

Item 3d **15/00359/FUL**

Case Officer **Iain Crossland**

Ward **Pennine Ward**

Proposal **Conversion of end terraced dwelling into two dwellings including a single storey rear extension, erection of detached dwelling and creation of new vehicular access**

Location **Rambler Cottage
86 Preston Road
Whittle-Le-Woods
Chorley
PR6 7HE**

Applicant **Mr & Mrs H & J Shasavar**

Consultation expiry: **10 June 2015**

Decision due by: **16 June 2015**

Recommendation

It is recommended that this application is approved subject to conditions

Executive Summary

The main issues to consider are the acceptability of garden development, whether the proposal would result in an acceptable impact on neighbour amenity, the character and appearance of the surrounding area and the highway impact.

Representations

Whittle-le-Woods Parish Council- concern regarding sight lines and the safety of the entrances, owing to the close proximity of the roundabout on an already busy main road.

In total 3 representations have been received which are summarised below

Objection

Total No. received: 3

- The proposed positioning of the shed and composter will block access and make manoeuvring difficult.
- A right of access would be blocked, which is contrary to a legal agreement relating to the lane
- Impact on cars being parked close to property
- Highways safety impact on Preston Road
- Works have already commenced. Should the plans be approved before any work is undertaken?
- Loss of light and outlook through construction of single storey extension to the rear

Consultees

Consultee	Summary of Comments received
LCC Highways	<p>I have assessed the safety implications of the proposed access to Preston Road and can confirm that there exists adequate visibility to allow the site to be safely accessed and egressed. As a result of adequate space within curtilage, exiting the site will not involve reversing manoeuvres as vehicles will be able to turn to exit in forward gear. Also, the presence of footway along the site frontage on Preston Road will enhance safety due to the separation of pedestrian areas from vehicles.</p> <p>While visibility at the junction of Royton Drive and the existing site access road seems good, the access road is narrow with restricted forward visibility. It has no footways and used as a shared pedestrian/vehicular access. As it is a 2-way access road, vehicles from opposing directions have difficulties safely passing each other. In such situations, due to the narrow width of the access road and the fact that there are no protected spaces, pedestrians often feel threatened by moving vehicles.</p> <p>From a highways perspective therefore, it appears the proposed access to Preston Road represents an improvement on the existing situation, as both vehicular and pedestrian traffic associated with the proposed development will be taken away from the existing access road instead of being added onto.</p>

From the submitted site plan, 06 rev. B dated June 2014; the proposed point of stopping-up of the existing access road leaves adequate room to allow vehicles to safely turn to exit from Royton Drive.

In view of the above, there are no highway objections to the proposed development and the new access to Preston Road.

Assessment

The Site

1. The application site comprises a residential dwellinghouse at 86 Preston Road, Whittle le Woods and the associate residential garden curtilage. The property is an end terrace dwelling with a large curtilage to the south side, beyond which is highway verge and a roundabout to the Lucas Lane housing estate.
2. The property faces Preston Road which is a classified highway, however, the vehicular access is currently gained via a narrow single track driveway from Royton Drive, which also serves dwellinghouses at 1, 3 and 5 Royton Drive.
3. The site is located in the core settlement area of Whittle Le Woods. The area is of a suburban character consisting of modern detached dwellings in a typical estate format and more traditional dwellings set along Preston Road. It is noted that the levels reduce across the site from north west to south east.

The Proposal

4. The proposed development is for the conversion of the end terrace dwelling at 86 Preston Road to form two terraced dwellings along with the erection of a single storey rear extension. The proposed extension would project approximately 3m from the rear elevation of the existing dwelling. It would be approximately 2m in width and there would be mono pitched roof with a ridge and eaves height of approximately 3.4m and 2.237m respectively.
5. The proposed development includes the erection of a detached dwelling and associated residential curtilage. The proposed dwelling would have a width of approximately 9.4m and depth of approximately 9m at ground floor and 7.2m at first floor resulting in a single storey rear projection. There would be a dual pitched roof over the main body of the dwelling with a ridge and eaves height of approximately 6.8m and 4.9m respectively. The property would be faced in render and the roof laid in slate.
6. A shared parking area would be created to serve all three dwellings, and it is proposed to create a new vehicular access to Preston Road with the existing access to Royton Drive closed off.

