

## **APPLICATION REPORT – 16/00591/FUL**

**Validation Date: 14 July 2016**

**Ward: Eccleston And Mawdesley**

**Type of Application: Full Planning**

**Proposal: Demolition of car garage and workshop and erection of four dwellings with associated gardens and vehicular access**

**Location: Rigby's Garage Bluestone Garage Blue Stone Lane Mawdesley Ormskirk L40 2RH**

**Case Officer: Mr Iain Crossland**

**Applicant: Mr Michael Quirk**

**Agent: Mr Simon Wallis**

**Consultation expiry: 26 October 2016**

**Decision due by: 8 September 2016**

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### **RECOMMENDATION**

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

### **SITE DESCRIPTION**

2. The application site is located in the Green Belt, within linear development outside the settlement of Mawdesley in an area characterised by agricultural development and open land. The topography of the area is generally flat.
3. The application site is occupied by a commercial garage comprising buildings of functional design with areas covered by concrete hardstanding. There are dwellings of traditional design style on either side of the site fronting Blue Stone Lane and the site itself is bound by Blue Stone Lane to the west and Salt Pit Lane to the east. There is vehicular access to the site from Blue Stone Lane.

### **DESCRIPTION OF PROPOSED DEVELOPMENT**

4. This application is for the redevelopment of the site with the erection of four dwellings, comprising two semi-detached houses facing Blue Stone Lane and two detached houses positioned at an angle to Salt Pit Lane. There would be associated car parking areas and gardens.
5. The proposed dwellings would be four bedroom two storey properties and would be of a traditional design style.

### **REPRESENTATIONS**

6. Five letters of objection have been received from three addresses. These raise the following issues:
  - Impact on neighbour amenity particularly the impact on light and outlook.

- Impact on character of the area through introducing dwellings with access to salt Pit Lane and overdevelopment of the site.
- Overlooking garden areas and loss of privacy
- Lack of car parking
- Impact on highway safety
- Impact on amenity through noise and disturbance
- Inaccurate boundary plans

## CONSULTATIONS

7. **Waste & Contaminated Land:** No objection on the basis that an appropriate condition is attached
8. **Lancashire Highway Services:** No objection subject to appropriate conditions and informatives
9. **United Utilities:** no comments have been received
10. **Mawdesley Parish Council:** no comments have been received

## PLANNING CONSIDERATIONS

### Principle of the development and impact on the Green Belt

11. The application site is located wholly within the Green Belt, The National Planning Policy Framework (the Framework) states that the construction of new buildings should be regarded as inappropriate in the Green Belt, except in a limited number of specific circumstances.
12. Mawdesley is not specified as an area for growth within Core Strategy Policy 1 and falls to be considered as an 'other place'. Criterion (f) of Core Strategy Policy 1 reads as follows: "In other places – smaller villages, substantially built up frontages and Major Developed Sites – development will typically be small scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need, unless there are exceptional reasons for larger scale redevelopment schemes."
13. Although this part of the Borough is not identified for growth this site has evolved over time through the growth of a vehicle repairs garage and petrol filling station. The whole site is given over to buildings or concrete hardstanding. As such the site is a previously developed site in the Green Belt.
14. National guidance on Green Belt is contained in Chapter 9 of the Framework which states:
 

*79. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.*

*80. Green Belt serves five purposes:*

  - *to check the unrestricted sprawl of large built-up areas;*
  - *to prevent neighbouring towns merging into one another;*
  - *to assist in safeguarding the countryside from encroachment;*
  - *to preserve the setting and special character of historic towns; and*
  - *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

