

APPLICATION REPORT – 15/00216/OUT

Validation Date: 5 May 2015

Ward: Adlington And Anderton

Type of Application: Outline Planning

Proposal: Outline application (with all matters reserved) for the erection of 2 No. semi-detached dwellinghouses

Location: 59 Church Street Adlington Chorley PR7 4EX

Case Officer: Mr Iain Crossland

Applicant: Mrs Judith Gratton

Agent: Peter Gilkes And Company

Consultation expiry: 25 July 2016

Decision due by: 19 August 2016

RECOMMENDATION

It is recommended that this application is approved subject to conditions.

SITE DESCRIPTION

The application site comprises an area of land to the north of 59 Church Street, Adlington, and is within the core settlement area of Adlington. The site is located between the A6 (Westhoughton Road) and a mainline railway but is sighted at a lower level to the highway, and is screened by a boundary fence and wall. The site is covered by trees and other vegetation that has self-generated over time and is free of built structures. The site is in an area of mixed character with residential and commercial uses and transport infrastructure within close proximity.

DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development is an outline application for the erection of two semi-detached dwellinghouses, with associated residential curtilage and vehicular access to Westhoughton Road. All matters are reserved.

CONSTRAINTS

**Coal consultation zone
Chorley Core Area
Consult EA Landfill Red Site & 250m Buf
Environment Agency Flood Area Fluvial**

**More than 1 Other
Site Of Special Scientific Interest**

RELEVANT HISTORY OF THE SITE

Ref: 12/01144/OUT Decision: WDN Decision Date: 8 January 2013
Description: Outline application for erection of a pair of semi detached houses

Ref: 12/01145/OUT Decision: WDN Decision Date: 8 January 2013
Description: Outline application for erection of one four bedroom detached house

Ref: 13/00574/OUT Decision: WDN Decision Date: 12 August 2013
Description: Erection of a four bedroom detached house.

Ref: 13/00575/OUT Decision: WDN Decision Date: 12 August 2013
Description: Erection of pair of semi-detached houses (resubmission of 12/01144/OUT)

Ref: 13/00754/OUT Decision: REFOPP Decision Date: 12 March 2014
Description: Outline application for the erection of a four bedroom detached house (with all matters reserved).

Ref: 13/00755/OUT Decision: REFOPP Decision Date: 12 March 2014
Description: Outline application for the erection of a pair of semi-detached houses (with all matters reserved).

Ref: 15/00215/OUT Decision: WDN Decision Date: 12 May 2015
Description: Outline application for the erection of a four bedroom detached house (with all matters reserved). Resubmission of application 13/00574/FUL (please also see 15/00215/OUT/A)

Ref: 94/00292/FUL Decision: PERFPP Decision Date: 17 June 1994
Description: Two storey extension and erection of conservatory to side and single storey rear extension

REPRESENTATIONS

5 letters of objection have been received. These state the following issues:

- Loss of privacy
- Wildlife impact
- Highway safety impact due to poor visibility and parking issues in the area
- Loss of trees

CONSULTATIONS

Adlington Town Council:

Comments received 26th May 2015:

The Town Council expressed concern that the proposed access to the site of both applications will adversely affect road safety on the main A6 route through the village. The proposed access is located at a point of low visibility because of its proximity to the brow of the bridge, and is also at the pinch point where two lanes merge into one. It is also very close to the point where the speed limit is reduced from 40mph to 30mph, a restriction not immediately observed by all traffic. Visibility at this location is also often adversely affected by parked cars. The Council expressed these concerns regarding the previous applications 13/00754/OUT and 13/00755/OUT but considers that the parking problems at this location have in fact increased since these were originally submitted.

In addition, it considers that the proposal to lower the height of the fences adjoining the pedestrian walkway will adversely affect pedestrian safety at this location.

Comments received 26th July 2016:

The applicant's comment that the plan shows the existing road layout markings immediately outside the property on the A6 is incorrect. The road markings there allow for parking and are not hatched. Also not hatched lower down Church St as shown.