Assessment

The main issues are as follows:-

Issue 1 – Garden Development

Issue 2 – Impact on character and appearance of the locality

Issue 3 – Impact on neighbour amenity

Issue 4 – Impact on highways/access

Issue 5 – Section 106

Principle of the Development

7. The application site is located in the core settlement area of Whittle Le Woods. The Chorley Local Plan 2012 - 2026 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.
8. Policy HS3 of the emerging Chorley Local Plan 2012 - 2026 will replace the Interim Policy on Private Residential Garden Development. Policy HS3 states that development within private residential gardens not allocated for housing will only be permitted for:
 - (a) appropriately designed and located replacement dwellings where there is no more than one for one replacement;
 - (b) the conversion and extension of domestic buildings, and;
 - (c) infill development on gardens which is classified as the filling of a small gap in an otherwise built up street frontage which is typically a gap which could be filled by one or possibly two houses of a type in keeping with the character of the street frontage.

9. The conversion of the existing dwelling meets with criterion (b). The proposed new dwelling does not specifically comply with any of criteria (a) or (b) due to the nature of what is proposed. With regards to criteria (c), the site does not meet the definition of an infill plot as it is not a gap in a built up frontage.
10. However, paragraph 5.29 of the preamble to Policy HS3 states that when assessing applications for garden sites the Council will also have regard to the relationship of development to the surrounding character in terms of density, siting, layout, massing, scale, design, materials building to plot ratio and landscaping. The preamble also states that the Council will have regard to sustainability issues such as access to public transport, school, businesses and local services and facilities.
11. It is noted that there are a range of dwelling types and styles in the locality and that the proposed new build dwelling would reflect the siting and scale of other properties along Preston Road as it would face Preston Road itself, would respect the existing building line and would be of a modest scale. As there is no predominant design style in the locality the proposed dwelling would not be out of character, and it would be faced in render with stone sills and lintels and with a roof laid in slate to complement the property at 86 Preston Road to which it would be adjacent. As such the proposed new build dwelling would not be detrimental to the character of the area.
12. Policy HS3 includes the additional sustainability criteria detailed above so in terms of this issue, there are factors which weigh in favour of the proposal. Firstly, the site is located in the settlement area on a major 'A' road which serves as the main axis between Chorley and Preston and supports a high frequency bus service between the two. There is a good level of accessibility to local employment opportunities and to shops, schools and other services.
13. On the basis of the above factors, it is considered that the site is in a sustainable location and therefore meets with the objectives of Criteria (1) of Policy HS3, which seeks to promote sustainable forms of development.
14. Notwithstanding the above, criteria (d) of Policy 1 of the Central Lancashire Core Strategy states that some growth and investment will be encouraged in specific Urban Local Service Centres to help meet local housing and employment needs. Whittle Le Woods is identified as one of the Urban Local Service Centres.
15. As such, the principle of the development is considered to be acceptable in this case, subject to other material planning considerations.

Design and impact on the character of the area

16. The proposal includes the conversion of an end terraced dwelling into two dwellinghouses with a small single storey extension to the rear and for the erection of new detached dwelling on land to the south side.
17. It is noted that some of the works in preparation for the division of the existing dwelling at 86 Preston Road have been carried out already. Most notably this includes the insertion of a new door opening to the front, demolition of a side extension, landscaping and the erection of a two storey rear extension, which was carried out using the householder permitted development rights prior to application being submitted.
18. Other than these changes a single storey rear extension is proposed. As this would be located to the rear of the property it would not be visible from public view and would have negligible impact on the character and appearance of the property. The alterations involved in dividing the existing property would not result in any harm to the appearance of the property or character of the surrounding area and would reflect the appearance of neighbouring dwellings.
19. The proposed new build dwelling would be of a design that would reflect the scale and appearance of 86 Preston Road. It would be faced in render with stone sills and lintol

features and a roof laid in slates, which matches the neighbouring dwellings. The siting would be consistent with the building line along Preston Road and would face Preston Road thereby maintaining an active street frontage. As such the dwelling would be in keeping with the street scene and character of the area.

