

Application Number:	2012/385	Application Type:	Full
Proposal:	Erection of 30 houses	Location:	Land adj New Line / Deansgreave Rd Bacup
Report of:	Planning Unit Manager	Status:	For Publication
Report to:	Development Control Committee	Date:	15 January 2012
Applicant:	Harron Homes Ltd	Determination Expiry Date:	27 November 2012
Agent:			

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REASON FOR REPORTING	Tick Box
Outside Officer Scheme of Delegation	<input type="checkbox"/>
Member Call-In Name of Member: Reason for Call-In:	<input type="checkbox"/>
3 or more objections received	<input type="checkbox"/>
Other (please state):	Major Application

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

1. RECOMMENDATION

That Permission be Granted subject to a S.106 Obligation and the Conditions set out in Section 9.

2. Background

This application was first reported to Committee in November 2012, with a recommendation for Refusal; a copy of that report is attached.

In short, the application was being recommended for refusal for the following reasons :

- 1) The submitted scheme proposes a layout and design/facing materials that fail to take the opportunities presented by the site to produce a scheme that is safe and satisfactory in terms of its vehicular access/parking arrangements, inclusive in terms of providing links that are suitable for wheelchair users and cyclists and in-keeping with the character and appearance of the area. The vehicular access/parking arrangements are considered to detract from highway safety to an unacceptable and unnecessary extent most particularly by reason of the positioning of the junction of the main access road and provision of private drives likely to result in the reversing of vehicles to New Line, a busy classified A road. The direct link proposed from the site to the Britannia Greenway will require steps, unlike a link from the site to Deansgreave Road, from where there is a ramped access to the Britannia Greenway. The proposal is not considered to be in-keeping with the character and appearance of the area most particularly by reason of the intended facing materials (brick and in one case render) of the properties fronting New Line.

- 2) The Applicant has not demonstrated to the satisfaction of the Council that the scheme would be unviable if any Affordable Housing units or any part of the other contributions sought by LCC Education, LCC Highways or required to accord with the Council's approved Open Spaces & Play Equipment Contributions SPD (2008) were provided.

By way of the Up-date Report I advised that :

"Since completion of the Officer Report appearing on the Agenda I have received an objection from Lancashire Sock Manufacturing Ltd. It objects to the proposal for the following reasons :

- *The land was previously used, amongst other things, for industrial dyeing.*
- *The dye pits, directly behind our factory have just been bulldozed over without any thought to pollution of the land on the proposed residential development.*
- *We believe the land should continue to be used for industrial use rather than residential.*

I do not consider it would be appropriate to now resist development of the site for residential purposes having regard to its allocation for residential development in the Rossendale District Local Plan (1995), the subsequent 'history' of permissions for residential development and the need for housing land set out in the Core Strategy adopted in November 2011.

The application was submitted with a series of documents that explain the nature and extent of ground contamination and what has been done to remediate the site to date. Having reviewed these reports the Council's Environmental Health Section and the Environment Agency are satisfied that the site can be developed for residential purposes without unacceptable risk to human health or risk of pollution of surface or ground-water. Both are of the view that any outstanding matters in this regard can be addressed by way of conditions.

Accordingly, the Officer Recommendation remains unchanged."

At the Committee meeting Members were further advised that :

1. discussions were on-going between the Applicant and the Council's Regeneration Manager in relation to viability issues; &

2. an amended Site Layout plan had been submitted an confirmation that the houses could be constructed with an artificial stone, but there had not yet been an opportunity to re-consult neighbours and LCC Highways on these changes.

Committee acceded to the Applicant's request that decision on the application be deferred and it be reported back to Committee following completion of those discussions and re-consultation.

3. RELEVANT PLANNING HISTORY

See attached report.

4. PROPOSAL

The amended Site Layout continues to propose demolition of 137/139 New Line (a pair of semi-detached houses) and erection of 30 houses, comprising of detached dwellings except for one pair of semi-detached, most with 4+bedrooms.

