

APPLICATION REPORT – 16/00857/FULMAJ

Validation Date: 15 September 2016

Ward: Chorley North West

Type of Application: Major Full Planning

Proposal: Erection of 59no. dwellings including associated works and creation of car park.

Location: Land East Of Ackhurst Lodge Southport Road Chorley

Case Officer: Mr Iain Crossland

Authorising Officer:

Applicant: Miller Homes Ltd - North West

Agent: N/A

Consultation expiry: 10 October 2016

Decision due by: 15 December 2016

RECOMMENDATION

1. It is recommended that the application is approved subject to conditions and a Section 106 agreement securing affordable housing and a financial contribution towards the provision of public open space.

SITE DESCRIPTION

2. The application site is an open area of grassland located within the settlement area of Chorley and is allocated for housing under policy HS1.20 of the Chorley Local Plan 2012 – 2026. It has a total area of approximately 2.1 ha and is bound by Southport Road to the south, the playing fields to Parklands High School to the east and the woodlands of Astley Park to the north and west.
3. The site itself is relatively level but slopes gradually from north east to south west. Beyond the site to the north and west the land drops away more steeply towards a watercourse at the River Chor, which lies outside the site boundary. The site comprises ruderal grassland that has become overgrown.
4. The character of the locality is fairly mixed with areas of woodland, greenspace and playing fields surrounding the site with a business estate, housing estates, education developments and parkland beyond. There are examples of modern and traditional houses in the locality, however, housing densities are generally low. It is noted that the woodland to the north and west of the site is an Ancient Woodland that is designated a Site of Biological Importance and forms part of a Historic Park and Garden. Ackhurst Lodge to the west of the site is a Grade II listed building.

DESCRIPTION OF PROPOSED DEVELOPMENT

5. This application seeks planning permission for the erection of 59no. dwellinghouses with associated landscaping and infrastructure.
6. There would be a public car park to the south west of the site, providing car parking for users of Astley Park.
7. There would be two vehicular access points to the site from Southport Road. One serving the proposed estate and one serving the public car park.

REPRESENTATIONS

8. One letter has been received from Parklands High School neither objecting to nor supporting the application. This raised the following issues:
 - During the build period, access to and egress from the site and school must remain clear, and all site traffic is expected to enter the build site and not use the main road to conduct business.
 - Appropriate boundaries must be erected between the site and the school to prevent trespassing and safeguard pupils. The fencing proposed between the gardens of the proposed dwellings and the school grounds is not considered to be high enough.
 - Contractors will inevitably need access to the school land to carry out their work. This is both a safety and safeguarding concern and school would require written reassurance that appropriate procedures are in place prior to this taking place, including enhanced DBS checks. We expect all school land, including trees to remain.

CONSULTATIONS

9. **The Coal Authority** – No comments received.
10. **Conservation Officer** – The proposed development is considered to be acceptable, subject to a caveat that the 'optional location for the pump station' is utilised, as it will preserve the appearance of the adjacent listed building and thus also sustain the significance of this designated heritage asset.
11. **Environment Agency** – The Agency has no objection in principle to the proposed development.
12. **Greater Manchester Ecology Unit** – Have raised a number of issues although have no objection to the proposed development subject to conditions and advice notes.
13. **Lancashire Highway Services** – No highway objection to the proposal, subject to conditions and advice notes.
14. **Strategic Housing** – The proposed Affordable Housing provision is consistent with pre-application discussions.
15. **Lead Local Flood Authority** – Any comments will be reported on the addendum.
16. **United Utilities** – Have no objection to the proposed development subject to conditions and advice notes.
17. **Waste & Contaminated Land** – Have no objection.
18. **Lancashire Constabulary Architectural Liaison** – Comment that in order to reduce the opportunity for criminal activity at the proposed development and to provide a safe and sustainable environment a number of recommendations are suggested, which should be attached to an advice note.

PLANNING CONSIDERATIONS

Principle of the development

19. 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.
20. The application site is located in the core settlement area of Chorley, and is part of an allocated housing site covered by Policy HS1.20 of the Chorley Local Plan 2012 - 2026. The development of housing on this site is, therefore, considered acceptable in principle.

