

## **APPLICATION REPORT – 16/00575/OUT**

**Validation Date:** 24 June 2016

**Ward:** Wheelton And Withnell

**Type of Application:** Outline Planning

**Proposal:** Outline application for the erection of 8 dwellings (with all matters reserved save for access and layout)

**Location:** Land To The Rear Of 378 - 386 Blackburn Road Higher Wheelton

**Case Officer:** Mr Iain Crossland

**Applicant:** PSM Development Ltd.

**Agent:** Mr Christie McDonald

**Consultation expiry:** 01 August 2018

**Decision due by:** 17 August 2018

---

### **RECOMMENDATION**

1. It is recommended that outline planning permission is granted subject to conditions.

### **SITE DESCRIPTION**

2. The application site comprises an open area of grassland to the rear of dwellings facing Blackburn Road in Higher Wheelton and is located within the settlement area. There is open agricultural land to the south of the site with the existing dwellings to the north.
3. The size measures approximately 0.2Ha in area. The topography of the site slopes down from south to north towards properties on Blackburn Road. It is noted that there is a small watercourse to the south of the site, within the site boundary.
4. The character of the area is that of a rural village. There is no set pattern to the design of properties in the locality with varying architectural styles and house types in close proximity to the site.
5. Outline planning permission has previously been granted for two dwellings to the north of the application site fronting Blackburn Road (Application Number: 14/00601/OUT and 18/00240/REM), and this application seeks to use the approved access and would not impact on the previously approved planning permission.

### **DESCRIPTION OF PROPOSED DEVELOPMENT**

6. This application seeks outline planning permission for up to 8 dwellings with all matters reserved for subsequent approval aside from access and layout. The dwellings would be set out in two terraces with a single estate road providing access to Blackburn Road, effectively resulting in a cul-de-sac. The layout plan drawing indicates that plot 8 would be a bungalow.

7. This application was originally submitted for 9 dwellings but the layout has been subsequently revised in response to site constraints resulting in a proposed scheme of 8 dwellings.

## REPRESENTATIONS

8. Representations in objection to the proposed development have been received from the occupiers of 13 addresses. These raise the following issues:
  - Impact on highway safety due to proximity of access junctions and number of cars using the access and from increased traffic movements.
  - Lack of parking
  - Loss of current parking on Blackburn Rd for future residents
  - Loss of light to nearby dwellings
  - Impact on outlook and privacy.
  - Flood risk from surface water run off
  - Impact on trees particularly during development
  - Impact on route of high voltage electric cables
  - Loss of views
  - Impact on the character of the area.
  - Planning permission has been refused on this site previously.
  - Request a member site visit

## CONSULTATIONS

9. **Lancashire Highway Services:** Have no highway objections to the proposed development in principle.
10. **United Utilities:** No objection.
11. **Lead Local Flood Authority:** Have no objection subject to the inclusion of a condition to require a detailed surface water drainage scheme.
12. **Greater Manchester Ecology Unit:** Have no objection.
13. **Wheelton Parish Council:** Object to the application on the following grounds:
  1. Access, as building that number of homes would mean potentially 27 cars and there doesn't appear the space to park them all and for access/egress.
  2. Loss of parking to residents in the nearby lay-by causing extra parking. The loss of the lay by would be detrimental to the other residents in terms of parking, in a section of busy road that already struggles with parking.
  3. A subsidiary junction so close to the Bett Lane and Jenny Lane junctions would be disruptive to the traffic flow at busy periods, which is already a problem on that road - and particularly so at that section where the shop, Jenny lane, Lawton Close and Bett Lane all join the main road in a tight narrow section.
  4. The density of the development would have an impact on the character of the village - not in keeping with the local area.

## PLANNING CONSIDERATIONS

### Principle of development

14. The application site forms part of land designated by Local Plan Policy V2 as within the Settlement Area of Higher Wheelton. Within these areas there is a presumption in favour of appropriate sustainable development, subject to material planning considerations and compliance with other Development Plan policies.

