

RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

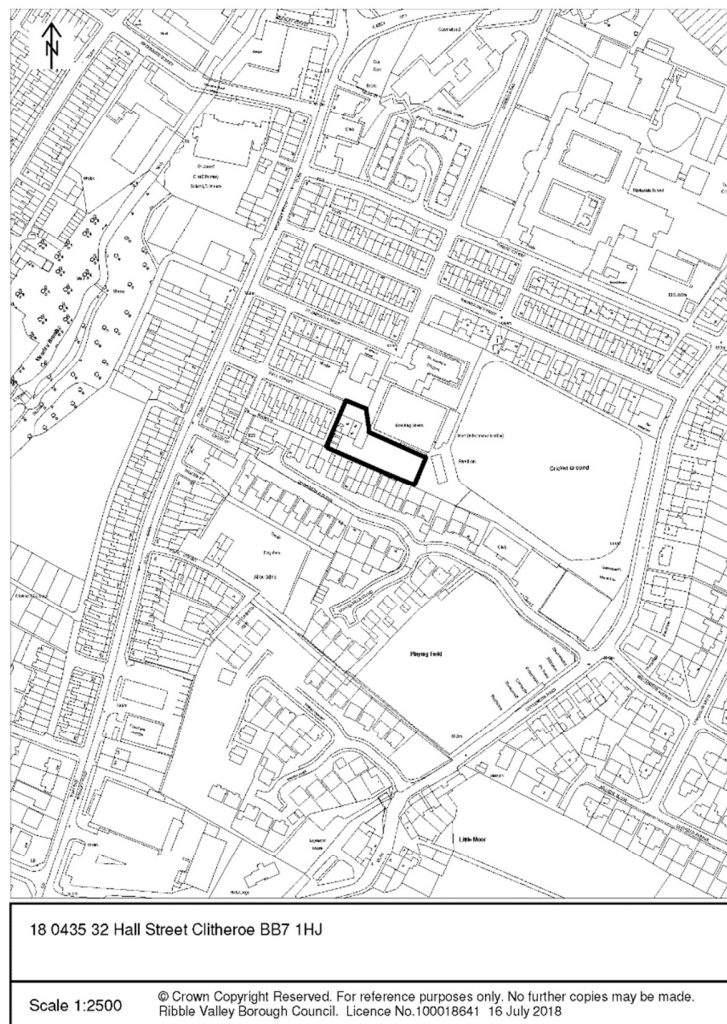
APPROVAL

DATE: 4 October 2018
REF: AB
CHECKED BY: JM

APPLICATION REF: 3/2018/0435
GRID REF: SD 374247 441101

DEVELOPMENT DESCRIPTION:

DEMOLITION OF EXISTING PROPERTY AND ASSOCIATED OUTBUILDINGS AND
ERECTION OF SIX DWELLINGS AT 32 HALL STREET, CLITHEROE, BB7 1HJ



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

Clitheroe Town Council objects on the grounds of over-intensive development of the location. Access along Hall Street is already considered difficult. The proposed layout would result in new properties up against the gardens of Copperfield Close and 30 Hall Street could lose access to the garage at the rear of the property.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

With respect to this application the County Surveyor does not wish to raise any objections. There are however a number of concerns regarding the development. These can be allayed by way of further submissions prior to planning permission being granted or the can be suitably conditioned. There are concerns regarding:-

- The access from Hall Street, this should be widened to allow 2 cars to pass through the opened gate and beyond for a distance of at least two car park space lengths (9.6m).
- There appears to have been no provision made for pedestrians or cyclists to access the development without opening the main gate across the carriageway
- Nor does there appear to be any provision for pedestrians within the development.
- There is no provision for access to the rear of the plot at the gable of 30 Hall Street without passing through the dwelling.
- Nor has there been any indication regarding the provision of any street lighting or surface water drainage.
- A swept path analysis should be undertaken to ensure that a refuse collection vehicle can enter and exit the development in a forward gear.
- With the exception of the plot with the garage, suitable covered and secure storage should be provided for at least 2 cycles per dwelling.

