

APPLICATION REPORT – 19/00264/FUL

Validation Date: 18 April 2019

Ward: Chorley South East

Type of Application: Full Planning

Proposal: Erection of 4no. semi-detached dwellings and 1 no. detached bungalow following demolition of 11 no. lockup garages/storage units.

Location: Land Rear Of 51 Bolton Road Chorley

Case Officer: Mr Iain Crossland

Applicant: Mr Michael Patel, Sapphire Properties

Agent: Mr Michael Jackson, Michael Jackson Associates Ltd

Consultation expiry: 4 March 2020

Decision due by: 6 March 2020

RECOMMENDATION

1. It is recommended that planning permission is granted subject to conditions and a Section 106 obligation to secure improvements to public open space.

SITE DESCRIPTION

1. The application site comprises a small garage colony located to the rear of a terrace of dwellings on Bolton Road, to the south of Chorley town centre. It lies within the core settlement area of Chorley in an area of traditional urban character and is accessed from either end of the terrace incorporating nos. 39 to 51 Bolton Road. The site comprises an area of hardstanding made up of loose material and a block of approximately 11 garages constructed of concrete panels with a mono pitched roof. There is a 2m high steel galvanised palisade fence delineating the majority of the site.
2. The character of the area is largely residential with residential property to all sides of the site. There are traditional terraced houses to the south and west of the site on Bolton Road and a more recent housing estate to the east side.

DESCRIPTION OF PROPOSED DEVELOPMENT

3. This application seeks full planning permission for the erection of 4no. semi-detached dwellings and 1no. detached bungalow following the demolition of 11no. lockup garages/storage units. The site would be accessed via a one way system from Bolton Road.

REPRESENTATIONS

4. Representations have been received from the occupiers of 3no. addresses, citing the following grounds of objection:
 - Impact of construction traffic on amenity and resident parking.
 - Impact on light outlook and privacy of neighbouring occupiers.
 - Invasive species are present on the site.
 - Loss of resident parking.

- Ecological impact
- The development would attract criminal activity.
- Ownership issues.
- The access roads are in private ownership.
- Drainage impact
- Impact on character.

CONSULTATIONS

5. United Utilities: Have no objection.
6. Lancashire County Council Highway Services: Have no objection subject to conditions.
7. Greater Manchester Ecology Unit: Comments to be reported.
8. Waste & Contaminated Land: Have no objection subject to a condition.
9. Lancashire Fire and Rescue Service: Standing advice.

PLANNING CONSIDERATIONS

Principle of development

10. The National Planning Policy Framework (The Framework) states that housing applications should be considered in the context of the presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay.
11. Policy 1(b) of the Central Lancashire Core Strategy states that growth and investment will be encouraged in Key Service Centres. Chorley is identified as a Key Service Centre and, therefore, the proposed development is in line with this policy.
12. The land that is subject to this application has previously been used for domestic garaging and storage. Although the garages remain in situ the land does not appear to have been in use for some time. The site is not allocated for any specific use within the Chorley Local Plan 2012 - 2026 and the Local Plan states that within the settlement areas excluded from the Green Belt, and identified on the Policies Map, there is a presumption in favour of appropriate sustainable development. Although small garage colonies are sometimes considered valuable assets by the local community there are no adopted policies that support their retention.
13. One of the core principles of the Framework is that development should be focussed in locations that are sustainable. It is considered that the site is located in a highly sustainable location within easy access of amenities such as shops, schools, community facilities and public transport. The Framework also states that development in sustainable locations should be approved without delay.
14. On this basis the principle of the development is considered to be acceptable in this case, subject to other material planning considerations.

Impact on character and appearance of the locality

15. Policy BNE1 of the Chorley Local Plan 2012 – 2026 states that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that the proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials.
16. The site as it exists currently is an underutilised garage colony site that appears rather unsightly and its retention would be of no benefit in terms of the character of the locality. The site is located behind terraced housing fronting onto Bolton Road and is not particularly

visible from public land, although it would be visible from Redwood Drive to the north east across an area of public open space.