15. Higher Wheelton 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.”*
16. One of the core principles of the National Planning Policy Framework is that development should be focussed in locations that are sustainable. It is considered that the site is located in a relatively sustainable location with some access to public transport, some limited local amenities such as a local shop and public house and schools in nearby villages and the means to access other amenities easily. The Framework also states that development in sustainable locations should be approved without delay. This presumption in favour of sustainable development is reflected in policy V2 of the Local Plan.
17. It is considered that Higher Wheelton can be classified as a ‘smaller village’. It is also considered that the proposed development of eight dwellings is small scale. Eight dwellings would be an appropriate amount of development, within the settlement boundary of a village of this size. The proposed dwellings would be smaller properties aimed at first time buyers, which would meet a need in this area.
18. It is considered that the ‘principle’ of the proposed dwellings is acceptable in compliance with Local Plan Policy V2 and Core Strategy Policy 1 and the Framework.

Impact on character and appearance of locality

19. The application seeks outline planning permission with all matters reserved save for access and layout. Therefore, no details of how the proposed dwellings would look or their scale have been provided. The layout plan illustrates that the site would be split into two rows of properties. These would be sited perpendicular to Blackburn Road so that on entering the site from Blackburn Road the gable end of plot 1 would form a focal point. This would require careful consideration at reserved matters stage in terms of the detailing to this gable to create suitable feature of interest in this prominent position.
20. The frontages of plots 5 to 8 would be viewed as the estate road progresses into the site, which would present an appropriate sense of arrival. There would be a courtyard parking arrangement between the two rows of dwellings, which would help to retain a sense of openness to the site, whilst making use of the views of open countryside beyond. The proposed development would incorporate rear gardens of adequate size. It is noted that there is a gap between the development and southern boundary to accommodate the watercourse, in order to satisfy the requirements of the Lead Local Flood Authority.
21. From the information submitted with the application it is evident that the applicant’s intention is to develop 7 two/three bedrooomed houses and a bungalow. The prevailing dwelling types within the vicinity of the application site are small cottages of traditional design style, although there are also examples of detached properties and more recent bungalows. There are a range of curtilage sizes and density varies across the village, and the proposed layout presents a scheme with a density that is commensurate with the mixed character of the village. It is also noted that two dwellings have been approved fronting onto Blackburn Road, which would provide a suitable example of an appropriate design style.
22. The site is not a prominent one as it cannot be easily viewed from public land. It is considered that the proposed development can assimilate within the layout of the village without causing any harm to its character, and is one of only a limited number of opportunities to develop within the village.
23. Therefore, whilst no details have been provided in respect to appearance, scale and landscaping of the development it is considered that eight dwellings could be accommodated on the application site without causing harm to the character and

appearance of the locality. The development therefore complies with the Chorley Local Plan policy BNE1.

#### Neighbour amenity

24. Policy BNE1 of the Chorley Local Plan 2012-2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact.
25. The layout plan shows that the dwelling at plot 8, which would be a bungalow, would be located approximately 10m from the dwelling at 378 Blackburn Road and approximately 3.5m from a dwelling that was recently converted from a garage at 378A Blackburn Road, and has the appearance of an annexe. The proposed dwellings would be located to the south of these properties and the application site is located at a higher level to the dwellings at 378 Blackburn Road, with the proposed layout plan showing a levels difference of approximately 1.3m between plot 8 and 378A Blackburn Road.
26. The annexe has a window to a habitable room in the south facing elevation. It is noted that there is a 1.8m high fence in an elevated position on the higher land level between the application site and dwellings at 378 Blackburn Road, which forms an imposing barrier impeding direct light to this window and has a significant impact on outlook. The existing impact is such that the proposed development, with the inclusion of a bungalow at plot 8, would have only a marginal impact over and above that which already exists in terms of any loss of light and outlook to this window. As such it is considered that the impact is not unacceptably detrimental.
27. The proposed dwelling at plot 8 would be positioned so that it would not be parallel with any windows to the main property at 378 Blackburn Road. Although there would be some impact on light levels during the mornings to this property the impact would not be so great that this would warrant refusal of the application. The impact on outlook would be limited, given that the proposed dwellings are in an offset position and not parallel with 378 Blackburn Road.
28. The rear garden to plot 8 would be located approximately 10m from the rear of 378 Blackburn Road. Given the change in levels and separation there would be no unacceptable impact on the privacy of future occupiers using the garden at plot 8.
29. With regards to the impact on other existing dwellings it is considered that the proposed layout complies with the Council's interface standards and would not result in any unacceptable detrimental impact on the amenity of neighbouring occupiers. The relationship between the proposed properties themselves would also comply with the Council's interface standards and would not result in any unacceptable detrimental impact on the amenity of any future occupiers.
30. It is noted that the proposed layout has been amended in response to concerns about the impact on neighbour amenity and a bungalow has been introduced to address concerns in relation to 378 Blackburn Road. On the basis of the final amended layout the proposed development is considered to be acceptable.

