

Item 3a **15/00686/FULMAJ**

Case Officer **Adele Hayes**

Ward **Chorley North East**

Proposal **Erection of 12no. dwellings consisting of 6no. houses and 6no.apartments with associated landscaping, car parking and adopted access road following demolition of the existing factory.**

Location **Crown Stage And Theatre Services Ltd, Brock Mill, Brock Road, Chorley.**

Applicant **Progress Housing**

Consultation expiry: **5 January 2016**

Application expiry: **15 January 2016**

UPDATE

This application was deferred for a site visit at the Development Control Committee meeting on 14th January 2016. This site visit took place 27th January and the recommendation remains as per the original report which has been updated to incorporate information reported on the addendum.

In addition the applicant's agent has revised the proposed site layout to include an additional 4no. car parking spaces. Consequently, a total of 18no. spaces will be provided and this level of provision complies with the Council's policy requirements for the development proposed.

Recommendation

It is recommended that this application is approved.

Proposal

1. This application seeks full planning permission for a residential development comprising 12no. dwellings consisting of 6no. two bedroomed houses and 6no. one bedroomed apartments with associated landscaping, car parking and adopted access road on the site of Brock Mill which was demolished last year.
2. The northern boundary of the site fronts Brock Road whilst it is adjoined by existing warehouses on the southern and western boundaries with housing located to the east. The site was formerly occupied by an industrial building.
3. The site is within close proximity of the A6 Road and Market Street is approximately 0.9 miles to the south where facilities such as retail stores, restaurants and supermarkets are located. The Parish Church of Saint Peter is also close by, located at the north of the site about 0.3 miles away. Schools such as St. Joseph's Catholic Primary School and Highfield Primary School are also close by within a 10 minute walk. Chorley and South Ribble District General Hospital is 1.1 miles away.

Representations

4. Representations have been received from 8 local residents citing the following grounds of objection:
 - The proposed 2100mm high fence is directly adjacent to an existing property and the gable wall of this house contains a ground floor window. The fence would completely cover the window obliterating any light.
 - The boundary fence would prevent the neighbouring occupier from maintaining their home.
 - There will be an unacceptable increase in traffic to an already busy, dangerous and inadequate road. A one way traffic system is suggested.
 - Many children play around and walk to school across the proposed access junction and the increased traffic and the necessary dog legged road infrastructure would affect their safety.
 - There will be increased noise and disturbance from the traffic and existing parking problems will be exacerbated.
 - There will be a loss of privacy.
 - The site of Brock Mill is not suited for housing development and this application should be rejected.
 - There is insufficient parking provision.
 - The planting of shrubs to the side of 2 Brock Road will cause collection of litter and vermin and without a maintenance program in place there would be no way to control this and the height of the shrubs.
 - The planting of shrubs close to a neighbouring property will affect the integrity of the foundations eventually leading to subsidence.
 - The height of the boundary wall adjacent to properties on Briercliffe Road should be left at 3m so that privacy levels are retained.
 - No. 2 Brock Road is listed as part of this application and this is a misrepresentation made by the applicant.
 - The increase in housing, without proper maintenance of the surrounding area is likely to generate litter and vermin.
 - A local resident has requested that the wall adjacent to their property has bushes planted against it so as to stop children football against it.
5. Councillors Marion and Adrian Lowe have commented that they are amazed that the access is deemed to be appropriate as there are horrendous traffic problems particularly when the chip shop is open. They also state that there is a high volume of traffic that uses that end of Railway Road and parking is a nightmare. They despair at the comments of the highways authority who do not seem to understand the narrowness of the roads leading to this site. Comment is also made that the footpath leading to Rylands crossing is well used and is affected by the proposed access.

