8.6.1 A group of trees protected under TPO 2007 No 3 were identified to the front of the existing dwelling from the Council's mapping system. Neighbouring residents have commented that a number of trees were removed prior to submission of this planning application. However, following discussions with Legal Services, it was apparent that the TPO was not confirmed (made permanent) and a new TPO was drafted, TPO 2014 No 8. The decision was made on 27 February 2015 not to confirm this order and it was allowed to lapse. The applicant has provided a letter from the Council's Arboriculturist confirming that no TPO's are present on the site. Additionally, the Arboriculturist was also consulted on this planning application and raised no objections, commenting that the trees identified for retention should be protected during construction in accordance with BS 5837: 2012 and a condition should be imposed to secure this requirement. It is therefore considered that there will be no impact on protected trees as a result of this development and the removal of trees prior to the application did not breach any Tree Preservation Order.

8.7 **Community Infrastructure Levy**

8.7.1 As this application is on outline, it does not attract a CIL contribution at this stage. However, at Reserved Matters stage, the development will be liable to CIL based on £65 per square metre of floor area for each of the dwellings and taking into account the current year's BCIS figure. Therefore CIL would be £80.66 per square metre of floorspace. This would contribute towards projects identified on the CIL 123 list.

9. **Conclusion**

9.1 The application seeking the principle of development of this site together with the access off Church Road has been assessed by the relevant statutory consultees and there are no objections providing a number of points are addressed at Reserved Matters stage and conditions are imposed. The application is therefore considered to be policy compliant and is recommended for approval.

10. **Recommendation**

10.1 Approval with Conditions.

11. **Recommended Conditions**

1. No development shall commence until approval of the details of the, layout, appearance, landscaping, and scale, hereinafter called "the reserved matters", has been obtained from the Local Planning Authority in writing. An application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990.

2. For the full period of construction/demolition, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and 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; To prevent stones and mud being carried onto the public highway to the detriment of road safety.
3. No part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of an appropriate legal agreement, under the Highways Act 1980.
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.
4. No part of the development hereby approved shall be occupied until the approved scheme for the construction of the site access has been constructed and completed in accordance with the scheme details.
REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.
5. That any tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not take place during the nesting season, normally between March and August, unless the absence of nesting birds has been confirmed by further surveys or inspections and written approval has been given from the Local Planning Authority.
REASON: To protect habitats of wildlife in accordance with Policy 22 of the Central Lancashire Core Strategy and Policy G16 in the South Ribble Local Plan 2012-2026
6. As part of the Reserved Matters submission, a scheme for the provision of bird and bat enhancements, including a programme of implementation, location details and timescales, shall be submitted. The development shall be carried out in accordance with the approved details within the agreed timeframes.
REASON: To ensure the development makes provision for protected species and to accord with Policy G16 in the South Ribble Local Plan 2012-2026
7. 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 on the Proposed Site 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 in the South Ribble Local Plan 2012-2026

8. Foul and surface water shall be drained on separate systems.
REASON: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy 29 in the Central Lancashire Core Strategy
9. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.
The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.
The development shall be completed in accordance with the approved details.
REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policy 29 in the Central Lancashire Core Strategy
10. Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
 - a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
 - b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.The development shall subsequently be completed, maintained and managed in accordance with the approved plan.
Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, in accordance with Policy 29 in the Central Lancashire Core Strategy
11. During the site preparation and construction of the development, no machinery, plant or powered tools shall be operated, no process carried out and no deliveries taken at or dispatched from the site outside the following times:
0800 hrs to 1800 hrs Monday to Friday
0900 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
12. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the location of the site compound
 - v. appropriate measures to control the emission of dust and dirt during construction
 - vi. appropriate measures to control the emission of noise during construction
 - vii. details of all external lighting to be used during the construction
 - viii. a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON: To safeguard the amenities of neighbouring properties in accordance Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

13. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwg L.32.01 Site Location Plan; PL.00.01A Proposed Access

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

RELEVANT POLICY

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

Informative Notes

1. All species of bats found in the UK are European Protected Species under the Habitats Directive 1992, the Conservation of Species and Habitats Regulations 2010 and the Wildlife & Countryside Act 1981 (as amended). If bats are found at any time during the demolition works as part of the scheme hereby approved, then work should cease immediately and advice sought from a suitably qualified bat worker.

2. The habitats on and adjacent to the site are suitable for foraging hedgehogs, which may be impacted if the new development plots are divided by fencing. It is recommended that the boundaries of properties are divided by hedgerows. Alternatively, if fences must be used, a hole approximately 15cm X 15cm wide should be cut within each fence to facilitate access for this species.