#### Impact on highway safety/access

31. The proposed development comprises 8 dwellings and would utilise the same access previously approved under planning permission 14/00601/OUT, which was for development of 2 dwellings.
32. The traffic to be generated by the 10 new dwellings would add onto the flows on the A674 Blackburn Road and the surrounding highway network, however, LCC Highways consider that the impact due to these additional trips would be minimal. Visibility at the access in both directions is good and this section of Blackburn Road has no identifiable highway safety issues.
33. It is noted that residents and members of the public have concerns about the proximity of the access to Bett Lane, loss of on-street parking spaces and increased traffic flows on

Blackburn Road. As regards the access being in close proximity to Bett Lane, LCC Highways state that in the past, guidance on how far one junction should be from the other was often based on the stopping sight distance for 85th percentile speeds of the road. However, as current practice uses comparatively shorter stopping sight distances, the gap between two junctions on the same side of a road has correspondingly reduced. There is also little evidence that spacing criteria based on stopping sight distance are justified on highway safety grounds. Therefore, the need for and provision of additional junctions on existing highways is assessed in the round, taking into account of a wide range of factors such as the need for access at particular locations, its impact, whether it would lead to traffic delays, whether a vehicle waiting at one junction to join the main road (in this case Blackburn Road) would interfere with visibility for a vehicle waiting at another, etc.

34. With regards to the loss of parking space at the section of layby frontage to the site, LCC Highways have stated that it should be noted that the layby is not a designated parking space provided for residents and the public. The layby incidentally came about when the section of carriageway between Bett Lane and Brown House Lane was realigned. The entire length of the layby therefore has no existing traffic regulation order designating it an area for parking. Therefore, although the proposed access would take up part of the layby currently used for parking, highway objection to the proposed development on the basis of loss of a section of the layby would be unsustainable. Reference is also made to the recent loss of spaces at the Golden Lion Public House, however, this is a private property and the loss of parking spaces within its premises does not make it obligatory upon the Highway Authority to provide alternative parking as replacement.
35. It is noted that the LCC Highways officer referred to the likelihood that the proposed access would impact on protected trees in his letter dated 05 August 2016, however, this is on the basis that the access road would be provided to a width of 5.5m with 6.0m corner radii, which it would not. The proposed access would be narrower than the preferred specification of LCC Highways. As such it would not be possible for LCC to adopt the proposed access road, however, LCC highways have confirmed that it would not be unacceptable in highway safety terms and would not warrant any objection on this basis.
36. The proposed layout plan identifies 16 car parking spaces, which equates to 2 spaces per dwelling. Given that the proposed development would result in 2 and 3 bedroomed dwellings this would ensure that the proposals comply with the Council's parking standard set out at policy ST4.
37. It is noted that LCC Highways have no objection to the proposed development subject to the imposition of conditions and, therefore, the proposed development is considered to be acceptable in highway terms.

