

## **APPLICATION REPORT – 21/01023/FUL**

**Validation Date: 21 September 2021**

**Ward: Croston, Mawdesley And Euxton South**

**Type of Application: Full Planning**

**Proposal: Erection of four new dwellings with associated landscaping, and vehicular access to be taken from the existing access at Drinkhouse Lane**

**Location: Drinkhouse Farm Drinkhouse Road Croston Leyland PR26 9JH**

**Case Officer: Mike Halsall**

**Applicant: Mr David Tomlinson, Bella Homes**

**Agent: Neil Ashworth, FWP**

**Consultation expiry: 5 January 2022**

**Decision due by: 28 February 2022 (Extension of time agreed)**

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### **RECOMMENDATION**

1. It is recommended that the application is approved, subject to conditions and a Section 106 agreement relating to a public open space contribution.

### **SITE DESCRIPTION**

2. The site is located on the south west edge of the village of Croston, adjacent to the settlement boundary, and is accessed from Drinkhouse Road, which serves a number of dwellings on the south west side of the village. The application site is broadly rectangular in shape and extends to approximately 0.4 hectares in area. The site bounds with but is not within Croston Conservation Area. The whole of the site is located within the Green Belt.
3. There is a former barn close to the site entrance that has been converted to a dwelling under prior approval ref: 16/01102/P3PAO.
4. Planning permission ref. 16/00601/FUL was granted in February 2018 for the demolition of agricultural structures on the application site and the erection of four new dwellings (Use Class C3) with associated landscaping, and vehicular access to be taken from the existing access at Drinkhouse Lane. A Section 73 application, ref. 20/00686/FUL, was approved in October 2020 to change the position of one car parking space, amend the site boundary and the external appearance of the dwellings approved under planning permission ref. 16/00601/FUL. The agricultural buildings have since been demolished and a new site access created. This has resulted in the above planning permissions having been implemented and so the applicant currently has the option of building out either one of the two approved schemes.
5. As was always the intention for this site and made clear as part of the previous planning applications, the site has been sold by the former landowner / applicant with the money invested in their farming business. The new owner wishes to make some changes to the approved development on the site, as is often the case when a development site changes hands and the developer reviews the detailed approved plans.

## **DESCRIPTION OF PROPOSED DEVELOPMENT**

6. The application seeks planning permission for the erection of four dwellings with associated landscaping, and vehicular access to be taken from the existing access at Drinkhouse Lane.
7. The proposal has been substantially changed since the original submission of the application following numerous revisions to the submitted drawings having been requested by the case officer. Previous submissions extended the site boundary significantly further into the Green Belt (circa. 55m) and proposed much larger dwellings of a simplistic 'off the peg' design that one might see on any urban housing estate. Further, the height of the dwellings has been reduced from three to two stories to be more consistent with other dwellings in the immediate area and reduce the visual impact of the development. The previous submissions were a stark contrast to the previously approved schemes at this site, the first of which represented a very traditionally designed scheme which mirrored the farmhouse located at the site entrance and the second which presented a contemporary, yet well designed and laid out proposal. It is considered that the proposal now represents a scheme that fits with the principles of the previously approved schemes with a combination of traditional and more modern features that complement one another.
8. The design of the proposed dwellings differs to the previous approvals, including the appearance of the dwellings, a slight uplift in floorspace, integral garages and a slightly larger site boundary, extended approximately 5m to the south to give reasonably sized garden areas of circa 9.5m in length.
9. The existing farmhouse (which is two separate dwellings) would be retained as part of the proposal, as is the case with the existing planning permissions.

## **REPRESENTATIONS**

10. One representation was received in relation to the originally submitted planning drawings which made the following summarised comments;
  - Wish to see the retention of the farmhouse
  - Wish to see the same condition carried over to this proposal that no access can be gained from the south of the site
  - Wish to see a new construction management plan to restrict parking to be on-site and not on Drinkhouse Road, clear signage for delivery vehicles, hours of operation, dust and noise control, speed of vehicles and want a site manager who takes a pro-active interest
11. The same neighbour responded to the latest set of planning drawings, as follows (summarised):
  - The latest changes seem to be another crude way of leaving a large part of the site available for future housing;
  - Questions who owns the land to the south and west;
  - Cannot view the previous drawings to compare with the latest version; and
  - Confused by the planning process and the changes that have been made.
12. The changes to the site boundary were requested by the case officer to reduce the impact upon the Green Belt. Any further development of the wider agricultural site and associated buildings would need to form the basis of a further planning application upon which neighbours would be notified and asked for their views.