Consultations

6. Lancashire County Council (Highways) - recommend conditions
7. Lead Local Flood Authority - recommend conditions
8. Chorley's Waste & Contaminated Land Officer - recommend condition
9. Environmental Health - no objections
10. Lancashire County Council (Education) – confirm that an education contribution is not required.
11. United Utilities - recommend conditions
12. Strategic Housing – Comment that the application reflects the current need demonstrated by the Housing Register for 1 and 2 bedroom Social Housing, as well as being in a suitable location close to the town centre.

Assessment

Principle of the development

13. Policy 10 of the Central Lancashire Core Strategy seeks to protect all existing employment premises and sites last used for employment. This policy covers Class B1, B2 and B8 uses. Proposals on all employment sites/premises for re-use or redevelopment other than for Class B employment purposes will be assessed under Policy 10 criteria a – h) in relation to proposed housing use. This includes criterion g) that requires a convincing evidence of lack of demand through a rigorous and active 12 months marketing period for employment re-use and employment redevelopment and criterion h) that requires an assessment of the viability of employment development including re-use and employment redevelopment.
14. The Central Lancashire Supplementary Planning Document Controlling Re-use of Employment Premises (SPD) (adopted 2012) provides additional information on this policy.
15. The Council assesses all applications for the redevelopment of employment sites on their individual merits and the starting point is to retain all employment sites to support sustainable economic growth. Consideration will only be given to alternative uses where an applicant can clearly demonstrate that the criteria in Policy 10 have been fully met. This includes both changes of use and redevelopment from employment to non- employment uses.
16. The application site has been appropriately marketed since February 2012 and the submitted evidence confirms that there is no current demand for employment use. Colleagues in the Council's Economic Development Team have confirmed that the site has been on Evolutive and the application is also supported by an assessment of the viability of employment development including employment re-use and employment redevelopment.
17. The development of the site for housing purposes is, therefore, considered to be acceptable in principle.

Ecology

18. Sufficiently detailed ecological assessments have been supplied with the planning application and no further surveys or information are required prior to determination of the application. The ecological constraints identified can be resolved via informatives or conditions.
19. The buildings that have been demolished were surveyed for bat roosting potential by suitably experienced bat workers and determined to have negligible bat roosting potential. The conclusions of the assessment are accepted. The exterior of one of the buildings was covered in ivy, which was assessed as having low bat roosting potential and an emergence survey was carried out. This found no evidence of emergence and only recorded low levels of common

pipistrelle in the vicinity of the development site. The overall risk regarding bats was concluded as low.

20. A number of trees will be lost as a result of the development and although these were not assessed for bat roosting potential, those to be lost, goat willows and leyland cypress, would have negligible risk owing to size and condition.
21. The development will result in the loss of a moderate amount of semi-natural regeneration and bird nesting habitat and without mitigation could result in a net loss of biodiversity contrary to guidance within the Framework. The ecological assessment makes a number of recommendations on how to mitigate for this loss including tree planting, bird boxes and bat boxes. Suitable conditions are recommended.

Highway safety

22. The proposal requires a total of 18no. car parking spaces, but while parking provision is met for the proposed apartments, only half the spaces required for the houses are proposed. However, the site is located in a highly sustainable urban location that is well served by public transport and where local amenities are within close proximity. Good quality footways and footpaths exist in the area to facilitate walking and although there are no dedicated cycle routes/lanes, the existing road network accommodates cyclists without difficulties. Chorley Town Centre is within the recommended cycling distance of 5km of the site.
23. Therefore, notwithstanding the shortfall in the applicant's parking provision, it is not considered unreasonable to accept the proposed lower level of parking provision. The applicant has been asked to widen one of the 'visitor parking' spaces into that of the disabled with the necessary markings dedicating it as such.
24. It is noted from the Design and Access Statement that each dwelling will be provided with an individual garden and shed with bicycle storage facilities. As noted on the planning application form, secure storage will be provided for a total of 24 cycles.
25. Given the number of proposed dwellings, the site access should be provided to a width of either 4.8m to allow safe passage of a large and a small vehicle at a time or 5.5m to allow safe passage of two large vehicles at a time. Should widening of the access result in the existing lamp column currently at the entrance being affected, any relocation of the lamp column will be at the applicant's expense. The applicant has been asked to confirm whether this will be necessary.