Design and impact on the character of the area

21. The proposed development would be located to the north of Southport Road, Chorley, which is a main route into Chorley town centre. The site is bound by the woodlands of Astley Park to the north and west, and would have a site frontage facing Southport Road. As such the proposed development would be fairly prominent from Southport Road and would be visible across the playing fields of Parklands High School when travelling in a westerly direction along Southport Road.
22. The proposed development is made up of one main access road with two smaller cul-de-sacs running perpendicular to it. There would also be an access to the proposed public car park. The part of the site fronting Southport Road would incorporate the main access road to the east side and then three detached dwellings fronting a shared driveway. This would result in an active street frontage along Southport Road helping to create a sense of place. Beyond this would be the access to the public car park, which sits at the front of the site. Although the siting of the car park does not contribute particularly well to the street scene, and is not ideally positioned from a visual perspective, it is the most logical and practical location for a public car park to be located and would provide convenient access to Astley Park for visitors. In addition locating the car park adjacent to Southport Road would avoid creating the hazards and disturbance that might be associated with visitors driving through the estate roads if the car park were to be located in an alternative location to the back of the site for example.
23. There would be a strip of amenity greenspace along the frontage of the site facing Southport Road. This would incorporate hedges, trees, grass and wildflower planting. This would provide a soft frame to the site and an attractive interface with Southport Road. Trees and shrubs would be retained to the periphery of the site where possible and in accordance with the proposed landscaping plan, which would help frame the development within the landscape to some extent.
24. The majority of the proposed dwellings are detached although there are mews style properties and semi-detached dwellings within the central area of the development. The estate roads and layout follow a logical pattern and would incorporate a range of dwelling types and designs that would provide character and interest, whilst the dwellings themselves would include some consistent materials and details that would provide a level of coherence.
25. The design of the dwellings themselves would be traditional in appearance and they would be faced in red brickwork and white render to reflect the existing local vernacular and character. Features such as art stone heads and sills, projecting brick dentil courses, pediments and gables would be applied to provide diversity and interest. It is noted that there are a range of property types in the area.
26. The properties would all have garden areas providing sufficient for storage of bins and driveway parking. Some of the properties would also have detached garages situated in inconspicuous positions. The frontages would be open plan contributing to an open and uncluttered street scene, and boundary treatments have been selected so that prominent side gardens would have screen walls rather than fences enclosing them.

27. The overall density of the development would be relatively low, at approximately 32 dwellings per hectare, which reflects the suburban character of the area and density of nearby housing estates.
28. Overall, the layout and design of the proposed development is considered acceptable and appropriate to the existing surrounding development and is in accordance with policy 17 of the Core Strategy.

Impact on neighbour amenity

29. The application site is relatively isolated from existing residential dwellings, the nearest being at The Farthings 95m away to the north west of the site. Given the significant degree of separation there would be no impact on the amenity of any occupiers of existing residential dwellinghouses.
30. In terms of the interface distances between the proposed properties, these are considered to be acceptable in relation to the Council's guidelines taking into account the level changes across the site.
31. The proposal is considered acceptable in terms of the relationship with the existing surrounding properties and between the proposed properties themselves.

Impact on heritage assets

32. The site is immediately adjacent to Ackhurst Lodge, which is a grade II listed building, a designated heritage asset as defined by Annex 2 of the Framework. The majority of the proposed buildings are to be located a reasonable distance, in excess of 70 metres, from the listed building. The site layout has clearly been designed with this in mind.
33. It was originally proposed to locate a pumping station approximately 20m to the east of Ackhurst Lodge. This has been relocated within a revised layout plan and as such the proposed development would have no material impact on the setting of the listed building.
34. As a result, the proposed development is considered to preserve the appearance of the nearby listed building. It is therefore in conformity with S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It is also considered to sustain the significance of the designated heritage asset and to thus be in conformity with section 12 of the Framework, policy 16 of the Central Lancashire Core Strategy (2012) and policy BNE8 of the Chorley Local Plan 2012 - 2026.