## **CONSULTATIONS**

13. Croston Parish Council: No comments have been received.

14. Environment Agency: Initially responded to request an update to the Flood Risk Assessment submitted with the application. Upon receipt of the updated assessment, they commented that they are satisfied that the development would be safe without exacerbating flood risk elsewhere if the proposed flood risk mitigation measures are implemented. The proposed development must proceed in strict accordance with this FRA and the mitigation measures identified as it will form part of any subsequent planning approval.
15. Lancashire County Council Highway Services (LCC Highway Services): Initially responded to request vehicle tracking for refuse collection vehicles be added to the plan. This resulted in minor changes to the site layout to include a vehicle turning area near Plot 1. LCC Highway Services have provided a further response raising no objections to the proposal and recommending a suite of planning conditions to be added to any grant of planning permission for the proposal.
16. Lead Local Flood Authority: Have responded to state they have no comments as this is not a major application.

## **PLANNING CONSIDERATIONS**

### Principle of development

17. The acceptability in principle of the demolition of the existing agricultural structures and the erection of four dwellings at this site, in the Green Belt, has been established by the grant of planning permission ref. 16/00601/FUL and subsequent variation ref. 20/00686/FUL. Any change to the nature or magnitude of impacts of this proposal, compared to the previous approvals, is identified below.
18. As the buildings previously located on the application site (now demolished) were in agricultural use, the site does not fall within the definition of previously developed land set out in the Framework. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. These 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.
19. It was established that there would be definitional harm to the Green Belt by the erection of the approved dwellings as this represents inappropriate development in the Green Belt and also that there would be further harm due to impact on openness. It was however considered that there would not be any further harm in terms of visual impact or in terms of other technical matters. These conclusions remain the same for this new proposal, as discussed in more detail below.
20. When assessing if there are very special circumstances, a number of factors, while ordinary in themselves, can combine to create something very special. These benefits have to be considered and an assessment made as to whether these clearly outweigh the harm so as amount to very special circumstances.
21. Overall, it was previously considered that the proposal would result in benefits to the local highway network by facilitating access for agriculture to the south and making the existing access, gained through the village of Croston, purely for domestic traffic. A new agricultural road was created connecting the remaining agricultural element at Drinkhouse Farm to Beech Grove Farm in Mawdesley, thus removing all HGVs and the majority of farm traffic from the local road network through Croston village.
22. In addition to the above, it was considered that the proposal would support a local business that in itself provides a service to farms in a wider area. Funds from the sale of the application site with planning permission for the four dwellings were directed towards the Beech Gove Farm site on Blackmoor Road, Mawdesley and an additional site in Lathom. The funds were used to update existing seed processing equipment at the Lathom site; erect a new purpose built seed storage building at Beech Grove Farm; relocate the farm workshop from Lathom to Beech Grove Farm and construct a new section of farm track to

connect the remaining Drinkhouse Farm with Moss Lane, allowing it to be accessed from the south, rather than via Drinkhouse Road through Croston.

23. It was considered that together these benefits constituted very special circumstances sufficient to outweigh the harm to the Green Belt caused by inappropriateness added to any other harm. It is not considered that this new proposal would change this conclusion and the applicant has the fall-back position of being able to build-out either of the previously approved schemes. The proposal includes an uplift in floor space of approximately 14% compared to the most recently approved proposal and it is not considered that this is of such a magnitude as to impact upon the acceptability of the proposal. The proposal is, therefore, considered to be acceptable in principle.

#### Impact on character and appearance of locality

24. *Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 – 2026 states that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that the proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials.*
25. It is considered that the design of the proposed dwellings is appropriate to the character of the area, laid out surrounding a central courtyard area and of a typically rural house shape and materials but with more modern features, such as large glazed areas to add interest and maximise light.

#### Neighbour amenity

26. *Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 – 2026 states that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, the development would not cause harm to any neighbouring property by virtue of overlooking, overshadowing or by creating overbearing impacts.*
27. The proposed changes would not give rise to any unacceptable impacts upon neighbour amenity. The Council's minimum interface distances between habitable room windows is met between the proposed dwellings themselves and also between the proposed dwellings and existing dwellings.

#### Highway safety

28. *Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 -2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that the residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction.*
29. Adequate off-road parking spaces are proposed to serve the proposed dwellings. The proposal complies with the Council's parking standard set out at policy ST4 of the Chorley Local Plan 2012 - 2026. No changes are proposed to the previously approved vehicular access arrangements and so the proposal is considered acceptable in terms of access and highway safety. Further, LCC Highway Services have confirmed they have no objection to the proposal.