The amended Site Layout differs most particularly from the originally submitted scheme in that it proposes the vehicular access to serve the detached houses proposed be located opposite to 250 New Line (a detached house with off-street parking of its own), rather than opposite 260/262/264 New Line (mid-terraced houses reliant on on-street parking). Whilst the new pair of semi-detached houses will have drives taking access directly from New Line, the originally submitted scheme showed three such drives. In line with LCC Highways wishes, the latest layout also shows pedestrian/cycle links from the site to Deansgreave Road and New Line (opposite its junction with Cobden Street).

It is now intended that the houses, and any associated detached garages, be constructed with grey tiled roofs and external walls of artificial stone, whereas the originally submitted scheme proposed that the houses be brick-faced, except for two that were to have a render finish.

The Agent advises that :

- They have supplied the additional information requested by the Council's Regeneration Manager, which demonstrates that the scheme would not be viable if required to provide Affordable Housing or other financial contributions.
- The additional information submitted can leave no doubt about the costs still to be incurred in completing remediation of the site/constructing building foundations.
- Harron Homes are happy to accept a planning condition requiring a construction start within 2 years. In reality Harron will be on site within a couple of weeks of obtaining planning permission and there will be no phasing of the development; the agreement with the owners of the two properties to be demolished is to move the two households off-site within 6 weeks, Harron being responsible for their temporary accommodation costs and then to re-house them on site in the pair of proposed semidetached houses within approximately 6 months. On this basis the development will be completed and occupied within 2 years and, consequently, no likelihood of an upward movement in house prices that would change the financial figures sufficiently to enable the provision of Affordable Housing or other financial contributions.

5. POLICY CONTEXT

See attached report.

6. CONSULTATION RESPONSES

LCC (Highways)

No objection to the amended Site Layout, subject to :

- The Developer funding a Traffic Regulation Order for the south side of New Line in the vicinity of the site to ensure that parking does not occur on both sides of the road, which would hinder traffic flows, driver sightlines and the safe crossing of pedestrians walking to school; the estimated cost is £1500.
- The Developer funding the relocation of the bus stop which presently fronts the site to a position adjacent to plot 5 and provide for an upgrade to current standards by inclusion of a bus shelter; the estimated cost is £5,000.
- The estate road being built to adoptable standards and the design of the culvert (where it goes under the highway) being approved by Lancashire County Council at an early stage; a structural agreement will be necessary and a commuted sum will be payable for the future maintenance.
- The internal dimensions of the garages should be 6m x 3m and the plots that do not have garages should have a secure, covered cycle store located within the outside area.

It requests also a S.106 contribution of £55,000, based upon the accessibility score for the development, which would be used to upgrade access points and surfacing/landscaping issues along the whole route of the Britannia Greenway.

LCC Education

Latest projections for the local primary schools (within 2 miles of the application site) show there to be a 221-place shortfall in 5 years' time having regard to existing school capacity and existing housing and implementation of other residential schemes already permitted. The 30 houses proposed can be expected to have a primary school age population of 11. Therefore, a contribution to add to primary school capacity in the local area is sought of £127,992.

Latest projections for the local secondary schools (within 3 miles of the application site) show there to be 247 places available in 5 years' time. The 30 houses proposed can be expected to have a secondary school age population of 8. Therefore, no contribution towards secondary school capacity in the local area is sought.

LCC Archaeology

The application site contains the site of the former Park Bottom Mill, built in 1853. The 1850s and 1860s were two decades in which there were significant changes in the means of power transmission in mills, evidence of which can be determined archaeologically. Therefore recommend a Condition to secure a detailed archaeological investigation of the Park Mill Site.

Coal Authority

No objection. Its records indicate that the area just outside the eastern part of the application site has been the subject of past coal mining activities. However, the zone of influence of these recorded mine entries does not extend to within the specific part of the site where new development is proposed.