Other comments-

- This a major piece of road change for the sake of a pair of new build semis and is wholly way over the top.
- The proposal has been taken in isolation and LCC in accepting have totally ignored the existing traffic congestion and parking problems between this property and Railway Road. Also that this a place where a 40mph two lane section reduces down to one lane. We cannot condone breaking the speed limit but we must recognise that the 40 mph limit is broken on a regular basis and undertaking is common. Bad driving on this section of the A6 needs to be recognised and whilst I'm not advocating accepting it I am pointing out that this proposal will only make the current situation worse.
- The proposal, should it go ahead, would remove parking for about 20 cars all told including both sides of the A6. Where do LCC think these displaced vehicles are going to park? Obviously in other already extremely congested areas local to here.
- This is a very busy section of the A6 through Adlington and the proposed change adds to the existing dangers and neighbours concerns.
- I have spoken to a couple of the people living on Church St and there are growing concerns about the extra parking problems without the added set of changes. Some neighbours are experiencing difficulty in finding parking spots outside their own house or are becoming blocked in when parked up. There has already been an increase in the number of near misses with the extra parking at 'The Retreat' - on busy weekday lunchtimes at the retreat, when the people working on the ex-Fairclough's site are in work it is chaos with the traffic flow often reduced to single file. This proposal will undoubtedly give the neighbours even more problems and road safety concerns.
- Further to this the issue of traffic hold ups when anyone exiting the planned homes, who then wants to turn towards Chorley, they will still be causing a traffic hold up trying to turn at the end of the current traffic island. This was pointed out with the last set of comments prior to this new proposed road layout.

Greater Manchester Ecology Unit

I have no in principle objections to the development of the site. It is not designated for its nature conservation value and is considered unlikely to support any specially protected species.

Lancashire Highway Services

Following the highways response of 28/05/2015, the applicant has contacted and worked closely together with LCC Highways to come out with a design to achieve a safe and convenient access for the proposed development. The access design was scrutinised by LCC safety audit team and found satisfactory.

The scheme appears to have addressed the highway safety concerns previously raised about the proposed development. As such, an objection to the proposed development on highway safety ground is no longer considered sustainable. I would therefore confirm that the proposal is acceptable and that the highway authority is no longer seeking an objection to the proposed development.

Network Rail – No objection

PLANNING CONSIDERATIONS

The main issues are as follows:-

- Issue 1 – Impact on character and appearance of the locality
- Issue 2 – Impact on neighbour amenity
- Issue 3 – Impact on highways/access
- Issue 4 – Impact on trees / wildlife

Issue 5 – Community Infrastructure Levy (CIL)

Principle of development

1. 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.
2. Policy 1(d) 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. Adlington is identified as one of the Urban Local Service Centres.
3. The application site is located in the core settlement area of Adlington. The adopted Chorley Local Plan 2012 – 2026 policy V2 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. The site is not designated within the local plan and does not appear to have a specific use.
4. 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 sustainable location with easy access of public transport and amenities such as shops, schools, churches and community facilities. The Framework also states that development in sustainable locations should be approved without delay.
5. 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.

Impact on character and appearance of the locality

6. The proposed development is for two semi-detached dwellings to be located on land to the north of 59 Church Street, Adlington. The indicative layout plan suggests that the dwellings would be positioned perpendicular to the highway and railway line. The land on which the proposed dwellings would be developed is approximately 4m lower than the adjacent highway. As such, although it may be possible to see the dwellings from the highway, they would not be prominent in the street scene along Westhoughton Road.
7. The dwelling at 59 Church Street is an end terrace of traditional design that is faced in stone with a roof laid in slates. There is a porch entrance to the front of the dwelling with garden and car parking area to the side, which is accessed from Westhoughton Road. It is noted that there similar stone cottages beyond this to the south. Beyond these properties are rendered and red brick dwellings of traditional design.
8. There is no predominant design style in the locality, and given the separation of the site from the nearest dwelling on the A6 and the difference in levels between the site and highway resulting in a reduced level of prominence there is some scope as to the eventual design of any dwelling on the site.
9. The indicative positioning of the proposed dwellings would not be consistent in terms of their siting, however, given the nature of the site with lower levels to the highway and degree of separation from the nearest dwellings on the A6 this not be detrimental to the street scene or character of the area. The indicative site plan suggests that adequate residential curtilage would be provided with adequate space for parking and general amenity. No landscaping or boundary scheme is included at this stage, however, this will form an important component as regards the details of the eventual development.
10. It is anticipated that appropriately designed dwellings could be accommodated on this site, without detriment to the appearance of the site and character of the street scene and wider area.