#### Other issues

30. The same conditions as previously imposed can be attached to any new grant of planning permission at this site to control the issues/impacts that would be unchanged as a result of this proposal. This includes the control of construction impacts, surface and foul water drainage, ecology and landscaping measures and impacts upon archaeological remains. Any pre-commencement conditions that have already been discharged will become compliance conditions.

31. Additional conditions are recommended over and above those included on the previous planning permissions for garages to be retained as such and not converted to living accommodation and for biodiversity enhancement measures to be incorporated into a landscaping scheme.

#### Public open space (POS)

32. Policy HS4 of the Chorley Local Plan 2012 – 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.
33. Until recently the National Planning Practice Guidance (NPPG) previously set out a threshold for tariff-style contributions, stating that planning obligations should not be sought from developments of 10 or less dwellings and which have a maximum combined floorspace of no more than 1000 square metres. This guidance has been removed from the latest NPPG and has been replaced with a requirement that planning obligations for affordable housing should only be sought for residential developments that are major developments.
34. Specifically, the guidance was derived from the order of the Court of Appeal dated 13 May 2016, which gave legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 which has not been withdrawn and which should, therefore, clearly still be taken into account as a material consideration in the assessment of planning applications.
35. To this end whilst it would normally be inappropriate to require any affordable housing or social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances.
36. Consequently, the Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies and how much weight to give to the benefit of requiring a payment for 10, or fewer, dwellings. The Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less.
37. In relation to the provision of public open space for children / young people, policy HS4A set a standard of 0.08 hectares per 1000 population. There is currently a deficit of provision in Croston, Mawdelsey & Euxton South in relation to this standard, a contribution towards new provision in the ward is therefore required from this development. The amount required is £134 per dwelling.

#### Sustainability

38. 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.”*

39. 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 conditions.

#### S106 Legal Agreement

40. The original planning permission on this site was subject to a S106 legal agreement to connect the investment items identified within the application with the funds from the redevelopment of the site i.e. for seed processing equipment at the Lathom site; erect a new purpose built seed storage building at Beech Grove Farm; relocate the farm workshop from Lathom to Beech Grove Farm and construct a new section of farm track to connect the remaining Drinkhouse Farm with Moss Lane, allowing it to be accessed from the south, rather than via Drinkhouse Road, Croston. In addition, the applicant agreed to a clawback/overage mechanism in the legal agreement that if the land is sold for more than expected the council will receive this put towards local facilities. There was also a public open space contribution required. The Council’s planning obligations team have confirmed that the requirements of the S106 agreement relating to farm improvements have been discharged when the site was sold. The open space contribution could not be claimed at the time as there were no available schemes to direct the money. There are currently two schemes at Station Road or Croft Field where the £536 can be directed and so this will form the basis of a new S106 agreement.

#### Community Infrastructure Levy

41. 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.

### **CONCLUSION**

42. It is considered that the revised scheme does not change the previous conclusions with regards to the acceptability of the proposal in principle. The revised technical matters of the application are considered acceptable and it is recommended that the application is approved subject to conditions and a S106 Agreement.

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

<b>Ref:</b> 76/00924/FUL	<b>Decision:</b> PERFPP	<b>Decision Date:</b> 4 January 1977
<b>Description:</b> 2 semi-detached houses		
<b>Ref:</b> 76/00446/FUL	<b>Decision:</b> WDN	<b>Decision Date:</b> 18 November 1976
<b>Description:</b> Two houses		
<b>Ref:</b> 78/00516/FUL	<b>Decision:</b> WDN	<b>Decision Date:</b> 31 December 1978
<b>Description:</b> Residential 2 No. 2 storey detached houses		
<b>Ref:</b> 80/00442/FUL	<b>Decision:</b> PERFPP	<b>Decision Date:</b> 4 August 1980
<b>Description:</b> Building for produce storage and grading		
<b>Ref:</b> 90/00645/OHL	<b>Decision:</b> PEROHL	<b>Decision Date:</b> 4 September 1990
<b>Description:</b> Diversion of 11000kv overhead lines		

**Ref:** 91/00226/FUL      **Decision:** PERFPP      **Decision Date:** 30 April 1991  
**Description:** Conversion into two dwellings

**Ref:** 01/00945/AGR      **Decision:** PAAGR      **Decision Date:** 5 December 2001  
**Description:** Prior notification of proposed erection of general purpose machine store