RBC Environmental Health

Having reviewed the submitted information in respect of ground conditions, which details the works to the site which have been undertaken since consideration of Application 2008/0593 to deal with contamination, it is satisfied that the site is capable of accommodating the proposed development without undue risk to public health, subject to Conditions.

Environment Agency

No objection to the proposed development. Recommend that any permission is conditioned as follows.

Flood Risk

With reference to the FRA 11182/I/01D and proposed layout (drg no. 12/286/01) we note that it is now proposed to demolish the existing two dwellings 137 & 139 New Line and replace the existing culverted section. We welcome this proposal as it would remove the existing properties which would be at risk should culvert problems downstream occur. Risk to these properties was increased as a result of the previous land raising that has taken place on the site.

The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s), as detailed in the Flood Risk Assessment ref: 11182/I/01D submitted with this application, are implemented and secured :

1. Limiting the surface water run-off generated by the development to 16 litres/sec so that it will not increase the risk of flooding off-site.
2. Provision of a surface water attenuation pond capable of retaining volumes for the 1 in 100yr event including 30% allowance for climate change. The attenuation pond must have a bank overflow that directs flows to the watercourse in the railway cutting to ensure adjoining properties are not put at risk.
3. Demonstration that maintenance arrangements will be in place in relation to the unadopted surface water attenuation pond.
4. Removal of 137 & 139 New Line properties and replacement of the culverted section of watercourse.

Land Quality

The reports that we have reviewed do not appear to be complete. We therefore would request that a complete set of reports are submitted to us for review in respect of land contamination that may be present at this site. We consider that planning permission could be granted to the proposed development as submitted if the following planning condition is included to this effect.

Biodiversity

The proposed development will be acceptable if a planning condition is included requiring a scheme to be agreed to ensure that the landscape within the site is managed in such a way as to protect the ecological value of the site including the new wetland.

Whilst the site has been partially remediated for invasive Japanese knotweed in 2008, it has yet to be fully eradicated. As noted in ecological assessment BE Brooks Ecological Ltd, Sept 2011, some small stands of invasive Japanese knotweed are still resident on site and need to be dealt with.

United Utilities

No objection to the proposal provided that the following conditions are met :

- This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to a SUDS system, as stated in the application, and not either directly or indirectly to the combined sewer network.
- No building over the public sewer which crosses this site or within an access strip 3 metres either side of the centre line of the sewer in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

A domestic water supply can be made available to the proposed development.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply.

The existing 63mm water main in New Line, adjacent to the development is not of sufficient size to supply the existing properties in addition to the development. The main will have to be upsized to 90mm in diameter between the existing 90mm main in Cobden Street and the proposed access road between plots 4 and 28 in New Line for which the applicant may be required to pay a capital contribution.

Rosendale Ramblers

No objection. The Developer is to be applauded for providing access from the site to the Britannia Greenway.

7. NOTIFICATION RESPONSES

To accord with the General Development Procedure Order the application has been publicised by way of a newspaper notice on 28/9/12, and site notices were posted on 11/10/12 and letters sent to the relevant neighbours on 23/9/12.

This initial round of consultation resulted in the following responses :

A petition from 17 local residents (of 13 properties) on New Line and Cobden Street objecting to the submitted scheme for the following reasons :

- a) The proposed estate road is to join New Line directly opposite 258-262 New Line and, assuming yellow lines will be needed to avoid obstruction of the junction, will prevent existing residents parking on-street as they do now.
- b) The Applicant has indicated that building work would take approximately 18 months to complete and will involve lorries and plant/equipment that is unacceptable to them.
- c) Afterwards there will be at least another 40+cars using New Line, which is already a busy and fast road, used as a cut-through for traffic from Rochdale.

Additionally, the petition sets out individuals particular concerns :

- disturbance would be problematic as they work nights/sleep during the day;
- these houses have no off-street parking of their own and as a disabled driver have need to park outside the door;
- some of the proposed houses have drives that will require cars to back out on to New Line, adding to highway danger;
- previous groundworks on the site caused damage to their house requiring re-pointing of the gable and scratched cars due to the thick dust;
- loss of privacy/outlook from their house; &
- impact on wildlife.