*87. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*

*88. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will*

*not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.*

*89. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:*

*limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.*

15. Policy BNE5 of Chorley Local Plan 2012 – 2016 relates to previously developed land within the Green Belt and reflects guidance contained within the Framework as follows:  
*The reuse, infilling or redevelopment of previously developed sites in the Green Belt, will be permitted providing the following criteria are met:*  
*In the case of re-use*
  - a) *The proposal does not have a materially greater impact than the existing use on the openness of the Green Belt and the purposes of including land in it;*
  - b) *The development respects the character of the landscape and has regard to the need to integrate the development with its surroundings, and will not be of significant detriment to features of historical or ecological importance.*  
*In the case of infill:*
    - c) *The proposal does not lead to a major increase in the developed portion of the site, resulting in a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.*  
*In the case of redevelopment:*
  - d) *The appearance of the site as a whole is maintained or enhanced and that all proposals, including those for partial redevelopment, are put forward in the context of a comprehensive plan for the site as a whole.*
16. Whilst the test for sites such as this relates to the impact on openness it is important to note that the Framework contains no specific definition of 'openness'.
17. It is considered that in respect of the Framework that the existing site currently has an impact on the openness of the Green Belt. However, it is important to note that merely the presence of an existing building on the application site currently does not justify any new buildings. The new buildings must also not "have a greater impact on the openness of the Green Belt".
18. Whether the proposed buildings have a greater impact on openness is a subjective judgment which is considered further below. Objective criteria could include the volume of the existing buildings although it is important to note that the Framework does not include such an allowance or capacity test. To engage with the exceptions of paragraph 89 of the Framework, which is reflected in Policy BNE5 of the Local Plan, the test relates to the existing development. The openness of an area is clearly affected by the erection or positioning of any object within it no matter whether the object is clearly visible or not. The openness test relates to the whole of the application site.
19. The proposed development of four dwellings would have a slightly smaller footprint to the existing buildings on site and although it would have a greater volume, it would not be materially larger than the existing buildings. It is also noted that the garage and vehicle repairs use resulted in vehicles and associated paraphernalia being stored on the outside areas of the site. This long term outdoor storage has an impact on openness in itself that would be taken away as a result of the proposed development. The positioning of the proposed dwellings would be entirely upon existing areas of hardstanding and would not be radically different to the positioning of the existing buildings.

20. Given the above, it is considered that the proposed development would not have a greater impact on the openness of the Green Belt and as such would not represent inappropriate development in the Green Belt.
21. The proposed development would result in the existing concrete hardstanding being removed. There would be areas of garden and landscaping developed in association with the proposed dwellings, which would soften the appearance of the site, which is currently very stark.
22. The proposed development would result in the comprehensive redevelopment and regeneration of the site with the scale and positioning of buildings in a more logical form that better reflects the character of the area. Overall the redevelopment of the site would enhance its appearance as a whole, through investment in clearing the site and developing a viable end use in the form of dwellings that would be maintained by the occupiers in perpetuity. The site would subsequently become more harmonious with the neighbouring dwellings set on Blue Stone Lane and would help to create a more cohesive street scene. The proposed development and layout would be an efficient use of the land and best capitalises on the opportunity for redevelopment that this site presents given the Green Belt and neighbour amenity constraints.
23. In addition to the above it is considered that the proposed development would not interfere with any of the five purposes of the Green Belt, and would result in the efficient use of this previously developed site.