Impact on highways/access

35. The application submission includes a Transport Statement (TS) setting out the transport issues relating to the proposed development site and details of the development proposal. The TS estimates that within weekday AM peak hours of 08:00-09:00 and 17:00-18:00, the residential development would generate 25 and 24 two-way traffic movements respectively. The cumulative weekday peak hour movements to be generated by both the residential development and the car park (referred to in the submission as Astley car park) which would have provided a more robust weekday estimate have not been worked out as it was assumed that the car park would mostly be used during weekends in the summer. Despite this aspect of the assessment not being accounted for, the overall conclusion is that the traffic to be generated by the car park and the residential development would have minimal impact on the highway network.
36. The residential development is to be accessed from the existing field access near the easterly boundary of the site, while the car park is to be accessed from a new access to be formed to Southport Road. The applicant appears to have taken into account the initial highway recommendations that both the residential and the car park accesses should be provided to widths of 5.5m incorporating 6.0m corner radii with 2.0m footways on both sides. The access locations are currently overgrown with shrubbery and trees, which severely impedes driver sightlines during egress of the accesses. The visibility splay indicated on plan shows that the trees and vegetation would need to be reduced in height for the car park to be egressed safely. No such splays have been shown for the residential access, but it is

considered that similar treatment would be required to ensure safety. As such, the landscaping within the visibility splays must be permanently maintained at a height not more than 1.0m.

37. The internal layout of the proposed development reflects the recommendations of the Manual for Streets as the design has incorporated sufficient speed control measures and turning areas with adequate attention given to servicing, delivery, waste collection and parking. It is noted from the TS that parking would be provided in accordance with the adopted parking standards.
38. The statement in paragraph 6.3 of the TS that the six recorded traffic incidents that occurred within the past 5 years in the proximity of the proposed site accesses do not raise highway concerns is unacceptable. If mitigation measures are not taken, the situation might be exacerbated when the development is brought into use as more pedestrians and vehicles enter and leave the site. As noted, there are currently no crossing facilities within close proximity of the site to assist pedestrians to safely cross the road, but a key consideration for achieving sustainable development is how the design can influence how people choose to travel. If residents are to be encouraged to use public transport, especially as the applicant's own assessment has shown that the site is not in a highly accessible location, then with bus stops located within close proximity of the site, measures must be implemented to ensure they can be accessed safely. It is, therefore, considered that a surface level crossing, such as a pedestrian refuge incorporating illuminated bollards and tactile pavings should be installed on Southport Road at a suitable location to be agreed with the highway authority to facilitate pedestrian crossing of the road to the bus stop opposite the site.
39. The section of Southport Road between Foxhole Road and Glamis Drive is currently subject to 40mph speed limit restriction. As part of the traffic accident mitigation measures aimed at ensuring safety at the site accesses and the immediate environment, it is proposed that the speed limit within this section should be further restricted to 30mph consistent with the rest of Southport Road. This should involve a comprehensive review of the existing carriageway markings and signs to include provision of right turn lanes to the proposed residential development and the car park; and also include a safe location of the pedestrian refuge.
40. There are no highway objections to the proposed development on the basis that appropriate highway safety measures are implemented. It is recommended that appropriate conditions are attached to any grant of planning permission to secure these highway safety measures, and it is noted that the applicant will be required to enter into a section 278 agreement with Lancashire County Council as the highway authority.

Ecology and trees

41. An ecological appraisal accompanies the application, which has been reviewed by the GMEU Ecologist. They advise that ecology surveys that have been undertaken in support of the application have been carried out by suitably qualified consultants and are generally to appropriate and proportionate standards.
42. It is noted that the plant surveys were carried out in September and that the presence of spring flowering woodland ground flora (such as bluebell) cannot be ruled out at this stage as a result. In response to this issue, and in anticipation of the presence of such plants, the developer has agreed to carry out native bluebell planting and spring flowering woodland ground flora on appropriate parts of the site and have updated the proposed landscaping plan to reflect this.
43. The Local Wildlife Site Ackhurst, Great, Judeland, Damhead and Dog Trap Wood Biological Heritage Site (BHS) borders the site along the north and western boundaries. This BHS comprises large areas of semi-natural woodland with a lake situated alongside the River Chor. Most of the woodlands within the BHS are listed in the Lancashire Inventory of Ancient Woodland (Provisional) English Nature 1994. The new houses and gardens would directly abut the woodland and there would be no space for a 'landscape buffer zone' to mitigate the potential harm that the development may cause the BHS. There would also be a need to prune most edge trees along the site boundary along with the removal of marginal

vegetation and scrub. The removal of trees would be mitigated to some extent by tree planting in other areas of the site. Following on from the pruning of the trees it is recommended that a woodland Tree Protection Order is imposed on the surrounding woodland to give the Council some degree of control over any future tree pruning works.