Two further emails. One objecting to the application for the reasons set out above. The other objecting as the connecting link proposed from the site to the Britannia Greenway was unsuitable for cyclists as it contains steps, seeks assurance that all the houses will have secure cycle stores and indicates that to maintain the character of the area the houses should be of reconstituted stone.

No comments have been received as a result of the re-consultation on the amended Site Layout / amended facing materials.

5. ASSESSMENT

The main considerations of the application are :

1) Principle; 2) Flood Risk/Contaminated Land; 3) Housing Policy / Contributions; 4) Design/Visual Amenity; 5) Neighbour Amenity.

The amendments to the originally submitted scheme now received have not changed the view I expressed in the earlier Report in respect of the first two matters.

Principle

The site was allocated in the Rossendale District Local Plan for residential development, and planning permission has previously been granted for re-development of this previously developed site with more houses than now proposed.

Having regard to the constraints of the site, including the sewers that cross it and need for a pond to attenuate the rate of surface-water run-off the proposed density of development is considered appropriate.

Accordingly, there is no objection in principle to the proposal.

Flood Risk/Contamination

The Environment Agency and the Council's Environmental Health Officer have raised no objection to the proposal for reasons of risk of flooding and risk to public health, subject to Conditions.

Housing Policy / Contributions

The submitted scheme proposes the construction of all of the dwellings with 3 or more bedrooms, which is considered appropriate having regard to the mix of dwellings existing in Britannia and Bacup.

Policy 4 of the Core Strategy indicates that on brownfield sites for which more than 15 dwellings are proposed 20% of the units should be provided as Affordable Housing and *"a relaxation to the above requirements will only be considered if it is demonstrated that this would result in the development being financially unviable based on the findings of an economic viability assessment submitted to and approved by the Council"*.

In this instance a Viability Appraisal has been submitted which concludes that *"there are significant costs associated with the scheme which when combined with the current poor market conditions prohibits the provision of affordable housing and other S.106 contributions"*.

The site was not built-out in the more buoyant housing market following the grant of Outline Permission 2004/555 with no requirement for Affordable Housing and a S.106 Obligation securing payment of only £25,000 towards enhancement of the linear walkway to the rear. Having regard also to the costs that have been/will be incurred in remediating the site, dealing with drainage/ sewer constraints and purchase of 137/139 New Line in order to demolish them, I had little expectation that the scheme now proposed would be viable if required to provide 20% of the proposed units (ie 6) as Affordable Housing and the other contributions sought/required by policy. In the event requests for contributions are as follows :

£ 55,000 - LCC Highways (for enhancement of Britannia Greenway)

£127,992 - LCC Education (for provision of primary school capacity)
£ 40,980 - RBC Open Spaces & Play Equipment Contributions SPD

The Council's Regeneration Manager has worked through the viability appraisal provided by Harron Homes again using the HCA's Development Appraisal Tool, taking on-board the additional information recently provided by the Agent regarding :

- The remaining remediation works to be done and foundation design, and costs associated therewith; &
- The open market value of the proposed houses, using values derived from more comprehensive/appropriate comparable house sales/sales particulars for houses in the eastern half of the borough (including houses on the nearby Wain Homes site).

As a result of this assessment of viability the Council's Regeneration Manager now advises as follows :

"The viability assessment using the HCAs Toolkit does indicate that the scheme will not make a surplus profit on the site. With that in mind and consideration of the difficult, abnormal geotechnical costs that will need to be overcome either by this applicant or future applicants - I accept no affordable housing (either on site or off) or other financial contributions can be provided in the current economic conditions.