#### Impact on Neighbour Amenity

24. The application site is located between two residential dwellings of Garrig to the south and Sunnyside to the north. There would be two semi-detached dwellings positioned broadly in line with these two dwellings facing the highway at Blue Stone Lane. The proposed dwelling at plot 2 would be located approximately 9.3m from Garrig, with a gable end parallel to the gable end at Garrig. There are windows to habitable rooms in the side elevation at Garrig facing the application site, consisting of a ground floor window and conservatory and two windows at first floor, which would face the gable of plot 2 at a distance of approximately 9.3m. It is noted that these are not original windows and have been added in response to development at this dwelling over time. The ground floor window in the side of main house currently faces a high dense hedge and boundary fence. The conservatory windows would not directly face the dwelling at plot 2 and it is noted that there is a detached garage at Garrig that would be located between the two.
25. The creation of a two storey gable end approximately 9.3m is not considered to have a detrimental impact on the outlook from these windows, particularly when considering the existing outlook. The two windows inserted at first floor serving habitable accommodation would also face the gable at plot 2, however, the degree of separation is considered satisfactory enough not to cause detrimental impact on the outlook from these windows. This is particularly so given that one of the rooms has an alternative source of outlook.
26. There would be no impact on direct light to these windows as the proposed development would be located to the north of Garrig. In terms of the impact on privacy the proposed dwelling at plot 2 would have no windows serving habitable rooms in the side elevation facing the site. It is noted that Garrig has a long rear garden and that the proposed dwellings at plots 3 and 4 would have rear elevations facing the rear part of this garden. Plots 3 and 4 would have windows in the rear elevation positioned approximately 11m from the boundary with the rear garden at Garrig. This is considered to be an adequate degree of separation from a garden boundary. There would be no parallel facing windows to habitable rooms between the dwelling at Garrig and any of the proposed dwellings.
27. The proposed dwelling at plot 1 would be located approximately 10.7m from Sunnyside, with a gable end parallel to the gable end at Sunnyside. There are windows to habitable rooms in the side elevation at Sunnyside facing the application site. The nearest window that would be most affected is a secondary window to the room it serves. There are also windows serving a conservatory and dining area at ground floor facing the application site and a

window to a bedroom at first floor. The gable end of plot 1 would be located approximately 10.7m to the south of these windows. There would therefore be some impact on light as a result, however, given the degree of separation it is not considered that the impact would be so detrimental as to be unacceptable, particularly given that the main windows are generally in line with the rear elevation. There are other windows at ground floor serving a kitchen, however, these windows would not directly face the proposed dwellings.

28. In terms of the impact on outlook, it is noted that the windows in the side elevation of Sunnyside currently face a fence and well established vegetation with the existing garage building only 8m from these windows. Given the degree of separation and existing features on site and along the boundary it is not considered that there would be any detrimental harm to outlook.
29. In terms of the impact on privacy the proposed dwelling at plot 1 would have no windows serving habitable rooms in the side elevation facing Sunnyside. The proposed dwellings at plots 3 and 4 would face the rear part of the garden to Sunnyside and would be located approximately 5.6m from the boundary at the closest point. This is less than the Council's 10m guideline for such distances, however, it is noted that they would face a large garage taking up the whole width of the garden in this location and a driveway / parking area serving the dwelling. There would be no parallel facing windows to habitable rooms between the dwelling at Sunnyside and any of the proposed dwellings. As such there would be no impact on privacy.
30. The proposed development would replace an existing vehicle repair garage and petrol station with four dwellinghouses. As such the level of disturbance experienced by neighbouring occupiers is likely to diminish resulting in improved levels of amenity for neighbouring occupiers, as residential dwellings are generally the most compatible land use in close proximity to other dwellings.
31. The relationship between the proposed dwellings is considered to be acceptable.

#### Impact on character and appearance of the locality

32. The application site is currently vacant and comprises a large area of concrete hardstanding and two old industrial style buildings that are connected. The buildings are functional in appearance and with a wide open concrete frontage the site detracts from the character of the area. Indeed the appearance of the site is somewhat anomalous with the prevailing character of the area, which generally comprises traditional red brick dwellings set out in sporadic ribbons of development.
33. The proposed development would introduce a pair of semi-detached dwellings between the dwellings at Sunnyside and Garrig that would front Blue Stone Lane and would be set parallel with the adjacent dwellings. They would be of similar scale to the neighbouring properties and their design would be of a traditional style using materials and design features similar to those of the neighbouring dwellings. The proposed development would result in a more consistent appearance and rhythm along this part of Blue Stone Lane, contributing to a more harmonious street scene. As such the character of the area would be improved.
34. The proposed development would result in two detached dwellings being positioned at angle to Salt Pit Lane. As such the frontages of the proposed dwellings would be visible on travelling south along Salt Pit Lane. The street scene on Salt Pit Lane is currently of poor quality in the immediate location of the application site with no active frontage, blank concrete and timber fencing and an unattractive flat roofed industrial building dominating the street. To the north of the site are two large red brick domestic garages and drives fronting the lane and to the south are hedges presenting a softer, more rural, frontage.
35. The proposed development would alter the street scene on this part of Salt Pit Lane introducing a more active street frontage and softening the appearance to one of a more domestic nature as opposed to the current harsh industrial appearance. This would be more

in keeping with the adjacent land uses and would create a smoother transition along the lane from domestic to rural.