Following consideration of this application at Planning and Development Committee in August the plans have been amended to address some of the concerns raised by LCC Highways this is addressed within the body of the report.

LEAD LOCAL FLOOD AUTHORITY:

No comments.

CLITHEROE CIVIC SOCIETY:

Though somewhat outside the general remit of our Society, we do have concerns about the implications of further residential development within the Civil Parish of Clitheroe. The proposed redevelopment of 32 Hall Street, with six new dwellings, is above and beyond the most recent approved targets for residential development in accordance with the conditions of the Adopted Core Strategy.

Further residential development approval beyond that approved in the adopted Core Strategy and its revised targets, and the potential for 12 additional vehicles which could be associated with the development, will inevitably have further adverse effects on the historic town centre and

the conservation areas which it contains. For this reason this application should be refused in our opinion.

ADDITIONAL REPRESENTATIONS:

Neighbouring residents have been notified of the application on three separate occasions following the submission of amended plans. A total of 32 letters of objection have been received including objections from 17 separate residential properties. The comments received are summarised as follows:

- Over-development of the site with high density housing contrary to NPPF and DMG1.
- Scale, mass and proximity to the boundary with neighbouring properties would have an adverse impact on residential amenity of neighbours; loss of light, loss of privacy, noise and disturbance.
- Overbearing impact and sense of enclosure within rear gardens of properties on Copperfield Close.
- Gardens on Copperfield Close are north-facing but all benefit from a good deal of morning sunlight. This would be lost and the gardens overshadowed.
- The proposals would not provide sufficient parking – there is no visitor parking which would make parking on Hall Street or Whalley Road worse.
- As existing, already unacceptable parking of vehicles on public footway.
- Additional traffic would increase congestion.
- Adverse impact on natural local environment – bat foraging in the area is high.
- A number of trees have been felled prior to the tree survey.
- Only the fronts of the proposed buildings are of stone/stone brick with the gable ends and rears being of render.
- No mention of drainage is mentioned in the application.
- The proposals would restrict access to the rear garage of 30 Hall Street.
- No pedestrian or cycle access is provided.
- Disruption to residents during building phase.
- Drains from the bowling green must not be compromised.
- Leyland Cypress tree is causing damage to the bowling shelter and needs to be removed.
- Height of the development would cast shadows on the bowling green.
- Previous applications have been refused on Hall Street due to highways concerns.
- Emergency services struggle to gain access.
- Refuse wagons only come a short distance into Hall Street and bins have to be wheeled down to them by residents.

In response to amended plans, the following observations have been made:

- Revised plans move the gable end of the development closer to the properties at 32-35 Copperfield Close and the distance between the gable and the properties is very small resulting in an overbearing impact
- Overlooking from the dormer windows that have been moved to the rear
- No provision for visitor parking within the site
- The bin store has been removed
- Swept path analysis for refuse collection not acceptable
- No indication of lighting within the site

- Cosmetic alterations do not address concerns
- Will result in the development of a greenfield site.
- Concerns over additional vehicles exiting Hall Street onto Whalley Road.
- Oblique overlooking from proposed windows.
- No opportunity for permanent screening of the black gable wall of plot 4.
- This could be a potential development for Houses of Multiple Occupancy making the parking inadequate.
- Noise, car fumes and light pollution from vehicle movements.
- The tight nature of the site and access from Hall Street will create vehicular movement and parking issues- access issues for emergency vehicles.
- Gates will cause obstructions and access issues.
- The gates will create a social divide.
- Conflict of interest in respect of the sellers of the site
- Previous refusal at the site on the grounds of increase in traffic
- The development is greedy and unnecessary
- Parking already does and will overflow onto Hall Street.

1. **Site Description and Surrounding Area**

- 1.1 The development site is located within the settlement of Clitheroe in an established residential area. The site is accessed via Hall Street which adjoins the east side of Whalley Road, Clitheroe. As existing, the application site comprises a single detached residential property and its associated gardens and outbuildings.
- 1.2 The site adjoins Ribblesdale Wanderers Cricket and Bowling Club to the north. To the south are residential properties along Copperfield Close which have their rear elevations and gardens facing the application site.