Impact on neighbour amenity

11. The application seeks outline planning permission at this stage, however, an indicative site plan submitted details the proposed dwellings would be located approximately 38m from the nearest dwelling at 43 Grove Crescent to the north east and approximately 47m from 41 Grove Crescent with a mainline railway inbetween. It is noted that the existing properties on Grove Crescent are positioned at a higher level to the application site. The degree of separation, difference in levels and intervening structures are such that it is considered that two semi-detached dwellings could be designed and sited without having an unacceptable impact on the occupiers of 43 and 41 Grove Crescent in relation to privacy, light or outlook.
12. Other properties are located approximately much further away and therefore given the substantial separation it is considered that two semi-detached dwellings can be located on this site without impacting on the privacy, light or outlook of the occupiers on any other properties.
13. With regards to the amenity of any future occupiers of the proposed dwellings it is noted that the site is located between a busy 'A' road and mainline railway. These have the potential to generate noise within close proximity to the site. It is noted that other nearby properties exist with similar circumstances, however, these have been in situ for some considerable time. It is therefore recommended that a condition is attached to any approval of planning permission requiring details of acoustic screening and noise attenuation measures to be submitted to and approved in writing by the Local Planning Authority as part of any application for reserved matters.

Highway impact and access

14. There is currently no vehicular access to the site from Westhoughton Road, and an access scheme has been submitted in support of the application with the intention of creating vehicular access so that off street parking can be provided. This scheme has been assessed the LCC safety audit team and found satisfactory. In addition the LCC Highways Officer considers that the proposal is acceptable and that the highway authority has no objection to the proposed development.
15. The proposed access scheme designed by VTC Consultancy, referenced P882.1/jcc dated 1.7.2016 includes opening up the central island in the road to allow a right turn lane to be provided to enable traffic from the direction of Church Street to turn right into the site and for traffic leaving the site to turn right towards Westhoughton Road. This involves extending the existing hatchings on the inner section of the northbound carriageway to reduce the existing two lanes to one to make room for the right turn lane and includes provision of arrow carriageway markings to guide motorists into the appropriate lanes. The two lanes will then be restored north of the right turn lane once adequate gap is allowed to accommodate right turn manoeuvres of vehicles from the site.
16. As the full width of the northbound carriageway is required to safely undertake right turn manoeuvres when leaving the site, it is proposed to make a Traffic Regulation Order introducing 'No-Waiting at Anytime' restrictions (double yellow lines) along the section of northbound carriageway opposite the right turn lane to ensure it is always free from parked vehicles.
17. With regard to the southbound lane, the existing two lanes have already been reduced to one by means of hatching on the outer lane and has operated as such for some time now. It is therefore proposed that part of the hatchings to both sides of the proposed access are replaced by road buildouts to prevent overrun of the access by southbound traffic and to ensure vehicles do not park too close to the access as to obscure visibility. The buildouts on the north side of the access will be longer than that on the south side as the direction of flow of traffic is from north and both will incorporate reflective posts to alert drivers of the physical features and the presence of the access. The existing on-street parking spaces on both sides of the road should not be affected by the proposal, however, where this is unavoidable, the effect would be minimal.

18. To ensure drivers reduce speeds on the approach to the access, all three existing speed limit signs would be relocated to new positions approximately 30m north of the proposed access.
19. The right turn lane is intended for traffic going in and out of the proposed site. As such, in order to prevent unauthorised turning manoeuvres by northbound traffic which may lead to traffic delays, a Traffic Regulation Order (TRO) prohibiting u-turns for northbound traffic will be made with a 'No u-turn' sign installed to warn drivers of the prohibition.
20. The above quoted scheme appears to have addressed the highway safety concerns previously raised about the proposed development. As such, an objection to the proposed development on highway safety grounds is no longer considered sustainable. The proposed access is therefore considered to be acceptable.
21. Adequate off street car parking provision would need to be demonstrated in any reserved matters application in order to comply with the parking standards specified in policy ST4 of the Chorley Local Plan 2012 – 2026. The indicative site plan suggests that it would be possible to provide off street parking of sufficient size to accommodate up to three cars per property.