44. It is noted that the proposed development makes use of the entire area of land that was allocated for housing in the Local Plan, which is considered an efficient use of the land and helps to provide a meaningful contribution to the Borough's housing supply. This weighs heavily in the balance of the proposed development, and although the proximity of domestic gardens to the woodland brings potentially harmful human activity closer to the BHS, the situation has effectively been endorsed by the extent of the allocation. A 2m high close boarded fence has been proposed to the site perimeter with the BHS to deter tipping of garden waste and access to these sites. This would mitigate the potential harm to some extent.
45. The dominant habitat on site is modified neutral grassland, with a smaller area of wet/marshy grassland present. These habitats are not of substantive nature conservation value. In addition, there is no evidence of the presence of protected species on the site.

Affordable Housing

46. Policy 7 of the Core Strategy requires 30% affordable housing to be provided on sites of 15 or more dwellings, or 0.5 hectares in size (which this is), in urban areas such as this. Nine of the dwellings proposed are to be affordable, which equates to 15%, and a commuted sum equivalent to 9 x 3 bedroom mews houses has been proposed towards off site provision equating to 15%. This would result in the 30% policy requirement being achieved and is an approach that has been endorsed by the Council's Strategic Housing Team. The units to be provided on site would consist of 9 two bedroom houses for social rent, as advised by the Council's Strategic Housing Team. Any such on site affordable housing and off site contribution would need to be secured through a Section 106 legal agreement.

Sustainability

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

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

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

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

Public Open Space (POS)

49. 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.
50. The applicant has agreed to enter into a Section 106 agreement to make a contribution towards the requirement for the provision of public open space in line with policies HS4a and HS4b of the Chorley Local Plan 2012 – 2026. The breakdown of the financial contributions required is as follows:
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| Amenity greenspace | = £4,640 |
| Equipped play area | = £7,906 |
| Parks/Gardens | = £0 |
| Natural/semi-natural | = £0 |
| Allotments | = £885 |
| Playing Pitches | = £94,341 |
| Total | = £107,772 |

Community Infrastructure Levy

51. 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 would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.
52. Lancashire County Council (LCC) as Education Authority have requested a contribution of sixteen primary school places (£215,592.48) and seven secondary places (£142,125.13). The request for a contribution from LCC Education is noted, however this is an allocated site and education requests such as this are included in the CIL levy.

CONCLUSION

53. The application is recommended for approval subject to conditions and a Section 106 agreement securing affordable housing and a financial contribution towards the provision of public open space.

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

There is no recent relevant planning history.

Suggested Conditions

| No. | Condition |
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| 1. | 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> |
| 2. | The parking and/or garaging and associated manoeuvring facilities for each dwelling shown on the plans hereby approved shall be surfaced or paved, drained and marked out and made available in accordance with the approved plan prior to |

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| | <p>the occupation of the dwelling(s) they serve.</p> <p><i>Reason: To ensure provision of adequate off-street parking facilities within the site.</i></p> |
| 3. | <p>The detached or integral garages of the properties hereby permitted shall be kept freely available for the parking of cars and shall not be converted to living accommodation (notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) or any order amending or revoking and re-enacting that order), unless the properties benefit from off road parking as follows:</p> <ul style="list-style-type: none"> -Three bed properties - two off-road parking spaces within the curtilage; -Four or five bed properties - three off-road parking spaces within the curtilage. <p><i>Reason: To ensure adequate garaging/off street parking provision is made/maintained and thereby avoid hazards caused by on-street parking.</i></p> |
| 4. | <p>The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plan(s) or as may otherwise be agreed in writing with the Local Planning Authority before any development is first commenced.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p> |
| 5. | <p>Notwithstanding the details shown on the submitted plans, the proposed driveway/hardsurfacing to the front of the property shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority.</p> <p><i>Reason: In the interests of highway safety and to prevent flooding.</i></p> |
| 6. | <p>The development hereby permitted shall only be carried out in conformity with the Invasive Species Management Plan prepared by TEP (doc. Ref. 5934.02.002) in relation to the management and disposal of Rhododendron and Himalayan Balsam.</p> <p><i>Reason: To ensure the eradication and control of any invasive species which are found on the site.</i></p> |
| 7. | <p>During the construction period, all trees to be retained within the site or on the site boundaries shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standards.</p> <p><i>Reason: To safeguard the trees to be retained.</i></p> |
| 8. | <p>No development other than site investigation and enabling works shall commence until details of the proposed surface water outflow through the Biological Heritage Site to the River Chor have been submitted to and approved in writing by the local planning authority. These details should include proposals for any landscape re-instatement that could be required following works to install the new drainage. 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: To protect against harm to the Biological Heritage Site and to ensure that water quality is not detrimentally impacted by the development proposal.</i></p> |