2. **Proposed Development for which consent is sought**

- 2.1 The application proposes the demolition of the existing buildings and the erection of 6.no three-bedroomed houses. The proposed dwellings would be arranged in two blocks of three each comprising a detached and two semi-detached dwellings. The properties would have an eaves height of 4.8m and a ridge height of 7.9m. The front façade of the buildings would be constructed using random natural stone with stone detailing. The side and rear elevations would have a render finish, with the exception of the south-facing gable end of unit 4 which would be faced with stone. The dwellings would provide a kitchen and lounge at ground floor, two bedrooms and family bathroom at first floor and a master bedroom with en-suite would be provided in the roof space. In order to accommodate the master bedroom the scheme, as submitted, included dormers windows. These have now been removed completely from the development.
- 2.2 The site would be accessed from the eastern end of Hall Street. Parking space would be provided within the site to accommodate 2no. vehicles per dwelling. Each property would benefit from rear gardens which would be bounded by 1.8m high close boarded timber fencing. There are a number of low quality trees on site some of which would require removal should the site be developed as proposed.

3. **Relevant Planning History**

3/2013/0913 - Outline application for nine dwellings including three affordable units following demolition of existing dwelling. Withdrawn.

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement EN2 – Landscape

Key Statement H1 – Housing Provision

Key Statement H2 – Housing Balance

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DME1 – Protecting Trees and Woodland

Policy DME2 – Landscape and Townscape Protection

Policy DME3 – Site and Species Protection and Conservation

Other Material Considerations:

National Planning Policy Framework (NPPF)

Technical Guidance to the National Planning Policy Framework

Planning Practice Guidance (PPG)

5. **Assessment of Proposed Development**

- 5.1 In determining this application the main considerations are the principle of development, its visual appearance, its effect on the residential amenities of neighbouring occupiers and its impact on highway safety, trees and ecology.

5.2 **Principle of Development**

5.2.1 The Development Strategy put forward in Key Statement DS1 of the Core Strategy seeks to direct the main focus of new house building to the Strategic Site, the Principal Settlements of Clitheroe, Longridge and Whalley. The application site is located in the settlement of Clitheroe where residential development is acceptable in principle.

5.2.2 It is considered that the provision of six dwellings within the settlement of Clitheroe would not result in any harm to the development strategy nor would it result in any undue pressure on the services, facilities and infrastructure of the settlement itself to warrant refusal of the application. It is considered therefore that the proposal would contribute to the Council's supply of housing land and would be acceptable in principle subject to other development management considerations.

5.3 **Design and appearance**

5.3.1 The area is characterised by a mix of house types and a palette of materials including stone and render. The terraced housing on Hall Street is faced predominantly with stone, as are the dwellings on Copperfield Close. There have been some objections raised in relation to the proposed use of render on the side

and rear elevations of the dwellings. However, it must be noted that the existing building at the site is finished with render as are other properties in the local area including buildings on Hall Street, St James' Street and Brownlow Street. As such, the use of render on the side and rear of the dwellings does not raise any concern.

5.3.2 In terms of the size and scale of the proposed dwellings, they would reflect the surrounding buildings. The three dwellings closest to the east of the gable elevation of no.30 Hall Street would be set back from the established building line of the existing terraced row. Boundary treatments to the site as existing comprise evergreen hedgerows, close boarded fencing and a high stone wall along the sites boundary with St James's House. The stone wall is considered to be a traditional feature that is worthy of retention in accordance with Core Strategy Policy DME2.

5.3.3 Whilst objections have been raised regarding the density of the site, it is considered to be in keeping with the urban grain of the area. The proposed development will be served off Hall Street and 'read' as part of the residential development along this street. Whilst there are open spaces to the north and east of the site in the form of the bowling green and Cricket Ground the residential development to the south and west is high density terraced and semi-detached housing. The immediate area is predominantly residential in nature and it is considered that the site's density would be in keeping with the character of the area. Taking account of all of the above, the proposals would not result in any adverse harm to the visual appearance of the area and would comply with Key Statement H2 and policies DMG1, DME2.