Loss of trees and impact on wildlife

22. There are a number of trees within the site and around the periphery of the site, none of which are protected by tree preservation orders (TPO). No trees have been identified for removal at this stage, however, it is noted that a large number of the self-seeded trees within the site would need to be removed in order to enable the development. These trees are generally hidden from public view and are of lower amenity value. It would be preferable if trees to the periphery of the site could be retained within any future development and the Council's Tree Officer will visit the site to assess the potential for protecting such trees at the time of any reserved matters application.
23. Similarly there is a copse of trees adjacent to the site (to the south of the application site). As such this landscaping has the potential to overshadow the future dwelling on this site. This puts these trees at future risk and the Council's Tree Officer will also make an assessment of these trees in respect of their amenity value.
24. To ensure the trees are protected as part of their retention within the scheme a no-dig condition will be attached to the recommendation in respect of any works required within the root zones.
25. It is noted that the Greater Manchester Ecology Unit raises no in principle objections to the development of the site. It is not designated for its nature conservation value and is considered unlikely to support any specially protected species

Public Open Space

26. The proposed development would generate a requirement for the provision of public open space in line with policies HS4a and HS4b of the Chorley Local Plan 2012 – 2026 and the Open Space and Playing Pitch SPD. It is recommended that a condition is attached requiring that a suitable scheme is submitted prior to the commencement of development.

Other matters

27. To lower the height of the fences adjoining the pedestrian walkway will adversely affect pedestrian safety at this location: Boundary details would be addressed as part of any reserved matters application.
28. The applicant's comment that the plan shows the existing road layout markings immediately outside the property on the A6 is incorrect. The road markings there allow for parking and are not hatched: The area identified as 'existing road markings' on plan referenced P882.1/jcc is currently hatched.

29. There are already parking issues in the area. Where will displaced vehicles as a result of the proposed highway works: It is noted that vehicles are currently parking on a hatched area of highway, which would remain in situ. Although it is recognised that people currently park on the highway adjacent to the site the availability of on street car parking is a benefit, which cannot be guaranteed and as such cannot be protected in relation to an application for planning permission. Furthermore the proposed highway scheme would require a TRO, which involves a separate statutory consultation process beyond the planning application process, including consultation with frontagers, and must be agreed and the highway works implemented prior to the proposed access being implemented.

CIL

30. 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.

CONCLUSION

31. It is considered that the 'principle' of two new dwellings on this site is acceptable due to the sustainable credentials of the site and its characteristics. It is considered that a pair of semi-detached dwellings could be designed without causing undue harm to the impact on the appearance and character of the area and impact on neighbour amenity.

32. In addition it is considered that adequate parking could be provided and that there would be no unacceptable harm to highway safety. On the basis of the above, it is recommended that planning permission be granted.

RELEVANT POLICIES: In accordance with S.38 (6) Planning and Compulsory Purchase Act (2004), the application has been determined in accordance with the development plan [the Central Lancashire Core Strategy (2012) and Chorley Local Plan 2012-2026 unless material considerations indicate otherwise. Consideration of the proposals has had regard to guidance contained with 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

1. An application for approval of the reserved matters (namely the access, appearance, layout, scale and landscaping of the site) must be made to the Council before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.

Reason: This condition is required to be imposed by the provisions of Article 3 (1) of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. 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.

Reason: In order to satisfy the Local Planning Authority that the final details of the scheme/works are acceptable before work commences on site.

- No part of the development hereby approved shall commence until the approved scheme for the construction of the site access and the off-site works of highway improvement has been constructed and completed in accordance with the scheme details.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

- The development shall be limited to no more than one new dwellinghouse and shall be carried out in accordance with the following plans:

Title	Drawing Reference	Received date
Location Plan	N/A	09 March 2015
Proposed highway access	P882.1/jcc	08 July 2016

Reason: For the avoidance of doubt and in the interests of proper planning

- Either as part of the first reserved matters application or prior to the commencement of the development details of the access arrangements, highway visibility splays, parking, servicing and turning areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details prior to the first occupation of the dwelling.

The approved parking and/or garaging shall be surfaced or paved, drained out and made available in accordance with the approved details prior to occupation and such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015).