#### Flood risk and water resources

38. The entire site is located within Flood Zone 1 on the Environment Agency's Flood Map, indicating a low risk of flooding from fluvial and tidal sources. The site is shown to be located outside of the extreme 0.1% annual probability flood extent. There is an established watercourse to the rear of the site and the western edge of this watercourse is susceptible to surface water flooding. Whilst the site itself is not currently affected by this there are some neighbouring properties that are. Initially the applicant did not provide any information as to how surface water drainage is to be managed. Given that any increase in surface water runoff may have an adverse effect and that development is proposed within 8 metres of an open watercourse the Lead Local Flood Authority (LLFA) objected to the proposed development.
39. The applicant subsequently amended the scheme and commissioned a drainage strategy and assessment of flood risk to be carried out in consideration of the proposed development.
40. The watercourse was found to be a tributary of another lower stream, which flows to the north beyond the western extremity of the site, and the bed level of this watercourse is approximately 3 metres below the nearest proposed floor slab at the north west corner of the

development. As such the residual risk of flooding to the dwellings from these watercourses is considered to be very low, and the site is considered to be at negligible risk from flooding.

41. Following a series of permeability tests it was considered that soakaways do not present a viable overall solution for the drainage of surface water from the site, due to the presence of low permeability clay soil. Nevertheless, given the depth of topsoil over the clay layer, some localised hard standing such as patios, paths could be laid to falls onto landscaped or garden areas, and private drives constructed with porous paving/surfacing, thereby reducing the impermeable areas contributing to the surface water drainage system.
42. The drainage strategy sets out that all rainfall from domestic roof areas, along with run-off from the new access road and footpaths on the site would be drained to a new surface water sewerage network laid within the site and discharging to the existing drainage ditch that runs along the southern and western site boundaries. This system would incorporate attenuation via an on-line underground cellular attenuation tank and a "Hydrobrake" or equivalent flow control chamber sited prior to the point of discharge in the south west corner of the site, designed to limit the peak surface water run-off into the ditch to a maximum of 5 litres per second during a 1 in 100 year storm event, including an appropriate allowance for climate change. This would be similar to the current green field run off rate at this site.
43. The LLFA agrees with the proposed run-off rate of 5 l/s and drainage strategy proposed. The LLFA has, therefore, withdrawn its objection to the proposed development subject to the inclusion of a condition requiring a fully detailed surface water drainage scheme to be submitted with any reserved matters application and prior to the commencement of development.

#### Impact on trees

44. There are four trees protected by Tree Preservation Orders to the front of the site adjacent to Blackburn Road, which include a lime, a sycamore and two ash trees. A vehicular access to the site has already been approved through application ref. 14/00601/OUT, and access to the proposed scheme would be taken from this previously approved access. Although the access passes through the root protection zone of the trees this was considered acceptable on the basis of a 'no-dig' construction technique and installation of a load bearing support system over the surface in accordance with BS 5837 (2012) and that this should be the first operation to take place following erection of protective tree fencing. This was secured by condition, with other necessary works to the trees also considered to be acceptable at that time.
45. It is recommended that conditions are attached to any grant of planning permission to provide adequate protection to the trees in the event that this development proceeded before the previously approved scheme. This would secure the necessity to provide details of a 'no-dig' construction technique, details of the method and routing of any services to be installed to serve the dwellings and details of a load bearing support system to form the access, car parking spaces and manoeuvring space within the Root Protection Area of the protected trees. This is in order to minimise the impact on the protected trees from the surfacing work and passage of vehicles and construction traffic. Also to minimise the impact from the installation of services and utilities to the site, particularly in relation to the higher value category B trees, which comprise a lime and a sycamore.
46. There are two mature trees within the site to the east and west extremities. The proposed layout plan demonstrates that these can be retained without harm to the route protection areas.
47. In addition to the above it is recommended that a condition is attached requiring that the development shall only be carried out in accordance with the recommendations set out in section 6 of the Arboricultural Report prepared by Treescapes Consultancy Ltd. Also that the trees to be retained shall be protected in accordance with British Standard BS 5837:2012.

#### Affordable housing

48. Policy 7 of the Core Strategy relates to affordable housing and this site would require 35% on-site affordable housing as the site is located within a rural location, which equates to 3 dwellings. The Central Lancashire Affordable Housing SPD includes guidance on the range of approaches, standards and mechanisms required to deliver a range of affordable housing to meet local needs. Registered providers have confirmed an interest in taking 3 units on this site, therefore, it is considered that the onsite provision of 3 affordable dwellings is justified and should be secured via condition.