5.4 Impact on neighbouring residents

5.4.1 The application site is bound by existing houses along its southern and western boundaries. The rear elevations of 25-35 Copperfield Close face the application site with the rear gardens of these properties ranging in length from 8.5m to 11.5m. It is important to ensure that the privacy, outlook and light enjoyed by the occupants of these dwellings is not unduly affected by the proposed development.

5.4.2 The development would maintain a 21m gap between facing windows on the rear elevations of 25-27 Copperfield Close and the proposed dwellings. This is the accepted interface distance at which point there is no significant adverse impact on privacy. There is a ground floor extension at the rear of no.27 Copperfield Close but the proposed boundary treatment of 1.8m high close boarded fencing would ensure privacy is maintained and the proposed site plan also denotes boundary planting will be undertaken. The dormer windows originally proposed on the new dwellings, whilst not considered to be of detriment to neighbour amenity, have been removed on amended plans and this would improve privacy levels for existing residents. It is noted that there would be some overlooking of the rear gardens of the proposed dwellings from first and second floor windows of 25-27 Copperfield Close due to the short rear gardens of these existing properties but this would not in my opinion justify refusal of the application given it would be no different to the current arrangement insofar that the rear windows

of Copperfield Close already facilitate some overlooking of the private garden of 32 Hall Street.

- 5.4.3 The proposed development would result in the two-storey gable elevation of plot no4 facing the rear elevations of 32-33 Copperfield Close. There would be a separation distance of around 13m which is considered as an acceptable distance from a blank two storey gable elevation to avoid any undue loss of light and outlook from facing habitable room windows. It is noted that the rear windows of properties along Copperfield Close currently provide views over the garden of no.32 Hall Street towards the bowling green and St James Church. However, the loss of a private view is not a material planning consideration.
- 5.4.4 The layout of some of the 3-storey dwellings at Copperfield Close that back onto the application site are such that the main living space is at first floor level and the ground floor, originally approved as internal garaging, has been converted to other uses. The fact that the main living area for these properties is at first floor does in fact mean that the impact of the proposed development, specifically the proximity of the gable of plot no4, is reduced due to their elevated outlook. Concern has also been raised in relation to the relationship between the rear windows of plots 4-6 and windows of the rear of 34-35 Copperfield Close. The viewing angle here would be at an oblique angle and would not, in my opinion, facilitate any unacceptable loss of privacy.
- 5.4.5 A space of around 3.5m would be retained between the gable wall of the proposed dwelling and the rear garden boundary of 32-33 Copperfield Close. It is noted that there is a single storey conservatory to the rear of 32 Copperfield Close which projects closer to the boundary with the development site however conservatories are not classed as habitable rooms. In terms of any overshadowing of private gardens, applications will only be refused where a development would seriously overshadow private amenity space. Objections have been raised in relation to overshadowing of the private rear gardens of dwellings along Copperfield Close. However, these gardens are north-facing and whilst they may benefit from some limited morning sunlight the proposals would not result in overshadowing of large areas of garden for prolonged periods of the day to warrant refusal.
- 5.4.6 There is a small first floor window on the gable end of 30 Hall Street which faces the application site and appears to serve the landing. Whilst the gable wall of unit no1 may result in some loss of light and outlook from this window the relationship would not raise any concern given it serves a non-habitable space.
- 5.4.7 Objections have been received which raise issues including noise disturbance from future occupants and increased traffic. The site is located in an established residential area where residents will already experience the noise from vehicular movements and the use of private gardens that is associated with residential use. Whilst noise from the development may slightly affect the acoustic character of the area this would not be to the extent that there would be a perceived change in quality of life. The proposed use of the site for residential development is completely compatible with the established use in the area and residential use does not generate significant levels of noise.

- 5.4.8 Should consent be granted there would be a requirement for the developer to provide a construction management plan to ensure that the impact on the amenity of the area is limited during the construction phase.