While, I would urge that we should always look to provide affordable housing on new build schemes to meet our growing demand I'm aware that Government Policy and impetus is that Local Planning Authorities are reasonable in their requests particularly if schemes are difficult to deliver. With that in mind I am happy for the scheme to progress without the need for an affordable housing element and that members need to balance the loss of 6 affordable housing units against bringing forward, a difficult to deliver brownfield site.

I would ask that a clause / condition is added that if the start on site and subsequent completion of the properties is delayed by 2 years that an overage clause or provision is considered as the open market values may have increased in that 2 – 4 yr period and this may make a difference in the profit generated by the site."

I do not have reason to doubt that at this time the proposed development would not be viable if required to provide the Affordable Housing or the other financial contributions set out above.

Ordinarily a Planning Permission is granted subject to a Condition requiring commencement of the development within 3 years and with no limitation on the time it takes to complete. Hence the Regeneration Manager's suggestion that in the event of delay in completion of the development there be means to assess whether there has been such a significant increase in the sale values of the proposed properties in the interim that some Affordable Housing/financial contribution could be provided and, if so, secure it.

This is an approach with which I agree. However, in this instance I do not consider an 'overage' agreement necessary having regard to : a) the degree to which sales values would have to increase to trigger a contribution; b) the Applicant's willingness for the Permission to be granted on the basis that a start on construction of the dwellings is begun in 2 years; and c) the fact that implementation of the scheme will result in the Developer incurring significant early expense in the purchase/demolition of 2 existing houses and completion of the replacement semi-detached houses for their occupiers.

Design/Visual Amenity

The originally submitted layout proposes that the main vehicular access to serve the development be formed midway along the New Line frontage, thereby putting it opposite to terraced houses reliant on on-street parking. This differed from previous approvals for re-development of the site which proposed the access be further west (where opposite more modern housing possessing off-street parking) and was a change that drew objection from neighbours and was considered less than optimal by LCC Highways. The latest Layout Plan has amended the main vehicular access to be opposite 250 New Line, little different to the previous approvals.

Whilst the Highway Authority would prefer that none of the new houses have drives taking access directly from New Line, it has not objected to the new pair of semi-detached houses doing so as this replicates the existing situation, subject to the Developer funding a Traffic Regulation Order to preclude parking of vehicles fronting the site. It also seeks funding to provide a bus shelter fronting the site, the latest layout requiring relocation of the existing bus stop.

In line with LCC Highways wishes, the latest layout also shows pedestrian/cycle links from the site to Deansgreave Road and New Line (opposite its junction with Cobden Street. In accordance with its wishes, Conditions are recommended to ensure the estate roads are built to an adoptable standard and the off-street parking/garaging facilities indicated on the latest drawings are provided prior to occupation of the houses they are to serve and thereafter kept freely available for use as such.

The layout provides for the houses with a frontage to New Line to face towards it. Four of the proposed houses on the New Line frontage possess habitable room windows that are 15m-16m from the front windows of the terraced houses opposite. However, they are slightly further from the terraced houses than the two houses to be demolished and the sewer position to their rear means they cannot be pushed back in order to attain a 20m separation. I do not consider this matter to alone warrant refusal of the application.

It is now intended that the houses, and any associated detached garages, be constructed with grey tiled roofs and external walls of artificial stone. Having regard to the surrounding development, these facing materials are considered more appropriate than the brick-faced and rendered houses originally proposed.

Neighbour Amenity

Above I have addressed issues raised by neighbours in relation to the impact of the finished scheme, principally related to traffic/parking. Besides these concerns, they have expressed concern about the impact of the construction phase.

Redevelopment of this or any other site of this size for residential purposes will take time and is likely to cause a degree of disturbance/inconvenience. Having regard to the traffic on New Line and the nearby commercial premises, background noise levels are reasonably high during the normal working day. If permission is to be granted to the proposal I would recommend that conditions are imposed to limit the hours of remediation/construction works, the method of foundation construction and siting of the site construction compound.