20. The creation of a new vehicular access would result in a feature that is typical of properties along Preston Road in this location and would not detract from the appearance or character of the area.
21. The development is therefore considered to be in accordance with Policy BNE1 of the emerging Chorley Local Plan 2012 - 2026 and has overcome the concerns regarding the impact on the street scene.

Impact on the neighbours

22. The application site is bound to the north by 88 Preston Road, to the east by 1 and 15 Royton Drive to the south by the highway.
23. The property to be divided at 86 Preston Road is attached to 88 Preston Road to the north. The proposed single storey rear extension would be located immediately adjacent to this neighbouring dwelling. It would extend 3m from the rear elevation of the allocation property and 88 Preston Road. As such it would not project more than 3 metres beyond a 45-degree line drawn from the near edge of any ground floor rear-facing window to a habitable room at 88 Preston Road, which is a standard assessment method used for extension within the Council's Householder Design SPD and is considered reasonable to refer to in this instance. It is therefore considered that the impact on outlook is acceptable.
24. It is noted that the proposed extension would be located to the south of 88 Preston Road and would therefore have some impact on light in relation to this property. The impact would, however, be negligible considering the impact that is already presented by the two storey rear extension located approximately 2m away. The window inserted in the rear elevation would not serve a habitable room and would have no impact on privacy.
25. There is a raised patio area to the rear of the divided properties. This would be separated from 88 Preston Road by a wall of approximately 1.8m in height and would not therefore provide any views of the private intimate amenity space at this property. The new build dwelling would be located over 17m away and would be screened from 88 Preston Road by the existing property at 86 Preston Road.
26. The dwelling to the east of the site at 1 Royton Drive is located approximately 7m from the site boundary. The proposed new building dwelling would be located approximately 6.5m from the boundary and 19m from the dwelling at 1 Royton Drive at its nearest point. The degree of separation is such that there would be no unacceptable impact on light in relation to this dwelling. The proposed dwelling would be positioned at an angle in relation to 1 Royton Drive and there would be no facing windows and no views created over the most private intimate amenity space at this neighbour property. As such there would be no impact on privacy. The proposed dwelling would not be directly visible from the dwelling at 1 Royton Drive and would not therefore impact on outlook.
27. There would be a raised patio to the rear of the proposed dwelling and this would be at a higher level in relation to 1 Royton Drive. Any views that would be created towards 1 Royton Drive would be restricted to the front and side of the property and not over the private intimate amenity space to the rear.
28. It is noted that car parking spaces would be created immediately adjacent to the boundary with 1 Royton Drive, however, these would be screened by boundary fencing. The parking would be for private residential parking only and as a result no unacceptable impact on the amenity of the occupiers at 1 Royton Drive would occur.

29. The garden curtilage of the proposed new dwelling would extend approximately 4.7m into the existing driveway, wrapping around the curtilage of 1 Royton Drive. Although it is acknowledged that this would be a slightly unusual arrangement it is considered that with the appropriate boundary treatment it would not be detrimental to the outlook or privacy of the occupiers of 1 Royton Drive. It is recommended that boundary detail confirmation is required by condition.
30. The dwelling to the east of the site at 15 Royton Drive is located approximately 10.5m from the application site at its nearest point and approximately 22m from the existing dwelling to be divided. The proposed single storey extension and conversion works would have a negligible impact on this property to the relative positioning and degree of separation. It is noted that the application site is at a higher level and that views towards the private intimate amenity space at 15 Royton Drive are possible. The views from the garden area at 86 Preston Road already exist, however.
31. The proposed new build dwelling would be located approximately 16m from the boundary with 15 Royton Drive and approximately 32m from the dwelling itself. As a result there would be no unacceptable impact on the amenity of the occupiers of 15 Royton Drive as a result of the proposed new build.
32. The division of 86 Preston Road into two separate properties can be implemented without causing unacceptable harm to future occupiers of either property. It is noted that there are windows to habitable rooms in the ground floor south side elevation of 86 Preston Road, which would remain as serving habitable rooms following division. These would be located approximately 6m from the gable elevation to the north side of the proposed new build. Although this is less than normally recommended it is noted that the main windows to this habitable space are in the rear elevation at 86 Preston Road and that the relationship is not an unusual one given that there would be a shared driveway between. Furthermore it would be useful to retain natural surveillance over the driveway.
33. A secondary window to a habitable room is proposed in the ground floor north side elevation of the proposed new build dwelling. This would directly face parallel windows to habitable space in the south side of 86 Preston Road. As the degree of separation is only 6m it is recommended that this window is obscure glazed by condition to safeguard the privacy of future occupiers.
34. On the basis of the above it is considered that the impact on neighbour amenity in terms of loss of light, privacy and outlook would be acceptable subject to appropriately worded conditions.