5.5 Effects on Wildlife/Ecology/Trees

- 5.5.1 The application is supported by a Bat Scoping Survey Report. No evidence was recorded to suggest bats were roosting within the existing buildings and no bats were observed using the buildings for roosting. As such, there would be no direct impact on bats arising from the proposed development.
- 5.5.2 Neighbours have commented that bats have been seen foraging in the area and the survey acknowledges that the foraging potential for bats can be considered moderate to low. Should consent be granted, a landscaping and lighting scheme would be required to be submitted to the Council which must take into account any key flight lines identified. Taking into account the requirements of the NPPF and Policy DME3 of the Core Strategy, in order to conserve and enhance biodiversity it is recommended that bat roosting features be incorporated into the dwellings and maintained thereafter.
- 5.5.3 In relation to trees, those existing on site are low quality with limited amenity value. Objections indicate that tree felling has taken place prior to the submission of this planning application. None of the trees that are alleged to have been removed were protected by tree preservation orders nor are they located within a Conservation Area and, as such, the LPA cannot prevent their removal. The Bowling Club have asked that T1 (Leyland Cypress) be removed as it is causing damage to the bowling shelter. The removal of T1 is not relevant to the development, however; the applicant has agreed to its removal. Should consent be granted, a scheme of hard and soft landscaping would be required to ensure the provision of a satisfactory re-planting and enhancement of visual appearance. This would include the planting of replacement trees and shrubs.

5.6 Highways Safety

- 5.6.1 The proposed site plan indicates the provision of two parking spaces for each dwelling as required by Lancashire County Council parking standards. Residents have raised concerns in relation to the restricted amount of on-street parking available on Hall Street and at the junction with Whalley Road, including cars parked illegally. In relation to alleged illegal parking, the Highway Authority can impose parking restrictions to improve the safety of road users using a Traffic Regulations Order if considered necessary.
- 5.6.2 The development will provide sufficient vehicular parking to serve the proposed dwellings and the County Surveyor has raised no concerns in relation to its impact on parking availability along Hall Street and Whalley Road. However, the County Highways Surveyor did raise some concerns relating to the lack of accessibility of the garage provided for plot no1 and the proximity of the parking space to the front door of plot no2.
- 5.6.3 Following consideration of the application at the 2nd August 2018 Planning and Development Committee meeting the site layout has been amended to seek to

address the concerns raised. An amended plan was submitted on 21st September in this regard (please note that neighbours have not been formally re-notified of the proposed amendments as it is not considered that the amendments would have a greater impact on the neighbours when compared to the previous scheme). The amended scheme results in the removal of the garage to Plot 1 gaining access to the back street, removal of the forecourt parking to Plots 1 and 2 and the replacement with garaging and parking spaces accessed from the internal turning head to the scheme.

- 5.6.4 This amended plan has been reviewed by the County Surveyor who still raises no objection to the proposed development. He has commented as follows:

This plan provides for garages for Plots 1-2, and the removal of the parking spaces to the front of the properties. All of the proposed garages are sufficiently large enough to be counted as parking spaces and should remain as such for the perpetuity of the development.

The parking space in front of plots 4-6 have also been altered from the initial submission access, although it is expected that they will still function.

- 5.6.5 LCC Highways have raised concerns about the lack of indication of water drainage, street lighting and to include the alternative direction of the swept path analysis however such concerns can be addressed by suitable worded conditions.
- 5.6.6 The site layout does include the provision of a turning head within the development site which could accommodate a refuse wagon; there is no turning area available at the end of Hall Street at present and this would enable a refuse vehicle to enter and leave the site in a forward gear. The amended layout also includes the provision of a pedestrian footway into the development. The applicant would be required to enter into an appropriate legal agreement to provide off-site highway works including a new pedestrian dropped kerb at the gable of no.30 Hall Street to allow prams etc. to cross to the new dwellings.
- 5.6.7 The County Surveyor has stated that the layout of the development would not be to an adoptable standard and there would a conditional requirement for the submission of details confirming funding, management and maintenance regimes to ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential and highway safety.
- 5.6.8 The NPPF states that paragraph 109 that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'* The County Surveyor has raised no objection to the proposed development and subject to planning conditions, it is considered that the development complies with the transport related policies of the Core Strategy, Key Statement DMI2 and Policy DMG3, insofar that it is in a highly sustainable location close to Clitheroe town centre and provision has been made for access to the development by pedestrians.