9. RECOMMENDATION

That Permission be Granted subject to :

- A S.106 Obligation to secure payment of £6,500 to fund a Traffic Regulation Order in the vicinity of the site and the relocation of the bus stop/provision of a bus shelter; and
- The Conditions below.

Conditions

1. The construction of the houses hereby permitted shall be begun before the expiration of two years from the date of this permission.

Reason : To accord with the email of 18/12/12 from the Agent and Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Paul Waite (11182/I/01 rev D) and the following mitigation measures detailed within the FRA:

- a. Limiting the surface water run-off generated by the development to 16 litres/sec so that it will not increase the risk of flooding off-site.
- b. Provision of a surface water attenuation pond capable of retaining volumes for the 1 in 100yr event including 30% allowance for climate change. The attenuation pond must have a bank overflow that directs flows to the watercourse in the railway cutting to ensure adjoining properties are not put at risk.
- c. Demonstration that maintenance arrangements will be in place in relation to the any unadopted surface water attenuation pond.
- d. Removal of 137 & 139 New Line properties and replacement of the culverted section of watercourse.

The mitigation measures shall be fully implemented prior to occupation 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.

Reason : To reduce the increased risk of flooding, in accordance with Section 10 of the National Planning Policy Framework (2012), Policy EM5 of the Regional Spatial Strategy (2008) and Policies 1 / 19 / 24 of the Council's Core Strategy DPD (2011).

3. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified :all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason : To ensure that the development does not pose a risk to human health or pollution

to controlled waters, in accordance with Section 11 of the National Planning Policy Framework (2012), Policy EM2 of the Regional Spatial Strategy (2008) and Policies 1 / 24 of the Council's Core Strategy DPD (2011).

4. Notwithstanding any such detail shown on the submitted drawings, before the development hereby permitted is first commenced full details of existing and proposed ground levels and proposed building slab levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in conformity with the approved details.
Reason : To minimise flood risk, to protect the character and appearance of the locality and to protect the amenities of local residents, in accordance with Sections 6 / 7 / 10 of the National Planning Policy Framework (2012), Policies EM1 / EM5 of the Regional Spatial Strategy (2008) and Policies 1 / 19 / 24 of the Council's Core Strategy DPD (2011).
5. Prior to the commencement of construction of any buildings samples of the external facing materials to be used for the roof and walls of buildings, and for any retaining-walls, shall be submitted to and approved in writing by the Local Planning Authority. The approved facing materials shall be used unless otherwise first agreed in writing by the Local Planning Authority.
Reason : In the interests of visual amenity, in accordance with Sections 6 / 7 of the National Planning Policy Framework (2012), and Policies 1 / 24 of the Council's Core Strategy DPD (2011).
6. None of the dwellings hereby permitted shall be occupied until its garage has been constructed and its drive has been paved in permanent permeable material, and that part of the service road which provides access to it from the public highway has been constructed in accordance with the approved plans and to a standard adoptable by Lancashire County Council (the Highway Authority), unless otherwise first agreed in writing by the Local Planning Authority. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995, or any order amending or revoking and re-enacting that order, the garages and drives shall thereafter be kept freely available for the parking of vehicles.
Reason : In the interests of highway safety, in accordance with Sections 6 / 7 of the National Planning Policy Framework (2012), and Policies 1 / 24 of the Council's Core Strategy DPD (2011).
7. The dwellings on Plots 2 and 13 shall not be occupied until such time as the pedestrian/cycle links adjacent to them have been provided to a width of not less than 2m and to a standard adoptable by Lancashire County Council (the Highway Authority), unless otherwise first agreed in writing by the Local Planning Authority.
Reason : In the interests of highway safety, in accordance with Sections 6 / 7 of the National Planning Policy Framework (2012), and Policies 1 / 24 of the Council's Core Strategy DPD (2011).
8. No development shall take place until a scheme of landscaping/boundary treatments has been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail which may have previously been submitted. The scheme shall indicate : the types and numbers of trees and shrubs to be planted, and their distribution on site; those areas to be seeded, paved or hard landscaped, together with details of walls/fences/gates to be erected; and detail any changes of ground level or landform associated therewith.
Reason : In the interests of the amenity of the area, in accordance with Sections 6 / 7 / 11 of the National Planning Policy Framework (2012), Policy EM1 of the Regional Spatial Strategy (2008) and Policies 1 / 24 of the Council's Core Strategy DPD (2011).