Reason: In the interest of the highway safety.

- A scheme for the landscaping of the development and its surroundings shall be submitted as part of the reserved matters application. 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. 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.

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.

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.

- Any application for reserved matters shall detail that the driveways/hardsurfacing areas for each of the dwellings shall be constructed using permeable materials on a permeable base (under-drained areas can be used if ground conditions do not suit). The materials shall be maintained in perpetuity thereafter.

Reason: In the interests of highway safety and to prevent flooding

- As part of the first application for reserved matters or prior to the commencement of the development the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a) Details of the colour, form and texture of all external facing materials to the proposed dwelling
- b) Details of the colour, form and texture of all hard ground- surfacing materials.
- c) Location, design and materials of all fences, walls and other boundary treatments.
- d) The finished floor level of the proposed dwelling and any detached garages

The development thereafter shall be completed in accordance with the approved details. Prior to the first occupation of the dwelling hereby permitted all fences and walls shown in the approved details to bound its plot shall have been erected in conformity with the approved details.

Reason: In the interests of the visual amenities and character of the area and to provide reasonable standards of privacy to residents

9. Surface water must drain separate from the foul and no surface water will be permitted to discharge to the foul sewerage system.

Reason: To secure proper drainage

10. Prior to the commencement of any development, plans and particulars showing a scheme of foul sewers and surface water drains, shall be submitted to, and approved in writing by, the Local Planning Authority. Such works shall be carried out in accordance with the approved details concurrently with the rest of the development and in any event shall be finished before the building is occupied.

Reason: To ensure a satisfactory means of drainage.

11. 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.

12. 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.

13. 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.

14. No development shall commence until a Scheme for the provision of off-site public open space in accordance with the principles of Policies HS4A and HS4B of the Adopted Chorley Local Plan 2012-2026 has been submitted to and approved in writing by the Local Planning Authority. The dwellings hereby approved shall not be occupied until the approved Scheme has been implemented.

Reason: The provision of off-site public open space is a requirement of the Development Plan and therefore a scheme or mechanism to deliver the requirements of the development plan are essential to make the development acceptable. A suitable scheme has not been submitted as part of the application and is needed prior to the commencement of the development to ensure a suitable scheme can be agreed.

15. As part of the reserved matters application a Tree Impact Plan shall be provided detailing the trees which are to be retained as part of the development. Thereafter any works required within the root protection area of the retained trees shall be undertaken using a 'no-dig' cellular confinement system method of construction which has previously been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the continued protection of the trees and the visual amenities of the area

16. As part of the first application for reserved matters or prior to the commencement of the development details of a suitable trespass proof fence adjacent to the boundary with the railway shall be submitted to and approved in writing by the Local Planning Authority. The fencing shall be installed prior to occupation of the dwellings and the development thereafter shall be completed in accordance with the approved details.

Reason: To protect the adjacent railway from unauthorised access

17. As part of the first application for reserved matters or prior to the commencement of the development details of acoustic screening and any other noise attenuation measures shall be submitted to and approved in writing by the Local Planning Authority

Reason: To protect the amenity of future occupiers and in the interests of railway safety

18. Any scaffolding which is to be erected / constructed within 10metres of a boundary to a railway line must be erected in such a manner that at no time will any poles over-sail the railway line. A method statement giving details of measures to be taken to prevent construction materials from the development reaching the railway (including protective fencing shall be submitted to and approved in writing by the Local Planning Authority as part of the first application for reserved matters or prior to the commencement of the development.

The measures including protective fencing) to prevent any construction materials from the development reaching the railway line hereby approved shall be implemented in full before development commences.

Reason: In the interests of railway safety

19. As part of the first application for reserved matters or prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to and approved in writing by the Local Planning Authority.

Reason: to prevent any piling works and vibration from de-stabilising or impacting the railway

20. As part of the first application for reserved matters or prior to the commencement of the development details of the disposal of both surface water and foul water drainage directed away from the railway shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To protect the adjacent railway from the risk of flooding and pollution

21. As part of the first application for reserved matters or prior to the commencement of the development full details of ground levels, earthworks and excavations to be carried out near

to the railway boundary shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the adjacent railway