Impact on highways/access

35. The proposed development would result in 2 two bedroom dwellings and a three bedroom dwelling. Off street parking for six vehicles (two at each property) would be provided by way of a shared parking area to the rear. This meets with the parking standards set out in relation to policy ST4 of the emerging Chorley Local Plan 2012 – 2026.
36. The proposed development involves creating a new vehicular access off Preston Road with the existing access to Royton Drive closed off. Lancashire County Council (LCC) Highways have assessed the safety implications of the proposed access to Preston Road and confirm that there adequate visibility exists to allow the site to be safely accessed and egressed. As a result of adequate space within curtilage, exiting the site will not involve reversing manoeuvres as vehicles will be able to turn within the site to exit in forward gear. In addition the presence of a footway along the site frontage on Preston Road will enhance safety due to the separation of pedestrian areas from vehicles.
37. While visibility at the junction of Royton Drive and the existing site access road seems good, the access road is narrow with restricted forward visibility. It has no footways and is used as a shared pedestrian/vehicular access. As it is a 2-way access road, vehicles from opposing directions have difficulties safely passing each other. From a highways perspective therefore, it appears the proposed access to Preston Road represents an

improvement on the existing situation, as both vehicular and pedestrian traffic associated with the proposed development will not be increased along the existing access road.

38. From the submitted site plan the proposed point of stopping-up of the existing access road leaves adequate room to allow vehicles to safely turn to exit from Royton Drive and would not restrict manoeuvrability in relation to 1 Royton Drive.
39. It is therefore considered that there would be no harm to highway safety as a result of the proposed development, and that the site is in an accessible location.

Section 106 Agreement

40. The National Planning Practice Guidance was updated by Government on 28 November 2014 in respect of contributions for affordable housing and tariff style planning obligations. These measures were introduced to support small scale developers by reducing disproportionate burdens on developer contributions. The updated guidance confirms that such contributions should not be sought from small scale and self-build development. In particular, the guidance states that contributions should not be sought from developments of 10 units or less, and which have a maximum combined gross floorspace of no more than 1000m².
41. This development is for the net addition of two dwellings, which is below the 10 unit threshold and also has a combined gross floorspace of less than 1000m².
42. In the case of this development there is no evidence at this time, which is directly related to the development, to seek a contribution towards public open space contrary to the national guidance.

Other matters

43. A right of access would be blocked, which is contrary to a legal agreement relating to the lane: This is a private matter for the land owner to consider along with any legal matters relating to the land.
44. Works have already commenced. Should the plans be approved before any work is undertaken? Any works carried out prior to any application being granted are done so at the applicants own risk.

Overall Conclusion

45. It is considered that the 'principle' of a new dwelling and the conversion of an existing dwelling into two separate dwellings on this site are acceptable due to the sustainable credentials of the site and its characteristics along with the objectives of Policy 1 of the Core Strategy which encourages some growth in Whittle le Woods. The sustainability of the site results from its location in the settlement area on a main arterial route with excellent transport links to employment, schools, shops and other services. These factors are considered to establish the 'principle' of a new dwelling on the site and therefore compliance with Policy HS3 of the emerging Chorley Local Plan which is at an advanced stage.
46. The impact on the appearance and character of the area are acceptable as the new build dwelling is appropriately designed, is of an appropriate scale and relates well to the street scene. The impact on neighbour amenity is considered to be acceptable as is the impact on highway safety.
47. The proposed conversion of the existing dwelling into two separate dwellings would not impact on the character of the area and the proposed alterations would not result in any unacceptable impact on the amenity of neighbouring occupiers. The creation of a new access would not have an unacceptable impact on highway safety.
48. On the balance of the above the development is accordingly recommended for approval subject to conditions.