17. The proposed development comprises two sets of semi-detached dwellings that would be positioned perpendicular to the dwellings along Bolton Road and a bungalow to the rear of 51 Redwood Drive. The dwellings would be of a simple modern design and would be of a scale and density that reflects the character of the surroundings, where high density terraces are commonplace.
18. The gable ends of the semi-detached houses would be visible from Redwood Drive but would not be unexpected features in an urban area such as this. The dwellings would otherwise be concealed from public views being set behind properties on Bolton Road, South Avenue and Redwood Drive.
19. The works that would be carried out to surface the access roads and provide pedestrian access would improve the appearance of these accesses from Bolton Road and overall the proposed development would improve the appearance of this otherwise unsightly parcel of land.
20. No landscaping or boundary scheme is included at this stage, however, this would form an important component as regards the details of the eventual development, and conditions are recommended to secure these details. In considering the boundary treatment it is expected that the palisade fencing currently surrounding the site should be removed as it is not reflective of a domestic environment and a more suitably domestic form of boundary treatment should be provided. Although the opportunities for landscaping are limited appropriate soft landscaping should be included where possible and should include native species only.
21. Overall, it is considered that the proposed development would not be harmful to the appearance of the site and character of the wider area and would provide a more efficient use of the land that would result in the improvement of an otherwise unsightly parcel of land.

Impact on neighbour amenity

22. The proposed dwellings would be located behind dwellings on Bolton Road, South Avenue and Redwood Drive and, therefore, the impact on the amenity of the occupiers of the nearest dwellings on these roads must be considered.
23. The dwellings at plots 1 and 2 would be located approximately 5m from the rear garden boundaries of 2 and 4 South Avenue and approximately 29m from the dwellings themselves. There are no windows in the rear facing elevations at first floor facing these properties, and, therefore, no impact on privacy would occur given the present boundary treatment at ground floor. Given the scale of the proposed dwellings and degree of separation with these existing dwellings there would be no adverse impact on outlook or light.
24. The gable end of plot 1 would face the rear of 39 Bolton Road at a distance of approximately 13m from the nearest facing window to a habitable room. The degree of separation is adequate to avoid any adverse impact on outlook or light in line with the Council's interface standards. It is noted that there are windows to habitable rooms in the side elevation of plot 1. The window to the roof space is a fire escape window that would be obscurely glazed, whilst the first floor window does not directly face 39 Bolton Road and faces the access road, therefore, no adverse impact on privacy would occur.
25. The gable end of plot 3 would face the public open space, whilst the gable end of plot 4 would face the rear of 49 and 51 Bolton Road at a distance of approximately 13m from the nearest facing window to a habitable room. The degree of separation is adequate to avoid any adverse impact on outlook or light in line with the Council's interface standards. It is noted that there is a window to a habitable room in the side elevation of plot 4. This window serves the roof space and is a fire escape window that would be obscurely glazed, therefore no adverse impact on privacy would occur.

26. The proposed bungalow would be positioned on the part of the site where the land level is at its highest. It would be located approximately 7m from the dwellings at 53 and 55 Bolton Road and would have no windows to habitable rooms facing these dwellings. As such there would be no impact on privacy. Given the scale of the proposed bungalow and degree of separation it is not considered that there would be any adverse impact on light or outlook from these properties as a result of the proposed development. It is noted that the bungalow would back onto a rear garden area at a distance of approximately 4m. There would be no impact on privacy given that there are only windows to habitable rooms in the ground floor, however, it is recommended that permitted development rights for dormers are removed by condition as the insertion of dormer windows facing the garden would have a detrimental impact on privacy that would be harmful to the amenity of the users of the garden.
27. The proposed bungalow would be located close to the boundary with 51 and 53 Redwood Drive, and approximately 11m from these dwellings at the nearest point. No windows are proposed in the side elevation of this dwelling and, therefore, no impact on privacy would occur. Given the scale of the proposed bungalow and degree of separation it is not considered that there would be any adverse impact on light or outlook from these properties as a result of the proposed development.
28. The relationships between the proposed dwellings themselves meet with the Council's interface guidelines and are considered to be acceptable, subject to the provision of appropriate boundary treatment. Although it is noted that the dwellings and outdoor amenity spaces are small, this is appropriate in the context of the locality, which is an inner urban area, where terraces with small yards are prevalent, and provide an adequate degree of amenity space for the needs of future occupants. The proposal would result in a use of the land that is compatible with surrounding residential properties and is not, therefore, considered to present any noise disturbance issues.