Design and layout

26. The proposed block of flats and the semi-detached dwellings would be traditionally constructed and finished with brick walls and tiled roofs. The development would be two storey in keeping with the scale of other dwellings in the area and would be of a similar density.
27. The property adjacent to the site access, at 2 Brock Road, has an existing ground floor window to a dining room in the gable elevation and the originally proposed 2.1m high boundary fence has been deleted from the scheme to ensure that the outlook from this window is not adversely affected. This property is not included within the application site edged red.
28. The relationship of the proposed houses with existing properties Briercliffe Road is considered to be acceptable and the boundary treatment along the rear gardens of these properties is to be retained as a 3metre high wall for privacy and security reasons rather than being replaced by a 2.1 metre high fence as originally proposed.
29. The surrounding housing is higher density with small gardens. The proposed development shows that adequate privacy distances can be maintained in relation to the surrounding development. It is not considered that this proposal will have a detrimental impact on the neighbouring amenity.

Viability

30. The Open Space and Playing Pitch SPD was adopted for development control purposes at the Council meeting on 17th September 2013. Therefore, Local Plan Policies HS4A and HS4B, and the approach in the SPD, apply.
31. The Council's Planning Policy Officer advises that there is justification for a total payment to public open space from the site of £26,895.
32. In addition, since the Deregulation Act 2015 received Royal Assent on 26th March 2015, the Council has implemented transitional arrangements relating to the Code for Sustainable Homes that has been withdrawn, to continue to require dwellings to achieve an energy efficiency equivalent to Code for Sustainable Homes Level 4, in excess of current Building Control requirements.
33. However, the applicant has submitted a viability assessment with the application that includes all sums necessary for the development of a scheme of 12 affordable homes within the usual anticipated market range of development costs. This has been assessed by the Council's Property Services Team and they advise that the impact of further costs in excess of current Building Control requirements and S106 sums make the scheme unviable.
34. The viability is therefore accepted and no contribution to public open space is requested. The dwellings will need to be built to current Building Regulations requirements.

Noise

35. Usually, the main concern with this type of development, are issues concerning the impact of noise. The applicant has submitted an acoustic report (No 10315 (Braiden Acoustics LTD) which seeks to quantify any impact and offers mitigation measures. The report is acceptable and the required mitigation measures should seek to protect the prospective residents. Conditions are, therefore, recommend to ensure that the measures outlined within the report are followed. Glazing recommendations are the main way of dealing with noise, according to the report. In addition to this, the report refers to a close boarded timber boundary fence but there is no specific detail about this. The fence is to provide additional protection for amenity areas from the impact of noise and again the boundary treatments would be dealt with by condition.

Flood Risk Assessment

36. An important part of the planning application process is consideration of flood risk as detailed under Footnote 20 of Paragraph 103 of the National Planning Policy Framework (NPPF). This is usually facilitated through a site-specific flood risk assessment (FRA). A site specific FRA is not required for this application however, the LLFA advises that flooding from local sources should be appropriately assessed in addition to flood risk from fluvial and coastal sources.
37. In line with the Environment Agency's 'Climate Change Allowance for Planners' guidance, the LLFA expects flood risk to be calculated for the following flood events:
 - 1 in 1 year
 - 1 in 2.2 year (Qbar)
 - 1 in 30 year
 - 1 in 100 year PLUS the applicable climate change allowance
38. It is noted from the consultation response provided by United Utilities that a maximum discharge rate of 15 l/s has been agreed for the surface water sewer. The LLFA require confirmation that this rate does not increase the current run off rate for the developed site, and where possible offers a betterment of that rate, as close to the greenfield run off rate as possible. The LLFA will

also require attenuation calculations to evidence the designed system can accommodate any additional surface water. These matters will be dealt with by condition.

