

Application Number:	2013/0041	Application Type:	Full
Proposal:	Erection of 17 no two-storey dwellings and new vehicular access	Location:	Land opp 449-457 Bacup Road, Hareholme, Rawtenstall
Report of:	Planning Unit Manager	Status:	For Publication
Report to:	Development Control Committee	Date:	28 May 2013
Applicant:	Berkshire Homes Ltd	Determination Expiry Date:	30 May 2013
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REASON FOR REPORTING	Tick Box
Outside Officer Scheme of Delegation	
Member Call-In Name of Member: Reason for Call-In:	
3 or more objections received	
Other (please state):	MAJOR

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 Committee be minded to grant Permission subject to the S.106 Obligations and Conditions set out in Section 10.

2. SITE

This application relates to a site of 0.5ha in area that is located to the NE side of Bacup Road (A681).

Formerly used as a depot by United Utilities Electricity PLC, the site is bounded to the north and east by the River Irwell and to the south by a terrace of residential properties (known as Rostrons

Buildings). Several of the properties in this terrace have their front elevations facing towards the application site and are reliant for parking on the hard-surfaced area to their front. The terraced block on the opposite side of the main road to the site is in residential use apart from that property nearest to Highfield Road, which is occupied by a mortgage broker.

Behind the row of large/old cherry trees running along the site frontage is a 2.4m high metal palisade fence. Beyond this is an area with self-seeded trees growing amidst concrete hardstandings, with 4m high red brick walls to the sides and rear.

Vehicular access to the former depot was via the gated entrance which can still be seen at the SE corner of the site and leads on to an un-adopted road connecting to the main road on the south side of Rostrons Buildings and which continues to serve a large electricity sub-station. Although the site is relatively flat, there is a drop of 4m-5m to the river, the embankment and bank-top possessing a dozen or so mature trees and a mix of scrub and grassland.

The site lies within the Urban Boundary of Rawtenstall.

3. RELEVANT PLANNING HISTORY

2010/0366 Outline application for the erection of 20 no dwellings & new vehicular access)

This application sought Outline Permission to erect on the site 20 dwelling units, comprising of 1 bungalow, ten 2-storey dwellings & a 3-storey block of nine apartments, together with details of Access, Layout and Scale; the matters of Appearance and Landscaping were reserved for later consideration.

The main elements of the scheme were as follows :

- Construction of a new road that leaves Bacup Road towards the western boundary of the site before sweeping along the bank-top to the River Irwell and then turns south, terminating in a turning-head short; the old vehicular access is to be closed.
- Erection to the south side of the access-point of a terrace of four 2-storey houses - that house nearest to the main road to face towards it and the others to face towards the river.
- After the new road has turned southwards from the river a further six 2-storey houses will be erected to its west side and a bungalow and 3-storey block of eight apartments to its east side.

Each of the apartments was to be 2-bedroomed, contained within a building having an eaves height of 8.5m and a ridge height of 14m and served by communal garden and a 13-space car park.

Each of the dwellings was to be 3-bedroomed and possess its own private garden space, to contain a shed/cycle-store. The houses would have an eaves height of 6m and a ridge height of 10m, whilst the bungalow would have an eaves and ridge height of 2.5m and 6m respectively. Eight parking spaces were to be made available to meet the needs of residents/visitors of the four terraced houses near the access-point, not all within their curtilages. The bungalow and 3 pairs of semi-detached

houses were to be provided with 12 off-street parking spaces, not all within their curtilages.

This application was approved at DC Committee in February 2010, subject to Conditions and a S.106 Obligation to secure the following :

- two of the apartments and two of the individual dwellings be provided as Affordable Housing; &
- payment of £1,200 towards making a Traffic Regulation Order (& undertaking the associated works) and £27,320 towards provision/maintenance of off-site Play Space/Public Open Space and improvement of access thereto.

LCC's Planning Contributions Officer had requested a further financial contribution of £82,879 towards the provision of additional Primary School Capacity and £9,600 towards Waste Management. However, Committee concurred with my advice that Permission should be granted without securing these contributions.