36. The proposed development would make the most efficient use of the land in terms of the number of dwellings that can be accommodated without causing harm to neighbour amenity or the openness of the Green Belt. The layout of the site has been designed so as to avoid adverse neighbour amenity impacts and so that adequate off street parking can be accommodated.
37. Overall it is considered that the proposed development would have no detrimental impact on the visual appearance of the site or character of the local area, and would improve the street scene along both Blue Stone Lane and Salt Pit Lane, which would reflect positively on the locality.

#### Highway Impact and Access

38. There is an existing well established vehicular access to the site from Blue Stone Lane. The proposed development would also utilise direct access from Blue Stone Lane, and it is noted that vehicle movements in this location are likely to decrease as a result of the proposed development.
39. The LCC Highways Officer has raised no objection to the scheme but has noted that the section of footway frontage to the site on Blue Stone Lane appears to have been dropped as a result of the previous use as garage and should be reinstated together with the kerbs as part of the proposed development. The Highways officer has confirmed that these works would be undertaken through the Section 278 agreement of the Highways Act 1980.
40. It is noted that the proposed development would result in vehicular access being created onto Salt Pit Lane for two of the proposed properties. Salt Pit Lane is an unclassified road and there are two dwellings to the north of the application site with direct vehicular access to Salt Pit Lane. The addition of two further properties with direct access would result in a small increase in vehicle movements along the lane. There is good visibility in this location and no reason to believe that there would be severe harm to highway safety as a result of the proposed development. It is noted that no objection from LCC Highways has been received.
41. All of the properties proposed would have off street parking space for three cars. On this basis the scheme would comply with the parking standards specified in policy ST4 of the Adopted Chorley Local Plan 2012 – 2026.

#### Public Open Space

42. In line with Local Plan Policy HS4 a contribution towards the provision or improvement of public open space (POS) would be required to address local needs. There is no local evidence of need to outweigh national policy in regards to open space therefore a contribution is not required from this development.

#### Community Infrastructure Levy

43. 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**

44. It is considered that the proposed development of the site would not be inappropriate development as the proposal represents the redevelopment of previously developed land, which will not have a greater impact on the openness of the Green Belt or conflict with the Green Belt purposes. The impact on the appearance and character of the area are acceptable as the proposed dwellings are appropriately designed, and of an appropriate scale. There would be no adverse impact on neighbour amenity or highway safety.

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

**RELEVANT HISTORY OF THE SITE**

Ref: 92/00871/OUT Decision: PERFP Decision Date: 30 March 1993  
 Description: Erection of three detached houses on site of existing garage (to be demolished)

Ref: 85/00787/FUL Decision: PERFP Decision Date: 6 January 1986  
 Description: Erection of canopy over existing pump island

Ref: 83/00851/FUL Decision: PERFP Decision Date: 23 December 1983  
 Description: Garage

**Suggested Conditions**

No.	Condition
1.	<p>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></p>
2.	<p>The dwellings hereby permitted shall not be occupied until all the car parking spaces identified on drawing number 101 Rev.D received on 11 October 2016 have been provided.  <i>Reason: To ensure adequate off street parking provision is made/maintained and thereby avoiding hazards caused by on-street parking</i></p>
3.	<p>The off-road parking spaces as shown on drawing number 101 Rev.D received on 11 October 2016 shall be kept freely available for the parking of cars, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015.  <i>Reason: To ensure adequate off street parking provision is made/maintained and thereby avoiding hazards caused by on-street parking</i></p>
4.	<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.  <i>Reason: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable before work commences on site.</i></p>
5.	<p>Due to the potential for ground contamination arising from historic site uses, and the proposed sensitive end-use (residential housing), the development hereby permitted shall not commence, other than demolition, until the applicant has submitted to and had approved in writing by the Local Planning Authority a report to identify any potential sources of contamination on the site and where appropriate, necessary remediation measures.</p> <p>The report should include an initial desk study, site walkover and risk assessment. If the initial study identifies the potential for contamination to exist on site, the scope of a further study and site investigation must then be agreed in writing with Local Planning Authority and thereafter undertaken and shall include details of the necessary remediation measures.</p>