9. All hard-surfaced areas/walls/fences/gates forming part of the approved scheme of landscaping/boundary treatments shall be completed prior to occupation of the dwelling to which they relate/are nearest, unless otherwise first agreed in writing with the Local Planning Authority. All new planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following substantial completion of the building to which they relate/are nearest. Any trees or plants in the approved scheme of landscaping 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, unless the Local Planning Authority gives written consent to any variation.

Reason : In the interests of the amenity of the area, in accordance with Sections 6 / 7 / 11 of the National Planning Policy Framework (2012), Policy EM1 of the Regional Spatial Strategy (2008) and Policies 1 / 24 of the Council's Core Strategy DPD (2011).

10. No development shall take place until a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

Reason : To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site, in accordance with Section 11 of the National Planning Policy Framework (2012), Policy EM1 of the Regional Spatial Strategy (2008) and Policies 1 /18 / 24 of the Council's Core Strategy DPD (2011).

11. No development until a detailed method statement for removing or the long-term management / control of Japanese knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures that will be used to prevent the spread of Japanese knotweed during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason : To prevent the spread of Japanese knotweed which is an invasive species, in accordance with Section 11 of the National Planning Policy Framework (2012), Policy EM1 of the Regional Spatial Strategy (2008) and Policies 1 /18 / 24 of the Council's Core Strategy DPD (2011).

12. Prior to the commencement of construction of the dwellings hereby permitted the first 20m of the estate road to serve them (as measured from the carriageway of New Line) shall be constructed to at least base-course.

Reason : In the interests of highway safety, in accordance with Policies RT2 / RT4 of the Regional Spatial Strategy (2008) and Policies 1 / 24 of the Council's Core Strategy DPD (2011).

13. Prior to the commencement of the development hereby permitted details shall be submitted to and approved in writing by the Local Planning Authority in respect of :

- a) The siting of the construction /material storage compound; &
- b) The facilities to be provided for the cleaning of the wheels of construction vehicles.

Development shall proceed in accordance with the agreed details, unless a variation is first agreed in writing by the Local Planning Authority.

Reason : To protect the amenities of neighbours and in the interests of highway safety, in accordance with Policies RT2 / RT4 of the Regional Spatial Strategy (2008) and Policies 1 / 24 of the Council's Core Strategy DPD (2011).

14. Prior to the commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority a scheme and timetable detailing the facilities to be provided within the development to provide for 10% of total energy usage from renewable sources or a 10% reduction in energy usage through efficiency measures; or a combination of the two. The renewable energy facilities shall be implemented in accordance with approved scheme/timetable and shall thereafter be maintained.

Reason: In order to encourage the use of renewable energy sources, in accordance with the aims and objectives of PPS1 and PPS22 and Policy 1 of the adopted Joint Lancashire Structure Plan.

- 15 Any construction works associated with the development hereby approved shall not take place except between the hours of 7:00 am and 7:00 pm Monday to Friday and 8:00 am and 1:00 pm on Saturdays. No construction works shall take place on Sundays, Good Friday, Christmas Day or Bank Holidays.

Reason : To safeguard the amenities of nearby residential properties, in accordance with the Policy 1 / 24 of the Council's Core Strategy DPD (2011).

- 16 The shell-&-auger method shall be used to form any piled-foundations, unless a variation is first agreed in writing by the Local Planning Authority.

Reason : To protect the amenities of neighbours and in the interests of highway safety, in accordance with Policies 1 / 24 of the Council's Core Strategy DPD (2011).