This Permission recently became time-expired.

4. PROPOSAL

The applicant does not now wish to erect apartments. Permission is sought to erect 17 two-storey houses, to be served by construction of essentially the same access road as previously permitted.

Once again eight parking spaces are to be made available to meet the needs of residents/visitors of the four terraced houses near the access-point, not all within their curtilages. To the rear of them are now to be provided houses arranged in semis and short terraces, provided with 21 off-street parking spaces, not all in-curtilage.

Hard and soft landscaping will be provided for the site, with the frontage to Bacup Road to include dwarf stone walls and piers. There will be additional landscaping bounding the river, subject to Environment Agency recommendations.

The Application is accompanied also by :

- A Design & Access Statement
- A Flood Risk Assessment
- A Ground Condition Report
- A Noise Assessment
- A Tree Report
- An Ecology Report

The Applicant states that under the previous application a S.106 Obligation proposed contributions in relation to traffic management and public open space of £1,200 and £27,320 respectively. The latter contribution, when adjusted down to reflect the reduction in dwelling numbers from 20 to 17 would be £23,220. Accordingly, it now proposes a total financial contribution of £24,222. However, they say that the cost of site remediation and value of completed properties in the current economic climate is such that they are not now able to offer any units as Affordable Housing as this would make the scheme unviable. A Viability Appraisal has been submitted to show the costs they expect to incur in undertaking the development and the likely sale values of the proposed houses.

The applicant's agent has advised that since preparation of the Viability Appraisal the cost of remediation of the site, indicated at £120,000, is now projected to cost £170,000.

"The scheme is therefore less profitable than we had advised. We would suggest that an additional contribution towards both affordable housing and education will materially affect the profitability to an extent where the scheme is bordering on uneconomic.

Profitability of between 20% and 23% is expected. The financial appraisal indicates only 17.9% net profit, which, if the remediation of contamination remains at £170k, will reduce net profit to 14.8% and gross margin to 19.2%.

In addition we would point out that the projected sales price of £136,500 for a three bed dwelling places these houses at an extremely affordable level."

Amended plans and additional supporting information have been received following publication of the Report for the April 2013 Committee which was subsequently cancelled. All respond to comments/concerns/objections identified in the previous report that recommended refusal of the scheme.

The amended plans indicate most particularly :

- Alterations to the layout, shifting plots 10 and 11 further away from Rostrons Buildings, an adjustment to the turning head to comply with LCC Highways' request and a shift further to the rear of the site of plots 12-17.
- An additional off street parking space to Plots 11, 12, 14 and 16 and an additional parking space adjacent plot 12
- An additional off street parking space to the area opposite Plot 4 and the car spaces lengthened to allow sufficient space to manoeuvre
- An adjustment to the turning head to comply with LCC Highways' request.

5. **POLICY CONTEXT**

National

National Planning Policy Framework (2012)

Section 4 Promoting Sustainable Transport

Section 6 Delivering a Wide Choice of High Quality Homes

Section 7 Requiring Good Design

Section 8 Promoting Healthy Communities

Section 11 Conserving and Enhancing the Natural Environment

Development Plan Policies

Rossendale Core Strategy DPD (2011)

AVP 4 Rawtenstall, Crawshawbooth, Goodshaw and Loveclough

Policy 1 General Development Locations and Principles

Policy 2 Meeting Rossendale's Housing Requirement

Policy 3 Distribution of Additional Housing

Policy 4 Affordable & Supported Housing

Policy 18 Biodiversity and Landscape Conservation

Policy 22 Planning Contributions

Policy 23 Promoting High Quality Designed Spaces

Policy 24 Planning Application Requirements

Other Material Planning Considerations

6. CONSULTATION RESPONSES
RBC (Environmental Health)

No objection.

Agree with the recommendations of the contaminated land study that further investigations are required in order to determine the remediation measures required and that be followed by a remediation statement.