	<p><i>The development shall thereafter only be carried out following the remediation of the site in full accordance with the measures stipulated in the approved report.</i></p> <p><i>Reason: It is the applicant's responsibility to properly address any land contamination issues, to ensure the site is suitable for the proposed end-use, in accordance with Paragraph 121 of the National Planning Policy Framework (DCLG, 2012).</i></p>
6.	<p>Prior to the development of the superstructures of the dwellings hereby approved samples of all external facing and roofing materials (notwithstanding any details shown on previously submitted plan(s) and specification) shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
7.	<p>Before the development hereby permitted is first commenced, other than demolition, full details of existing and proposed ground levels and proposed building finished floor levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plan(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
8.	<p>Prior to the occupation of the dwellings hereby approved, full details of the alignment, height and appearance of all fences and walls and gates to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until all fences and walls shown in the approved details to bound its plot have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.</p> <p><i>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</i></p>
9.	<p>Prior to the development of the superstructures of the dwellings hereby approved 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.</p> <p><i>Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area.</i></p>
10.	<p>Prior to the commencement of any development, other than demolition, 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.</p> <p><i>Reason: To ensure a satisfactory means of drainage.</i></p>
11.	<p>Surface water must drain separate from the foul and no surface water will be permitted to discharge to the foul sewerage system.</p> <p><i>Reason: To secure proper drainage.</i></p>
12.	<p>Notwithstanding the details shown on the submitted plans, the proposed car parking and turning areas shall be constructed using permeable materials on a</p>

	<p>permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority.</p> <p><i>Reason: In the interests of highway safety and to prevent flooding</i></p>
13.	<p>Facilities shall be provided for the cleaning of the wheels of vehicles leaving the site, before the development hereby permitted is first commenced and thereafter retained at all times during construction of the development.</p> <p><i>Reason: To prevent the tracking of mud and/or the deposit of loose material on to the highway, in the interests of highway safety.</i></p>
14.	<p>A scheme for the landscaping of the development and its surroundings shall be submitted prior to the development of the superstructures of the dwellings hereby approved. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</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>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order, with or without modification), no windows other than those expressly authorised by this permission shall be inserted or constructed at any time in the side elevations of the dwellings at plots 1, 2 and 3 hereby permitted.</p> <p><i>Reason: To protect the amenities and privacy of the adjoining property.</i></p>
16.	<p>All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
17.	<p>Prior to the development of the superstructures of the dwellings hereby approved details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as</i></p>

	<i>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 is can be assured that the design meets the required dwelling emission rate.</i>												
18.	<p>No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>												
19.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <table border="1"> <thead> <tr> <th><b>Title</b></th> <th><b>Drawing Reference</b></th> <th><b>Received date</b></th> </tr> </thead> <tbody> <tr> <td>Location plan</td> <td>101 Rev.D</td> <td>10 October 2016</td> </tr> <tr> <td>Proposed site plan</td> <td>101 Rev.D</td> <td>10 October 2016</td> </tr> <tr> <td>Proposed floor plans and elevations</td> <td>102 Rev.C</td> <td>10 October 2016</td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning</i></p>	<b>Title</b>	<b>Drawing Reference</b>	<b>Received date</b>	Location plan	101 Rev.D	10 October 2016	Proposed site plan	101 Rev.D	10 October 2016	Proposed floor plans and elevations	102 Rev.C	10 October 2016
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