5.7 Drainage

- 5.7.1 Concerns have been raised about drainage and the impact of the development on the adjacent gardens. United Utilities have been consulted on the proposals and raised no objection to the proposed development. They have commented that in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. This is addressed via condition to ensure that the development does not adversely impact on surface water in the area.

6. Conclusion

- 6.1 Taking into account the above, the proposed development is in a highly sustainable location and would contribute to housing land supply in the Borough. No objection has been raised from the Highways Authority in relation to highway safety and it is considered that the proposals would not have an undue adverse impact on the appearance of the area or the residential amenity of neighbouring occupants. As such it is recommended that the application is approved subject to conditions.

RECOMMENDATION: That the application be approved subject to the following conditions:

Timings and Commencement

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

PROPOSED SITE PLAN GRAHA/01 Dwg 01C received 21.09.2018

PROPOSED PLANS AND ELEVATIONS FOR PLOT 1-3 GRAHA/01 Dwg 02C received 30.08.2018

PROPOSED PLANS AND ELEVATIONS GRAHA/01 Dwg 03

LOCATION PLAN GRAHA/01 Dwg 04

PROPOSED PLANS AND ELEVATIONS FOR PLOT 4-6 GRAHA/01 Dwg 07C received 05.09.2018

PROPOSED DOUBLE GARAGE PLANS AND ELEVATIONS GRAHA/01 Dwg 10 received 20.09.2018

REASON: For the avoidance of doubt since the proposal was the subject of agreed design improvements/amendments and to clarify which plans are relevant to the consent.

Matters of Design

3. Notwithstanding the submitted details, precise specifications or samples of all external surfaces, including surfacing materials and their extents, of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any above ground development. The materials shall be implemented within the development in strict accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

4. Before the development hereby permitted is first commenced, full details of the alignment, height and appearance of all fences and walls and gates to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until all fences and walls shown in the approved details to bound its plot have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.

REASON: In the interests of the amenity of the area and to ensure that the adopted highway is not obstructed. To comply with Policy DMG1 of the Ribble Valley Core Strategy.

5. The existing stone wall on the northern boundary of the site to St James House shall not at any time be demolished in whole or in part, nor shall it be altered in any way.

REASON: In order to ensure the protection of this historic feature of the locality, in the interests of visual amenity and the amenities of existing nearby residents and in order to comply with Policies DMG1 and DME2 of the Ribble Valley Core Strategy (Adopted Version).

6. Notwithstanding the provisions of Classes A to H of Part 1 of the Town and Country Planning (General Permitted Development) Order 2015, or any Order revoking and re-enacting that Order, the dwellings hereby permitted shall not be altered or extended and no buildings or structures shall be erected within the curtilage of the new dwellings unless planning permission has first been granted by the Local Planning Authority.

REASON: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and residential amenity in accordance with Policies DMG1 and DME2 of the Ribble Valley Core Strategy.

Landscape and Ecology

7. Notwithstanding the submitted details, prior to the commencement of the development, full details of the proposed landscaping shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the landscaping details shall indicate all trees and hedgerows identified to be retained or how those adjacent to the proposed development and/or application area/boundary will be adequately protected during construction, in accordance with BS5837; 2012 'Trees in relation to design, demolition and construction' equivalent unless otherwise agreed. The agreed protection

measures shall be put in place and maintained during the construction period of the development.

The approved landscaping scheme shall be implemented in the first planting season following first occupation or use of the development and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those original planted.

REASON: To protect trees and hedges on and adjacent to the site and to ensure the proposal is satisfactorily landscaped and appropriate to the locality in accordance with Policies DME1 and DME3 of the Ribble Valley Core Strategy.