Agree with the recommendations of the submitted noise report that appropriate ventilation and glazing is incorporated to attenuate traffic noise, as well as acoustic fencing for the garden external areas/gardens

Recommend hours of work during construction/remediation and deliveries be limited to:

- Monday to Friday 0800 -1800
- Saturday 0800 - 1300

At no times on Sundays or Public Holidays

Recommend a dust management plan is in place and that no burning takes place on site during the development phase.

LCC (Highways)

It remains satisfied that the local highway network can accommodate the traffic likely to be generated by the residential development of this site. The new access road is to join Bacup Road at the point previously permitted and the same pavement build-out is proposed for it. Having re-assessed the works necessary within the existing highway it now considers it appropriate to require the pavement build-out to the west side of the access-point to be somewhat modified in order to provide a greater widening of the footway were it narrows on the bridge over the river and to provide a central refuge island in the carriageway.

It considered the originally submitted Layout deficient in that :

- The turning head is a sub-standard size.
- Overall there is a shortage of 5 parking spaces (LCC parking standards require 2 off-street parking spaces per 3-bed property), some spaces allocated for visitors that should be allocated for residents, and other spaces that need to be slightly increased in size.

In respect of the amended Layout now received it has advised that :

- Although 4 additional parking spaces have been provided bringing the overall shortfall to 1 space, there are several spaces that are too small - the spaces at plots 5 – 9 are too short in length and should be 6 metres in length, to ensure that the car does not overhang the footway.
- If these spaces are lengthened there would be no objection to the amended plan subject to conditions.
- An additional small amendment is recommended to extend the footway on the left hand side of the access road from Bacup Road to the first parking space.

[Amended plans have been received in respect of these comments which include units 5 to 8 to be pushed back by 1 metre to provide the required parking space length. Plot 9 is unchanged so as not to adversely affect the amenities of residents of Rostrons Buildings]

Should the application then be approved it would ask for the following :-

- A S.278 Highways Agreement for the works within the existing highway; &
- A Traffic Regulation Order for double yellow lines on Bacup Road and the junction of the new access road to ensure adequate sightlines are maintained.

The accessibility score of 23 gives a figure of £28,050; it is estimated that the S.278 and TRO works could be carried out for this amount.

LCC (Education)

Latest projections for the local primary schools (within 2 miles of the application site) show there to be a 59-place shortfall in 5 years' time having regard to existing school capacity and existing housing and implementation of other residential schemes already permitted. The 17 houses proposed can be expected to have a primary school age population of 6. Therefore, a contribution to add to primary school capacity in the local area is sought of £71,283.

Latest projections for the local secondary schools (within 3 miles of the application site) show there to be 165 places available in 5 years' time. The 17 houses proposed can be expected to have a secondary school age population of 4. Therefore, no contribution towards secondary school capacity in the local area is sought.

Failure to secure the contributions sought would mean that the County Council cannot guarantee that children living on this development would be able to access a school place within a reasonable distance from their homes.

Environment Agency

Response appended

Police Architectural Liaison Officer

Comments provided in relation to Secure By Design. No objection to the scheme.

RBC (Drainage)

No objection.

Electricity North West Ltd

No objection in principle.

United Utilities

No objection subject to conditions

7. NOTIFICATION RESPONSES

To accord with the General Development Procedure Order 3 site notices were posted on 11/03/13 and 39 letters were sent to neighbours on 01/03/13.

No objections have been received

8. ASSESSMENT

The main considerations of the application are :

- 1) Principle; 2) Loss of Employment Land; 3) Housing Policy; 4) Visual Amenity;
- 5) Neighbour Amenity; 6) Access/Parking; & 7) Planning Contributions.

Principle

The site is within the Urban Boundary of Rawtenstall and has had a previous permission for housing that has only recently expired. Furthermore, the site constitutes previously-developed land and is in a sustainable location, fronting a main road along which runs a 'quality' bus service.