Highway safety

29. The proposed development would result in four, three bedroomed dwellings and one, two bedroomed dwelling. There would be 11 parking spaces across the site, which provides adequate parking on site that slightly exceeds the Council's adopted parking standards in relation to the proposed dwellings.
30. LCC Highways have assessed the proposal and sought improvements to the access arrangements. In particular it was required that vehicles should enter the site from one access (preferably between 37 and 39) and leave from the other in a clearly signed on-site one-way system. This would also eliminate the need for vehicles to pass each other on the narrow access in front of the proposed car park.
31. A one way system has now been agreed and LCC Highways confirm that the amended site layout 1964/6 rev. B (Jan 19) is acceptable. The developer would improve the existing accesses by resurfacing and providing new 2.0m wide footways on both sides of each access for their entire lengths. The width of the site access roads ranges between 4.6m and 4.8m. The site would operate a one-way system by entering from the access between 37 and 39 Bolton Road and egressing from the access between 51 and 53 Bolton Road, although the details of how this would be designed have not yet been provided and, therefore, it is recommended that these are required by condition. The proposed development would not, however, be accepted for highway adoption and as such would remain private. Overall LCC raise no objection on highway safety grounds.

Ecology

32. The site has been scraped back with loose chippings laid, whilst the existing buildings consisting of flat roofed concrete garages remain. As such the site is not considered to be of any substantive ecological value. It is possible that plant species that are included within schedule 9 part 2 of the Wildlife & Countryside Act 1981, as amended, are present on the site. It is an offence to introduce or cause to grow wild any plant listed under this schedule. It is, therefore, recommended that a condition requiring an investigation and a method statement detailing eradication and/or control and/or avoidance measures for any such species that are found to be present on site be attached to any grant of planning permission.

33. Section 170 of the Framework 2018 states that the planning system should contribute to and enhance the natural and local environment. The proposed development would result in the redevelopment of a previously developed site of low value ecological habitat with housing and gardens. The development would provide limited opportunity for ecological enhancement given the space available. It is, however, recommended that a condition requiring an appropriate landscaping plan is attached to any grant of planning permission to secure some biodiversity gain.

Flood risk and drainage

34. The application site is not located in an area that is at risk of flooding from pluvial or fluvial sources, according to Environment Agency mapping data, and it is considered that the site could be developed without any undue impact on drainage. In accordance with the Framework 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.
35. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. As such the developer should consider the following drainage options in the following order of priority:
1. into the ground (infiltration);
 2. to a surface water body;
 3. to a surface water sewer, highway drain, or another drainage system;
 4. to a combined sewer.
36. It is recommended that the applicant implements the scheme in accordance with the surface water drainage hierarchy outlined above.

Sustainability

37. Policy 27 of the Core Strategy requires all new dwellings to be constructed to Level 4 of the Code for Sustainable Homes or Level 6 if they are commenced from 1st January 2016. It also requires sites of five or more dwellings to have either additional building fabric insulation measures or reduce the carbon dioxide emissions of predicted energy use by at least 15% through decentralised, renewable or low carbon energy sources. The 2015 Deregulation Bill received Royal Assent on Thursday 26th March 2015, which effectively removes Code for Sustainable Homes. The Bill does include transitional provisions which include:

“For the specific issue of energy performance, local planning authorities will continue to be able to set and apply policies in their Local Plans which require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. This is expected to happen alongside the introduction of zero carbon homes policy in late 2016. The government has stated that, from then, the energy performance requirements in Building Regulations will be set at a level equivalent to the (outgoing) Code for Sustainable Homes Level 4. Until the amendment is commenced, we would expect local planning authorities to take this statement of the government’s intention into account in applying existing policies and not set conditions with requirements above a Code Level 4 equivalent.”

“Where there is an existing plan policy which references the Code for Sustainable Homes, authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard, or in the case of energy a standard consistent with the policy set out in the earlier paragraph in this statement, concerning energy performance.”

38. Given this change, instead of meeting the code level, the dwellings should achieve a minimum dwelling emission rate of 19% above 2013 Building Regulations in accordance with the above provisions. This can be controlled by a condition.