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| 9. | <p>No tree felling, vegetation clearance works, or other works that may affect nesting birds shall take place between 1st March and 31st August inclusive, unless surveys by a competent ecologist show that nesting birds would not be affected.</p> <p><i>Reason: Nesting birds are a protected species.</i></p> |
| 10. | <p>All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the earlier, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><i>Reason: In the interest of the appearance of the locality.</i></p> |
| 11. | <p>The ground surfacing materials, detailed on the approved plans, shall be used and no others substituted.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p> |
| 12. | <p>The external facing materials, detailed on the approved plans, shall be used and no others substituted.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p> |
| 13. | <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> |
| 14. | <p>No development other than site investigation and enabling works shall commence until a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions is submitted to and approved in writing by the Local Planning Authority.</p> <p>The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.</p> <p>The development shall be completed in accordance with the approved details.</p> <p><i>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.</i></p> |
| 15. | <p>No dwellings shall be occupied until details of a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:</p> <p>a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management</p> |

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| | <p>company; and</p> <p>b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.</p> <p>The development shall subsequently be completed, maintained and managed in accordance with the approved plan.</p> <p><i>Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.</i></p> |
| 16. | <p>Prior to the construction of the superstructure of any of the dwellings hereby permitted details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. 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 reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p> |
| 17. | <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> |
| 18. | <p>The development hereby permitted shall be carried out in accordance with the following approved plans: Details to follow</p> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p> |
| 19. | <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> |
| 20. | <p>Prior to the construction of the superstructure of any of the dwellings and final surfacing of the car park hereby permitted a scheme for the construction of the site access and the off-site works of highway improvement including the promotion of a Traffic Regulation Order, provision of pedestrian refuge, carriageway markings and signs and a stage 1 safety audit, shall be submitted to and approved by the Local Planning Authority.</p> |

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| | <p><i>Reason: In order to satisfy the Local Planning Authority that the final details of the scheme/works are acceptable before work commences on site.</i></p> |
| 21. | <p>No part of the development hereby approved shall be used or occupied 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.</p> <p><i>Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.</i></p> |
| 22. | <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Southport Road to points measured 120m in each direction along the nearer edge of the carriageway of Southport Road, from the centre line of the access, and shall be constructed and maintained at footway/verge level prior to the commencement of development other than site investigation and enabling works.</p> <p><i>Reason: To ensure adequate visibility at the street junction or site access.</i></p> |
| 23. | <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"> i. the parking of vehicles of site operatives and visitors ii. hours of operation (including deliveries) during construction iii. loading and unloading of plant and materials iv. storage of plant and materials used in constructing the development v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate vi. wheel washing facilities vii. measures to control the emission of dust and dirt during construction viii. 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> |
| 24. | <p>The new estate road and accesses between the site and Southport Road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.</p> <p><i>Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.</i></p> |
| 25. | <p>Prior to the marking out of spaces on the car park hereby permitted a scheme for the marking out of the car parking spaces and manoeuvring areas shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of the number and distribution of parking spaces for use by disabled persons. The car park hereby permitted shall not be used until the car parking spaces and manoeuvring areas have been marked out in accordance with</p> |

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| | <p>the approved plan and approved car parking layout shall be retained at all times thereafter.</p> |
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Reason: To ensure the provision of adequate car parking on site for the purposes of disabled persons and to allow for the effective use of the parking areas.