#### Public open space (POS)

49. The proposed development generates 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 Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less. There is a surplus of provision of this typology in the ward and, therefore, a contribution towards new provision is not required. There are no sites within the accessibility catchment (800m) of this site that need improving, therefore, a contribution towards improvements is also not required.

#### 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.

#### Sustainability

52. 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 1<sup>st</sup> 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."*

53. 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.

#### Other matters

54. Impact on route of high voltage electric cables: This is not a planning matter and is for the developer to address with Electricity North West.
55. Loss of views: The proposed development would inevitably have an impact on the views currently enjoyed by residents immediately adjoining the site from their properties. Although residents are understandably dismayed about this prospect it is not a material planning consideration.
56. Planning permission has been refused on this site previously: Outline planning permission for 12 dwellings was refused in 2004 under application ref.04/00611/OUTMAJ. This was refused for six reasons relating to highway safety, parking, loss of protected trees, impact on character, ecology and flood risk, which have been addressed through this proposal. It is noted that policy has changed since this time, as has the approach to highway requirements. It is noted that protected trees would be retained within the proposed development.
57. Request a member site visit: This is a matter for Members to consider.

#### **CONCLUSION**

58. It is considered that the proposal would have no detrimental impact character of the area and accords with the aims of policies within the Framework and Chorley Local Plan that seek to achieve sustainable development. It is also considered that the proposal would not give rise to undue harm to the amenities of neighbouring residents or highway safety.

#### **RELEVANT HISTORY OF THE SITE**

**Ref:** 04/00611/OUTMAJ    **Decision:** REFOPP    **Decision Date:** 26 June 2004  
**Description:** Outline application for the erection of 12 cottage style dwellings (affordable housing units) and removal of trees and landscaping

**Ref:** 14/00601/OUT    **Decision:** PERFPP    **Decision Date:** 27 March 2015  
**Description:** Outline application (all matters reserved apart from access and layout) for two residential dwellings

**Ref:** 18/00240/REM    **Decision:** PERRES    **Decision Date:** 20 July 2018  
**Description:** Reserved matters application pursuant to outline planning permission 14/00601/OUT (Outline application (all matters reserved apart from access and layout) for two residential dwellings). Details of appearance, scale and landscaping to be considered.

**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.

#### Suggested conditions

No.	Condition
1.	An application for approval of the reserved matters (namely the appearance, 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.  <i>Reason: This condition is required to be imposed by the provisions of Article 3 (1)</i>

	<i>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.</i>									
2.	<p>The development shall be carried out in accordance with the following plans:</p> <table border="1"> <thead> <tr> <th>Title</th> <th>Drawing Reference</th> <th>Received date</th> </tr> </thead> <tbody> <tr> <td>Location plan</td> <td>16/016/L01</td> <td>22 June 2016</td> </tr> <tr> <td>Proposed site layout and site sections</td> <td>16/016/P01 Rev.C</td> <td>26 June 2018</td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Drawing Reference	Received date	Location plan	16/016/L01	22 June 2016	Proposed site layout and site sections	16/016/P01 Rev.C	26 June 2018
Title	Drawing Reference	Received date								
Location plan	16/016/L01	22 June 2016								
Proposed site layout and site sections	16/016/P01 Rev.C	26 June 2018								
3.	<p>The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:</p> <ol style="list-style-type: none"> <li>1. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 35% of housing units;</li> <li>2. the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;</li> <li>3. the arrangements for the transfer of the affordable housing to an affordable housing provider[or the management of the affordable housing] (if no RSL involved) ;</li> <li>4. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and</li> <li>5. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.</li> </ol> <p><i>Reason: To ensure the residential development provides appropriate affordable housing.</i></p>									
4.	<p>As part of any reserved matters application and prior to the commencement of any development the following details shall be submitted to, and approved in writing by, the local planning authority, in consultation with the Lead Local Flood Authority. Surface water drainage scheme which as a minimum shall include:</p> <ul style="list-style-type: none"> <li>a) Information about the lifetime of the development design storm period and intensity (1 in 30 &amp; 1 in 100 year + allowance for climate change – see EA advice <a href="https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances">https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</a>), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in AOD;</li> <li>b) The drainage scheme should demonstrate that surface water run-off must not exceed the existing pre-development runoff rate for the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</li> <li>c) Flood water exceedance routes, both on and off site;</li> <li>d) A timetable for implementation, including phasing where applicable;</li> <li>e) Details of water quality controls, where applicable.</li> </ul> <p>The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.</p> <p><i>Reasons:</i></p>									