Public open space (POS)

39. Policy HS4 of the Chorley Local Plan 2012 – 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.
40. However, the National Planning Practice Guidance (NPPG) post-dates the adoption of the Local Plan and states that planning obligations should not be sought from developments of 10 or less dwellings and which have a maximum combined floorspace of no more than 1000 square metres.
41. In the determination of planning applications, the effect of the national policy is that although it would normally be inappropriate to require any affordable housing or social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances as compared with the new national policy.
42. The Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies and how much weight to give to the benefit of requiring a payment for 10, or fewer, dwellings. The Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less.
43. There is currently a surplus of provision in Chorley South East in relation to this standard and the site is within the accessibility catchment (800m) of an area of provision for children/young people. A contribution towards new provision in the ward is therefore not required from this development. However, there are areas of provision for children/young people within the accessibility catchment that are identified as being low quality and/or low value in the Open Space Study (sites ref 1544 Fell View Playground; 1330.1/1330.2 Tatton Recreation Ground Playground). A contribution towards improvements to these sites is therefore required from this development. The amount required is £134 per dwelling.

Community Infrastructure Levy

44. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development will be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

Other matters

45. The development would attract criminal activity: There is no evidence to suggest that the proposed development would result in an increase in criminal activity.
46. Loss of resident parking: The proposed development would result in the surfacing of the accesses and provision of 2m wide footways. Although it is recognised that residents currently park on the access roads into the site there is no suggestion that parking would be prevented in these areas were the development to take place. In any event the use of these areas for parking by residents is a civil matter to be resolved between the developer and any other parties with ownership or access rights. The retention or prevention of parking in these areas cannot be controlled by Chorley Council or through the assessment of the planning application as the land is in private ownership and changes to the way in which people are able to use the access could be made at any time.
47. Ownership issues: The applicant has signed certificate D on the planning application form as they do not own all of the land within the red edge provided on the location plan, and have not been able to identify or confirm the other land owners.

CONCLUSION

48. The proposed development would have the benefit of providing new housing on a previously developed site in a sustainable location. The proposal would have no unacceptable detrimental impact on the character of the area or the amenity of neighbouring occupiers. In addition there would be no unacceptable impact on highway safety. On the basis of the above, it is recommended that planning permission be granted.

RELEVANT HISTORY OF THE SITE

Ref: 5/1/01612 **Decision:** PERFPP **Decision Date:** 6 June 1961
Description: Use of land for lock-up garages.

Ref: 5/1/01697 **Decision:** PERFPP **Decision Date:** 4 October 1961
Description: Erection of lock-up garage.

Ref: 18/00186/FUL **Decision:** WDN **Decision Date:** 11 June 2018
Description: Erection of two buildings comprising 6 no. self-contained business units and erection of 2m high galvanised steel palisade boundary/security fence following demolition of 11 no. lock up garages/storage units.

RELEVANT POLICIES: In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National Planning Policy Framework (the Framework) and the development plan. The specific policies/guidance considerations are contained within the body of the report.

Suggested conditions

No.	Condition												
1.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>												
2.	<p>The development shall be carried out in accordance with the following plans:</p> <table border="1"> <thead> <tr> <th>Title</th> <th>Drawing Reference</th> <th>Received date</th> </tr> </thead> <tbody> <tr> <td>Location plan</td> <td>N/A</td> <td>19 March 2019</td> </tr> <tr> <td>Site plans elevations as proposed</td> <td>1964/5 Rev.C</td> <td>27 January 2020</td> </tr> <tr> <td>Roof plans elevations as proposed</td> <td>1964/6 Rev.B</td> <td>27 January 2020</td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Drawing Reference	Received date	Location plan	N/A	19 March 2019	Site plans elevations as proposed	1964/5 Rev.C	27 January 2020	Roof plans elevations as proposed	1964/6 Rev.B	27 January 2020
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3.	<p>Due to the sensitive end-use of the development (residential housing with garden), no development shall take place until a report has been submitted to and approved in writing by the Local Planning Authority to identify any potential sources of contamination on the site and where appropriate, necessary remediation measures. The report should include an initial desk study, site walkover and preliminary risk assessment. If the initial study identifies the potential for contamination to exist on site, the scope of a further study must then be agreed in writing with Local Planning Authority and thereafter undertaken and shall include details of the necessary remediation measures. The development should thereafter only be carried out following the remediation of the site in full</p>												