**Ref:** 03/00687/FUL      **Decision:** PERFPP      **Decision Date:** 5 April 2004  
**Description:** Erection of building for cleaning and processing vegetables

**Ref:** 07/00256/FUL      **Decision:** REFFPP      **Decision Date:** 24 April 2007  
**Description:** Revision to Planning Permission 03/00687/FUL by modification to condition 3

**Ref:** 13/00676/AGR      **Decision:** PAAGR      **Decision Date:** 7 August 2013  
**Description:** Agricultural determination for the construction of a farm track

**Ref:** 14/01208/AGR      **Decision:** PAAGR      **Decision Date:** 19 December 2014  
**Description:** Agricultural determination for the construction of an agricultural farm track

**Ref:** 16/00601/FUL      **Decision:** PERFPP      **Decision Date:** 12 February 2018  
**Description:** Demolition of the existing agricultural structures on site and the erection of four new dwellings (Use Class C3) with associated landscaping, and vehicular access to be taken from the existing access at Drinkhouse Lane

**Ref:** 18/00599/DEMCON      **Decision:** PERDEM      **Decision Date:** 10 July 2018  
**Description:** Application for prior determination for the demolition of 3no. steel portal framed buildings

**Ref:** 18/01148/MNMA      **Decision:** PEMMAZ      **Decision Date:** 6 February 2019  
**Description:** Minor non material amendment to planning permission 16/00601/FUL (Demolition of the existing agricultural structures on site and the erection of four new dwellings (Use Class C3) with associated landscaping, and vehicular access to be taken from the existing access at Drinkhouse Lane) involving an amendment to the site area (site edged red boundary) to the south of the farmhouse, compared to that approved under the original planning permission

**Ref:** 19/00701/DIS      **Decision:** PEDISZ      **Decision Date:** 17 October 2019  
**Description:** Application to discharge conditions 7 (surface water drainage strategy), 11 (site access and off-site highway works), 12 (construction management plan), and 14 (archaeological recording) of planning permission ref: 16/00601/FUL (Demolition of the existing agricultural structures on site and the erection of four new dwellings (Use Class C3) with associated landscaping, and vehicular access to be taken from the existing access at Drinkhouse Lane.)

**Ref:** 19/00706/DEMCON      **Decision:** PERDEM      **Decision Date:** 13 August 2019  
**Description:** Application for prior determination for the demolition of four agricultural buildings

**Ref:** 20/00028/CLPUD      **Decision:** PERPUD      **Decision Date:** 11 March 2020  
**Description:** Application for a certificate of lawfulness for a proposed single detached garage

**Ref:** 20/00686/FUL      **Decision:** PERFPP      **Decision Date:** 9 October 2020  
**Description:** Section 73 application to vary the approved plans of planning permission 16/00601/FUL (Demolition of the existing agricultural structures on site and the erection of four new dwellings (Use Class C3) with associated landscaping, and vehicular access to be taken from the existing access at Drinkhouse Lane) to change the position of one car parking space, amend the southern site boundary and change the exterior design of the buildings

**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

1. The proposed development must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. The development hereby permitted shall be carried out in accordance with the approved plans below:

<b>Title</b>	<b>Plan Ref</b>	<b>Received On</b>
Proposed Site Plan	7000-L(02)02 Rev 04	19 January 2022
House Type A	7000-L(04)01 Rev 02	21 December 2021
House Type B	7000-L(04)02 Rev 02	21 December 2021
Location Plan	7000-L(01)01 Rev 01	22 December 2021
Boundary Treatment Details	7000-L(02)04	23 December 2021

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

3. Prior to occupation of any of the dwellings, details of a bin collection point for the dwellings shall be submitted to and approved in writing by the Local Planning Authority. The collection point shall be provided prior to the occupation of any of the dwellings.

*Reason: To ensure an appropriate collection point for refuse bins on collection day.*

4. Prior to excavation of the foundations for any dwellings hereby approved samples/details of all external facing and roofing materials for that phase (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.

*Reason: To ensure that the materials used are visually appropriate to the locality.*

5. Prior to the laying of any hard landscaping (ground surfacing materials) full details of their colour, form and texture shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken strictly in accordance with the details as approved, and shall be completed in all respects before the occupation of the final dwelling in that phase.

*Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area.*

6. All the dwellings hereby approved shall achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. No dwelling shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

*Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.*



7. The development shall be carried out entirely in accordance with the approved drainage strategy ref. CFC21070 Rev C (December 2021) and shall be fully implemented prior to commencement and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

*Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site; to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided; to ensure safe access and egress from and to the site and to ensure that water quality is not detrimentally impacted by the development proposal.*

8. Foul and surface water shall be drained on separate systems.

*Reason: To secure proper drainage and to manage the risk of flooding and pollution.*

9. The development shall not be occupied until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

- a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
- b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
  - i. on-going inspections relating to performance and asset condition assessments
  - ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) Means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

*Reasons: To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development; to reduce the flood risk to the development as a result of inadequate maintenance; to identify the responsible organisation/body/company/undertaker for the sustainable drainage system.*

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any order revoking and re-enacting that Order with or without modification, no extensions, outbuildings or structures shall be erected on the permeable paving areas

*Reason: To ensure the site is able to use this permeable area as attenuation/storage and drain surface water effectively without posing flood risk on-site and off-site.*

11. No dwelling shall be occupied until any fences, walls and gates shown on the approved details to bound its plot have been erected in conformity with the approved details. Other fences shown in the approved details shall be erected in conformity with the approved details prior to substantial completion of the development.

*Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.*

12. The development shall be carried out in strict accordance with the programme of archaeological recording and analysis and written scheme of investigation approved as part of discharge of condition consent ref. 19/00701/DIS.

*Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the buildings.*

13. The car parking spaces to serve each dwelling shall be surfaced or paved, drained and marked out all in accordance with the approved plan before that dwelling is first occupied. The car parking spaces and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

*Reason: To ensure adequate on site provision of car parking and manoeuvring areas.*

14. There shall be no access from the site through to the south. The existing access to the south shall be closed prior to occupation of any of the dwellings and remain permanently closed.

*Reason: Weight has been given in determining the application to the removal of access through the site to the south.*

15. Notwithstanding Schedule 2 Part 2 Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any subsequent re-enactment thereof no fences, walls or any other works permitted by the aforementioned class shall be constructed or erected other than those expressly authorised by this permission.

*Reason: The boundaries of the site have been designed as part of the scheme to retain the rural character of the area. The erection of other boundaries may erode this character.*

16. The garage(s) hereby approved shall be kept freely available for the parking of cars and shall not be converted to living accommodation, notwithstanding the provisions of the The Town and Country Planning (General Permitted Development) (England) Order 2015.

*Reason: To ensure adequate garaging/off street parking provision is made/maintained and thereby avoid hazards caused by on-street parking.*

17. A scheme for the landscaping of the development and its surroundings shall be submitted prior to any works taking place above DPC level. These details shall include the types and numbers of trees and shrubs to be planted, their distribution on site and those areas to be seeded, along with any changes in landform. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area. The content of the plan should include elements to provide a net gain in the biodiversity value of the site.

All landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

*Reason: In the interests of the visual amenity of the area and amenities of local residents.*

18. Prior to excavation of the foundations for any dwellings hereby approved, 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.

*Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.*

19. The first 10 metres of the new site access (as measured from the boundary of the adopted highway) will need to be constructed in accordance with Lancashire County Council Specification for Estate Roads 2011 Edition.

*Reason: To ensure the new site access is constructed to a standard that won't lead to degradation of the adopted highway due to the new site access.*

20. Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CMP shall include and specify the provisions to be made for the following -

1. Vehicle routing and the parking of vehicles of site operatives and visitors;
2. hours of operation (including deliveries) during construction;
3. loading and unloading of plant and materials;
4. storage of plant and materials used in constructing the development;
5. siting of cabins, site compounds and material storage area (ensuring it complies with the Great Crested Newt mitigation details);
6. the erection of security hoarding where appropriate;
7. wheel washing facilities;
8. measures to control the emission of dust and dirt during construction;
9. a scheme for recycling/disposing of waste resulting from demolition and construction works;
10. Fencing of the 15m buffer zone to the woodland during construction;
11. The use of flood resilient materials within the construction of the dwellings.
12. Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

*Reason: To protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.*

21. No part of the development shall be commenced until all the highway works within the adopted highway 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 as part of a section 278 agreement, under the Highways Act 1980.

*Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.*

22. The two dwellings identified as "House Type B" on the submitted plans are to be fitted with roller shutter type garage doors and permanently maintained as such thereafter.

*Reason: To allow for the effective use of the parking areas.*

23. The car parking area and manoeuvring area of the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least subbase before any other development takes place within the site.

*Reason: To ensure that provision is made for the storage of materials and contracting staff.*