ITEM 3b - 22/00266/FUL – 122 Chapel Lane, Coppull

The recommendation remains as per the original report

(1)No. further letters of objection have been received setting out the following issues: Demolition has already commenced

Residents objections are being overlooked.

This will be an extremely bad decision if consent is granted

The following conditions are recommended:

No.	Condition			
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.	Section 51 of the Pla	nning and Compulsory	
2.	The development shall be carried out in accordance with the following plans:			
	Title	Drawing Reference	Received date	
	Proposed 4 New Dwellings	0.02 A	07 June 2022	
	Reason: For the avoidance of dout			
3.	 Prior to the commencement of development, other than demolition, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include: (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365; (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and (v) Foul and surface water shall drain on separate systems. The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development. 			
4.	Prior to the erection of the superstru- samples of all external facing and ro shown on previously submitted plan approved in writing by the Local Pla strictly in accordance with the detail	oofing materials (notwing) (s) and specification) s Inning Authority. All wo	thstanding any details shall be submitted to and	

Reason: To ensure that the materials used are visually appropriate to the locality.	
Prior to the erection of the superstructure of the dwellings hereby approved, full details of the alignment, height and appearance of all retaining structures, fences and walls and gates to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not 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 of 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.	
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.	
Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.	
A scheme for the landscaping of the development and its surroundings shall be submitted prior to the commencement of the development, other than demolition. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.	
approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.	
A scheme of Biodiversity Enhancement Measures shall be submitted to and approved in writing by the Local Planning Authority, prior to the erection of the superstructures of any dwelling hereby permitted. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.	
Reason: In the interests of providing biodiversity enhancements.	
The dwellings hereby approved are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.	

 Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal 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. 10. Prior to the erection of the superstructures of the dwellings hereby approved details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details. <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 mission rate.</i> 11. Prior to the commencement of development, other than demolition, a Traffic Management Plan (TMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The TMA shall include and specify the provisions to be made for the following: The parking of vehicles of site operatives and visitors; Loading and unloading of plant and materials used in the construction of the development; Storage of such plant and materials:		
 details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details. Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Ascent its 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. 11. Prior to the commencement of development, other than demolition, a Traffic Management Plan (TMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The TMA shall include and specify the provisions to be made for the following:- The parking of vehicles of site operatives and visitors; Loading and unloading of plant and materials used in the construction of the development; Storage of such plant and materials; Wheel washing facilities; Hours of operation (including delivers) during construction Periods when plant and materials tips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made) Reasons: to protect existing road users and to maintain the operation and safety of the local highway network. 12. 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 permeab		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
 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. 11. Prior to the commencement of development, other than demolition, a Traffic Management Plan (TMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The TMA shall include and specify the provisions to be made for the following: The parking of vehicles of site operatives and visitors; Loading and unloading of plant and materials used in the construction of the development; Storage of such plant and materials; Wheel washing facilities; Hours of operation (including delivers) during construction Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made) Routes to be used by vehicles carrying plant and materials to and from the site; Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties. Reasons: to protect existing road users and to maintain the operation and safety of the local highway network. 12. 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 b	10.	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
 Management Plan (TMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The TMA shall include and specify the provisions to be made for the following: The parking of vehicles of site operatives and visitors; Loading and unloading of plant and materials used in the construction of the development; Storage of such plant and materials; Wheel washing facilities; Hours of operation (including delivers) during construction Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made) Routes to be used by vehicles carrying plant and materials to and from the site; Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties. Reasons: to protect existing road users and to maintain the operation and safety of the local highway network. 12. 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. 		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
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.	11.	 Management Plan (TMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The TMA shall include and specify the provisions to be made for the following:- The parking of vehicles of site operatives and visitors; Loading and unloading of plant and materials used in the construction of the development; Storage of such plant and materials; Wheel washing facilities; Hours of operation (including delivers) during construction Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made) Routes to be used by vehicles carrying plant and materials to and from the site; Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.
Reason: In the interests of highway safety and to prevent flooding.	12.	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
		Reason: In the interests of highway safety and to prevent flooding.