Planning Policies

49. 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 Borough Local Plan Review 2003 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposals has had regard to guidance contained with the National Planning Policy Framework (the Framework), the development plan and the emerging Local Plan 2012-2026. The specific policies/ guidance considerations are contained within the body of the report.
50. In October 2013, the Local Plan Inspector issued her partial report on the findings into the soundness of the Chorley Local Plan 2012-2026 which is a material consideration in the consideration of any planning application. In summary, the plan is considered to be legally compliant. In relation to soundness, the plan is considered sound, with the exception of matters relating to Gypsies and Travellers.
51. Paragraph 18 of the Partial Report states: *“For the avoidance of doubt, the Plan may not be adopted until it has been changed in accordance with all the main modifications set out in the Appendix to this partial report and any which may be specified in the Appendix of my forthcoming supplementary report. However because of the very advanced stage in the examination process that the main modifications set out in the Appendix have reached, significant weight should be attached to all policies and proposals of the Plan that are amended accordingly, where necessary, except for matters relating to Gypsies and Travellers.”*
52. The Council accepted the Local Plan Inspector’s modifications for Development Management purposes at its Executive Committee on 21st November 2013.
53. Further consideration has been given to matters relating to Gypsies and Travellers, and the Local Plan Inspector’s Supplementary Report on Gypsy and Traveller and Travelling Showpeople was issued (08 May 2015) and it concludes that the part of the Chorley Local Plan dealing with Gypsy and Traveller and Travelling Showpeople policy and site allocation is also sound, providing a number of main modifications are made.
54. It is therefore considered that significant weight can be given to the policies and proposals of the emerging Local Plan, as amended by the main modifications.

Planning History

94/00124/FUL: Temporary change of use (6 months) from domestic to sales office and car park. Approved 29 March 1994

01/00264/TPO: Works to tree covered by Tree Preservation order No.8 (Whittle-le-Woods) 1999. Granted 1 June 2001

02/00663/FUL: Erection of conservatory to rear and retrospective application for detached garage to side and pitched roof over existing side extension. Retrospective consent granted 11 September 2002

06/00360/TPO: Proposed felling of tree and removal of remaining stump (Tree Preservation Order No. 8 Whittle -le-Woods 1999). Consent granted 24 May 2006