8. No development shall take place until details of the provisions to be made for artificial bat roosting (in the form of bricks/tiles/boxes) have been submitted, and approved in writing by the Local Planning Authority. The details shall identify the actual wall and roof elevations into which the above provisions shall be incorporated. These shall be incorporated into the building during the actual construction and before the development is first brought into use and shall be permanently maintained and retained at all times thereafter.

REASON: To safeguard the favourable conservation status of the bat population in accordance with Policy DME3 of the Ribble Valley Core Strategy

Drainage and Flooding

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

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

10. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Highways

11. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for have been submitted to and approved

in writing by the Local Planning Authority in consultation with the Highway Authority. The development shall, thereafter, be constructed in accordance with the approved details.

REASON: In the interest of highway safety and to ensure a satisfactory appearance to the highways infrastructure serving the approved development in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

12. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

REASON: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential/ highway safety and to safeguard the visual amenities of the locality and users of the highway in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

13. No part of the development hereby approved shall commence until a scheme for the off-site works of highway improvement has been submitted to, and approved in writing 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

14. The parking and garaging and associated manoeuvring facilities shown on the plans hereby approved shall be surfaced or paved, drained and marked out and made available in accordance with the approved plan prior to the occupation of any of the buildings; such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015).

REASON: In the interests of visual amenity and to facilitate adequate vehicle parking and/or turning facilities to serve the site in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

15. The garages hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the households and shall not be used for any use that would preclude the ability for their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

REASON: To ensure that adequate parking provision is retained on site in accordance with the Core Strategy Policy DMG3.

Further Control over Development

16. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
- i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

REASON: In the interests of protecting residential amenity from noise and disturbance and to ensure the safe operation of the Highway during the construction phase of the development in accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

17. Unless otherwise agreed in writing by the Local Planning Authority, no building or engineering operations within the site or deliveries to and from the site shall take place other than between 07:30 hours and 18:00 hours Monday to Friday and between 08:30 hours and 14:00 hours on Saturdays, and not at all on Sundays or Bank Holidays.

REASON: In order to protect the amenities of existing residents in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

INFORMATIVES

1. This consent requires the construction, improvement or alteration of an access to the public highway and other of site works such as street lighting improvements. Under the Highways Act 1980 Section 278, the County Council as Highway Authority must specify the works to be carried out, Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works and therefore before any works can start you must complete the online quotation form found on Lancashire County Council's website using the A-Z search facility for vehicular crossings. For multiple vehicular crossings please ring 0300 123 6780 and ask for a bespoke quotation.
2. The developer should be aware that the any works on, or immediately adjacent to the adopted highway network, would require the appropriate permits from Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433
3. The applicant is advised that to discharge condition 12 that the local planning authority requires a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a

Private Management and Maintenance Company confirming funding, management and maintenance regimes.

UPDATE FOLLOWING 2ND AUGUST 2018 PLANNING AND DEVELOPMENT COMMITTEE MEETING:

Committee resolved on the 2nd August 2018 to be minded to refuse the application and was deferred to the Director of Community Services for appropriate refusal reasons relating to matters of residential and visual amenity and highway safety and parking. Further advice has been sought from the highway authority and they are unable to support a refusal reason relating to highway safety and/or parking. It should be noted that following the meeting on 2nd August 2018 the applicant submitted amended plans. The officer's report above has been amended to take into account the revised details and the recommendation remains that the application should be approved subject to conditions.

Should Committee be minded to refuse the application it is suggested that the application be refused for the following reasons:

1. The proposed development, by virtue of its design and density, would result in an unsympathetic and incongruous scheme of development that would be harmful to the character, setting and visual amenities of the wider built environment. This would be contrary to Policy DMG1 of the Ribble Valley Core Strategy.
2. The proposed development, by virtue of its scale, design, mass and proximity to the neighbouring properties, would result in a development that would have an overbearing impact resulting in loss of natural light and outlook. This would be detrimental to the residential amenity of the occupants of neighbouring properties and would be contrary to Policy DMG1 of the Ribble Valley Core Strategy.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2018%2F0435