	<p>accordance with the measures stipulated in the approved report.</p> <p><i>Reason: It is the applicant's responsibility to properly address any land contamination issues, to ensure the site is suitable for the proposed end-use.</i></p>
4.	<p>No part of the development hereby approved other than demolition shall commence until a scheme for the construction of the site access has been submitted to and approved by the Local Planning Authority.</p> <p><i>Reason: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable before work commences on site.</i></p>
5.	<p>No part of the development hereby approved shall be occupied until the approved scheme the construction of the site access has been constructed and completed in accordance with the scheme details.</p> <p><i>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.</i></p>
6.	<p>Prior to the erection of the superstructure of the dwellings hereby permitted a scheme for the one-way vehicular access system to include signing and lining shall be submitted to and approved in writing by the Local Planning Authority. The one-way system and associated signing and lining shall be provided in accordance with the approved details prior to the occupation of the dwellings hereby permitted and permanently maintained thereafter.</p> <p><i>Reasons: To allow for the effective use of the one-way system.</i></p>
7.	<p>The parking and associated manoeuvring facilities shown on the plans hereby approved shall be surfaced or paved, drained and marked out and made available in accordance with the approved plan prior to the occupation of the dwelling(s) and first use of the commercial units they serve; such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) (England) Order 2015).</p> <p><i>Reason: To ensure provision of adequate off-street parking facilities within the site.</i></p>
8.	<p>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:</p> <ol style="list-style-type: none"> i. the parking of vehicles of site operatives and visitors ii. hours of operation (including deliveries) during construction iii. loading and unloading of plant and materials iv. storage of plant and materials used in constructing the development v. vehicle routing to the site and any proposed temporary closing of roads or streets vi. measures to control the emission of dust and dirt during construction vii. a scheme for recycling/disposing of waste resulting from demolition and construction works <p><i>Reason: In the interests of highway safety and to protect the amenities of the nearby residents.</i></p>
9.	<p>Prior to the commencement of development, including any works of demolition, and for the full period of construction, facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site.</p> <p><i>Reason: To avoid the possibility of the public highway being affected by the</i></p>

	<i>deposit of mud and/or loose materials thus creating a potential hazard to road users.</i>
10.	<p>A scheme for the landscaping of the development and its surroundings shall be submitted prior to the erection of the superstructures of the dwellings hereby approved. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures, including the appearance of any retaining structures. The scheme should include a landscaping/habitat creation and management plan, which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area. The content of the plan should include elements to mitigate for loss of trees shrubs and bird nesting habitat.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><i>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</i></p>
11.	<p>Prior to any earthworks being carried out a method statement detailing eradication and/or control and/or avoidance measures for any plant species that are included within schedule 9 part 2 of the Wildlife & Countryside Act 1981 shall be supplied to and agreed in writing by the Local Planning Authority. The agreed method statement shall be adhered to thereafter and implemented in full unless otherwise agreed in writing by the Local Planning Authority.</p> <p><i>Reason: To establish and treat the presence of any invasive plant species.</i></p>
12.	<p>Notwithstanding the details shown on the submitted plans, the proposed car parking and turning areas shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority.</p> <p><i>Reason: In the interests of highway safety and to prevent flooding.</i></p>
13.	<p>Prior to the erection of the superstructures of the dwellings hereby approved samples of all external facing and roofing materials (notwithstanding any details shown on previously submitted plan(s) and specification) shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
14.	<p>The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plan(s) or as may otherwise be agreed in writing with the Local Planning Authority before any development is first commenced.</p>

	<p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
15.	<p>Prior to the erection of the superstructures of the dwellings hereby approved, full details of the alignment, height and appearance of all fences and walls and gates to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until all fences and walls shown in the approved details to bound its plot have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.</p> <p><i>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</i></p>
16.	<p>All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
17.	<p>Prior to the commencement of the development, other than demolition, 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.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate.</i></p>
18.	<p>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.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
19.	<p>Prior to the construction/provision of any services, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in</p>

	<p>writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a super-fast broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works within the site boundary only.</p> <p><i>Reason: To ensure a sustainable form of development.</i></p>
20.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (Schedule 2, Part 1, Class B) or any subsequent re-enactment thereof no roof additions or alterations to the bungalow hereby permitted shall be erected other than those expressly authorised by this permission.</p> <p><i>Reason: In the interests of neighbour amenity.</i></p>
21.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (Schedule 2, Part 1, Class A and B) or any subsequent re-enactment thereof no extensions or alterations, or roof additions to plots 1 and 2 hereby permitted shall be carried out other than those expressly authorised by this permission.</p> <p><i>Reason: In the interests of neighbour amenity.</i></p>