Community Infrastructure Levy

39. The development is CIL liable but the developer can apply for an exemption as the development is for affordable housing.

Overall Conclusion

40. It is considered that the proposed development is acceptable in that it will provide housing on a currently derelict site.

41. As such, the proposed development is recommended for approval subject to planning conditions.

Planning 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 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.

Site History

The site history of the property is as follows:

Ref: 14/01254/FULMAJ **Decision:** WDN **Decision Date:** 3 March 2015
Description: Erection of 12no. dwellings consisting of 6no. houses and 6no.apartments with associated landscaping, car parking and adopted access road following demolition of the existing factory.

Ref: 08/00178/FUL **Decision:** WDN **Decision Date:** 26 March 2008
Description: Demolition of existing factory building and erection of 4 no. office blocks with associated car parking, landscaping and access via new Stump Lane access road

Ref: 01/00918/COU **Decision:** REFFPP **Decision Date:** 19 December 2001
Description: Change of Use from sewing factory to auction centre for selling of antiques and household furniture,

Ref: 84/00672/FUL **Decision:** REFFPP **Decision Date:** 13 November 1984
Description: Change of use to welding fabrication manufacturing of parts for machinery

The following conditions are recommended:

No.	Condition						
1.	<p>The Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of the outline planning permission or this approval of reserved matters.</p> <p><i>Reason: To define the permission and in the interests of the proper development of the site.</i></p>						
2.	<p>The hereby permitted shall be carried out in accordance with the following approved plans:</p> <table border="1" data-bbox="395 1973 1299 2020"> <thead> <tr> <th data-bbox="395 1973 788 2002">Title</th> <th data-bbox="793 1973 1018 2020">Drawing Reference</th> <th data-bbox="1023 1973 1299 2002">Received date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Title	Drawing Reference	Received date			
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	Location Plan	P100	13 July 2015
	Proposed Site Plan Option 2	P102 Rev F	29 January 2016
	Site Section	P104 Rev A	15 December 2015
	House Type Elevation	P107	13 July 2015
	House Type Plan	P106	13 July 2015
	1B2P Elevations	P111 Rev A	13 July 2015
	Flat Plans	P110 Rev A	13 July 2015
	Proposed Boundary Details	P108	13 July 2015
	<i>Reason: To define the permission and in the interests of the proper development of the site.</i>		
3.	The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plans. <i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i>		
4.	The proposed development must be begun not later than three years from the date of this permission. <i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i>		
5.	Prior to excavation of the foundations for the development 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. <i>Reason: To ensure that the materials used are visually appropriate to the locality.</i>		
6.	Prior to the commencement of development full details of the colour, form and texture of all hard landscaping (ground surfacing materials) (notwithstanding any such detail shown on previously submitted plans and specification) shall have been submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved, and shall be completed in all respects before the final completion of the development and thereafter retained. <i>Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area.</i>		
7.	Due to the nature of the industry/processes carried out at the above site, there is a potential for ground contamination. Due to the size of development and sensitive end-use (residential housing with gardens), no development shall take place until: a) a methodology for investigation and assessment of ground contamination has been submitted to and agreed in writing with the Local Planning Authority. The investigation and assessment shall be carried in accordance with current best practice including British Standard 10175:2011 'Investigation of potentially contaminated sites - Code of Practice'. The objectives of the investigation shall be, but not limited to, identifying the type(s), nature and extent of contamination present to the site, risks to receptors and potential for migration within and beyond the site boundary;		