	<p>1. To ensure that the proposed development can be adequately drained.      2. To ensure that there is no flood risk on or off the site resulting from the proposed development      3. To ensure that water quality is not detrimentally impacted by the development proposal</p>
5.	<p>The reserved matters application shall include final details of the 'no-dig' construction technique, details of the method and routing of any services to be installed to serve the dwellings and details of a load bearing support system to form the access, car parking spaces and manoeuvring space, which is within the Root Protection Area of the protected trees. The development shall only thereafter be carried out in accordance with the approved details.</p> <p><i>Reasons: To safeguard the protected trees during and after construction.</i></p>
6.	<p>The development hereby permitted shall only be carried out in accordance with the recommendations set out in section 6 of the Arboricultural Report prepared by Treescapes Consultancy Ltd dated 02 May 2014 (Reference No. AH/ALA/220813).</p> <p><i>Reasons: In the interests of safeguarding the protected trees.</i></p>
7.	<p>During the construction period, all trees to be retained 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 dwelling hereby permitted shall be occupied until the access from Blackburn Road, the parking spaces and manoeuvring space has been completed and surfaced in accordance with the approved plans.</p> <p><i>Reason: In the interests of highway safety.</i></p>
9.	<p>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.</p> <p><i>Reason: In the interests of highway safety and to prevent flooding.</i></p>
10.	<p>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:</p> <p>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.</p> <p>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.</p> <p><i>Reason: In the interests of the visual amenities and character of the area and to provide reasonable standards of privacy to residents.</i></p>
11.	<p>The development hereby permitted shall only be carried out in conformity with the</p>

	<p>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>
12.	<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 Ascent 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>
13.	<p>Either as part of the first reserved matters application or 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.</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 Ascent 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 is can be assured that the design meets the required dwelling emission rate.</i></p>
14.	<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 Ascent 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>
15.	<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>
16.	<p>No development or earth moving shall take place, or material or machinery brought on sites, unless a competent ecologist has undertaken a careful, detailed check of vegetation for any evidence of badgers and written confirmation provided that no badgers will be will be harmed and/or that there are appropriate measures in place to protect badgers on site. Any such written confirmation should be submitted to the local planning authority and approved in writing.</p>

	<i>Reason: Badgers are a protected species.</i>
17.	<p>Either as part of the first reserved matters application or prior to the commencement of the development a Construction Method Statement shall be 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> <ul style="list-style-type: none"> <li>i. the parking of vehicles of site operatives and visitors</li> <li>ii. hours of operation (including deliveries) during construction</li> <li>iii. loading and unloading of plant and materials</li> <li>iv. storage of plant and materials used in constructing the development</li> <li>v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate</li> <li>vi. wheel washing facilities</li> <li>vii. measures to control the emission of dust and dirt during construction</li> <li>viii. a scheme for recycling/disposing of waste resulting from demolition and construction works</li> </ul> <p><i>Reason: In the interests of highway safety and to protect the amenities of the nearby residents.</i></p>
18.	<p>Either as part of the first reserved matters application or prior to the commencement of the development details of a scheme for the construction of the site access shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.</p> <p><i>Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme are acceptable before work commences on site.</i></p>
19.	<p>No part of the development shall be commenced until all the highway works have been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.</p> <p><i>Reason: To enable all construction traffic to enter and leave the site in a safe manner without causing a hazard to other road users.</i></p>
20.	<p>Prior to the construction/provision of any services, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a super-fast broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works within the site boundary only.</p> <p><i>Reason: To ensure a sustainable form of development.</i></p>