Suggested Conditions

No.	Condition																																	
1.	<p>The proposed development must be begun not later than three years from the date of this permission. Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004</p>																																	
2.	<p>Notwithstanding the details shown on the submitted plans, the proposed car parking and turning area 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. Reason: In the interests of highway safety and to prevent flooding</p>																																	
3.	<p>Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences and walls to be erected (notwithstanding any such detail shown on the approved plans) shall have been submitted to and approved in writing by the Local Planning Authority. The dwelling shall not 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. Reason: To ensure a visually satisfactory form of development, to provide reasonable standards of privacy to residents</p>																																	
4.	<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. Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</p>																																	
5.	<p>All planting, seeding or turfing comprised in the approved details of landscaping shown on drawing 06 rev. B dated June 2014 and received 03 June 2015 shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the earlier, 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. Reason: In the interest of the appearance of the locality</p>																																	
6.	<p>The development shall be carried out in accordance with the following plans:</p> <table border="0" data-bbox="320 1487 1302 1823"> <thead> <tr> <th data-bbox="320 1487 603 1520">Plan Ref.</th> <th data-bbox="603 1487 890 1520">Received On:</th> <th data-bbox="890 1487 1302 1520">Title:</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 1520 603 1554">Drg. No. 10</td> <td data-bbox="603 1520 890 1554">03 June 2015</td> <td data-bbox="890 1520 1302 1554">Location Plan</td> </tr> <tr> <td data-bbox="320 1554 603 1588">Drg. No. 01 Rev B</td> <td data-bbox="603 1554 890 1588">03 June 2015</td> <td data-bbox="890 1554 1302 1588">Existing plans and elevations</td> </tr> <tr> <td data-bbox="320 1588 603 1621">Drg. No. 02 Rev A</td> <td data-bbox="603 1588 890 1621">03 June 2015</td> <td data-bbox="890 1588 1302 1621">Proposed ground floor plan</td> </tr> <tr> <td data-bbox="320 1621 603 1655">Drg. No. 03 Rev A</td> <td data-bbox="603 1621 890 1655">03 June 2015</td> <td data-bbox="890 1621 1302 1655">Proposed first floor plan</td> </tr> <tr> <td data-bbox="320 1655 603 1688">Drg. No. 04 Rev B</td> <td data-bbox="603 1655 890 1688">03 June 2015</td> <td data-bbox="890 1655 1302 1688">Proposed elevations</td> </tr> <tr> <td data-bbox="320 1688 603 1722">Drg. No. 05 Rev B</td> <td data-bbox="603 1688 890 1722">03 June 2015</td> <td data-bbox="890 1688 1302 1722">Existing block plan and levels</td> </tr> <tr> <td data-bbox="320 1722 603 1756">Drg. No. 06 Rev D</td> <td data-bbox="603 1722 890 1756">03 June 2015</td> <td data-bbox="890 1722 1302 1756">Proposed block plan and levels</td> </tr> <tr> <td data-bbox="320 1756 603 1789">Drg. No. 07 Rev A</td> <td data-bbox="603 1756 890 1789">03 June 2015</td> <td data-bbox="890 1756 1302 1789">Detached House Floor Plans</td> </tr> <tr> <td data-bbox="320 1789 603 1823">Drg. No. 08 Rev B</td> <td data-bbox="603 1789 890 1823">03 June 2015</td> <td data-bbox="890 1789 1302 1823">Detached House Elevations</td> </tr> <tr> <td data-bbox="320 1823 603 1856">Drg. No. 09 Rev A</td> <td data-bbox="603 1823 890 1856">03 June 2015</td> <td data-bbox="890 1823 1302 1856">Proposed site sections</td> </tr> </tbody> </table> <p>Reason: For the avoidance of doubt and in the interests of proper planning</p>	Plan Ref.	Received On:	Title:	Drg. No. 10	03 June 2015	Location Plan	Drg. No. 01 Rev B	03 June 2015	Existing plans and elevations	Drg. No. 02 Rev A	03 June 2015	Proposed ground floor plan	Drg. No. 03 Rev A	03 June 2015	Proposed first floor plan	Drg. No. 04 Rev B	03 June 2015	Proposed elevations	Drg. No. 05 Rev B	03 June 2015	Existing block plan and levels	Drg. No. 06 Rev D	03 June 2015	Proposed block plan and levels	Drg. No. 07 Rev A	03 June 2015	Detached House Floor Plans	Drg. No. 08 Rev B	03 June 2015	Detached House Elevations	Drg. No. 09 Rev A	03 June 2015	Proposed site sections
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7.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (Schedule 2, Part 1, Class A) or any subsequent re-enactment thereof no extension or alteration to any of the dwellings hereby permitted shall be erected carried out other than those expressly authorised by this permission.</p>																																	

	Reason: In the interests of neighbour amenity and the character and appearance of the property. Further extensions carried out under permitted development could have a negative impact on the amenity of occupiers at 88 Preston Road and 15 Royton Drive.
8.	Prior to the commencement of development 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. Reason: To ensure that the materials used are visually appropriate to the locality.
9.	The parking and garaging and associated manoeuvring facilities shown on the plans hereby approved shall be surfaced or paved, drained out and made available in accordance with the approved plan prior to the first occupation of the dwellings hereby permitted and such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015). Reason: To ensure provision of adequate off-street parking facilities within the site
10.	Surface water must drain separate from the foul and no surface water will be permitted to discharge to the foul sewerage system. The surface water must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority and no surface water shall discharge to the public sewerage system either directly or indirectly. Reason: To secure proper drainage of the site.
11.	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. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable prior to the commencement of development on the new build dwelling hereby approved.
12.	All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.
13.	Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details. Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate.
14.	No dwelling hereby approved shall be occupied until a SAP assessment (Standard

Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

Reason: Policy 27 of the 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.