	<p>b) all testing specified in the approved scheme (submitted under a) and the results of the investigation and risk assessment, together with remediation proposals to render the site capable of development have been submitted to the Local Planning Authority;</p> <p>c) the Local Planning Authority has given written approval to any remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of remediation works a validation report containing any validation sampling results shall be submitted to the Local Authority.</p> <p>Thereafter, the development shall only be carried out in full accordance with the approved remediation proposals.</p> <p>Should, during the course of the development, any contaminated material other than that referred to in the investigation and risk assessment report and identified for treatment in the remediation proposals be discovered, then the development should cease until such time as further remediation proposals have been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: To protect the environment and prevent harm to human health, by ensuring the site is suitable for the proposed end-use, in accordance with Paragraph 121 of the National Planning Policy Framework (DCLG, 2012).</i></p>
8.	<p>No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.</p> <p>Those details shall include, as a minimum:</p> <p>a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;</p> <p>b) The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate which has not yet been calculated. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</p> <p>c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);</p> <p>d) Flood water exceedance routes, both on and off site;</p> <p>e) A timetable for implementation, including phasing as applicable;</p> <p>f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;</p> <p>g) Details of water quality controls, where applicable.</p>

	<p>The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.</p> <p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To ensure that the proposed development can be adequately drained.</i> 2. <i>To ensure that there is no flood risk on or off the site resulting from the proposed development</i> 3. <i>To ensure that water quality is not detrimentally impacted by the development proposal.</i>
9.	<p>No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.</p> <p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To ensure that the drainage for the proposed development can be adequately maintained.</i> 2. <i>To ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system.</i>
10.	<p>No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:</p> <ol style="list-style-type: none"> a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as: <ol style="list-style-type: none"> i. on-going inspections relating to performance and asset condition assessments ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime; c) means of access for maintenance and easements where applicable. <p>The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.</p> <p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To ensure that appropriate and sufficient funding and maintenance</i>

	<p><i>mechanisms are put in place for the lifetime of the development</i></p> <ol style="list-style-type: none"> 2. <i>To reduce the flood risk to the development as a result of inadequate maintenance</i> 3. <i>To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.</i>
11.	<p>No development shall take place, 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"> 1. the parking of vehicles of site operatives and visitors 2. hours of operation (including deliveries) during construction 3. loading and unloading of plant and materials 4. storage of plant and materials used in constructing the development 5. siting of cabins 6. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate 7. wheel washing facilities 8. measures to control the emission of dust and dirt during construction 9. 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>
12.	<p>No trees or shrubs will be removed or soil stripping commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no bird nests are present which has been agreed in writing by the Local Planning Authority.</p> <p><i>Reason: To ensure the protection of nesting birds during the construction period.</i></p>
13.	<p>An ecological mitigation plan shall be submitted to and approved in writing by the LPA, prior to commencement of development. The content of the plan should include details of location and species of replacement trees & shrubs and details of design and location of bird nesting and bat roosting opportunities. The approved plan will be implemented in accordance with the approved details.</p> <p><i>Reason: To mitigate for the loss of ecological habitat.</i></p>
14.	<p>A scheme for the landscaping of the development and its surroundings shall</p>

	<p>be submitted prior to the commencement of the development. These details shall 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.</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>
15.	<p>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>No development shall be commenced until an Estate Street Phasing and Completion Plan has been submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.</p> <p><i>Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.</i></p>
17.	<p>No dwelling or dwellings shall be occupied until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Lancashire County Council Specification for Construction of Estate Roads.</p> <p><i>Reason: To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.</i></p>
18.	<p>No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and maintenance company has been established.</p> <p><i>Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the</i></p>

	<i>interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.</i>
19.	<p>No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved</p> <p>No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.</p> <p><i>Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.</i></p>
20.	<p>Prior to construction, a construction plan shall be submitted to and approved in writing by the local planning authority. The plan to include method and details of construction including vehicle routing to the site, construction traffic parking and any proposed temporary closing of roads or streets. No construction traffic or deliveries to enter/exit during traffic peak periods or to wait on the public highway. Such construction plan to be implemented and adhered to during the construction of the development.</p> <p><i>Reason: To maintain the operation of local streets and through routes in the area during construction, particularly during peak periods.</i></p>
21.	<p>No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.</p> <p><i>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.</i></p>