Accordingly, the proposal is considered appropriate in principle

Loss of Employment Land

The application site is not designated as an Existing Employment site. However, having regard to its former use and designation of the land on the opposite side of Bacup Road as an Existing Employment site, the Council had Nathaniel Lichfield & Partners consider its suitability for employment development in 2009 as part of a Borough-wide Employment Land Study. It recommended that the site not be allocated for employment purposes in the Local Development Framework.

Housing Policy

The Council's Core Strategy states that housing development within the Urban Boundary is not inappropriate and Rawtenstall is identified as the settlement in the Borough to have the largest number of additional houses to meet the Council's Housing Requirement for the period 2011-2026. The Core Strategy also expresses a preference for use of brownfield sites such as this, rather than greenfield sites; the target is for 65% of the overall amount of new dwellings to be on previously developed land. Accordingly, residential development of the site is considered appropriate.

When application 2010/366 was submitted the Council's Interim Housing Policy Statement (May 2010) indicated a residential development on this site of more than 15 units should provide 20% of them as Affordable units (ie 4). With the application the Applicant submitted a Draft S.106 Obligation indicating their willingness to pass to a Registered Social Provider some units to be made available by them to local people as Social Rented Housing, the tenure favoured by the Council's Regeneration Delivery Manager. That application was permitted on the basis that Affordable Housing according with the Interim Housing Policy Statement would be provided.

The number of dwellings proposed for the site having been reduced, and the Interim Housing Policy Statement having been replaced by Policy 4 of the Council's Core Strategy, the current scheme has a need for 2 units to be affordable to accord with policy. For viability reasons the Applicant is proposing none of the units as Affordable Housing. The Council's Regeneration Delivery Manager advises that there is a local need for Affordable Housing and would wish 2 of the units to be provided on the site if viability does not preclude development of the site. This matter is returned to in the 'Planning Contributions' Section below.

Visual Amenity

There has been no significant change to the site or the surroundings since the previous permission, or on receipt of the amended layout drawing submitted during the course of this application. I am satisfied that the scheme now proposed will make for a suitable mix of

dwelling types/sizes in the area and will not detract from the character and appearance of the area. The layout would not differ significantly from the previously-permitted scheme and the houses proposed are of a size/design/facing materials that reflects the surrounding terraced properties. Whilst most of the proposed houses will have the private rear gardens and off-street parking facilities expected of new properties, a small number of them will have rear gardens of restricted size and 1 off-street parking space rather than the 2 sought by LCC Highways, but nevertheless better than surrounding properties.

It is considered necessary to condition that samples of the artificial stone and tile proposed for construction of the houses are submitted, together with a robust scheme of landscaping/boundary treatments. There is a particular need for new planting/boundary treatments that avoid the street-scene appearing to car-dominated and mitigate the loss of the existing Cherries to the Bacup Road frontage (which are nearing the end of their life and were to be lost under the previous permission).

As with the previous scheme, the overall development satisfies the Environment Agency's wish for buildings and back gardens to stand 8+m from the bank-top of the River Irwell, this margin of land suitably enhanced in terms of its visual amenity and ecological interest.

Neighbour Amenity

Window-to-window separation distances between the proposed houses and with all houses neighbouring the site are acceptable. However, the layout would allow some overlooking from first-floor windows of houses in Rostrons Buildings into the rear garden area of one of the new units; the previous permission proposed a similar arrangement. Due to the orientation, neither the existing or new residents will experience an unacceptable loss of daylight as a result of this arrangement. Following receipt of the amended plan I am now satisfied that there will not be an unacceptable loss of outlook to Rostrons Buildings caused from Plots 10 and 11 (those nearest) when compared with the previously-permitted scheme. Plots 5-9 are moved slightly forwards from those houses previously permitted, however, given separation distances I do not consider this would be such that would be unduly harmful.

Access / Parking

The Highway Authority is satisfied that the local highway network can accommodate the traffic likely to be generated by the residential development proposed for the site. It is also satisfied that, with a build-out of the pavement (particularly to the west of the proposed access-point) and with a central pedestrian-refuge in the carriageway, the scheme will possess adequate driver visibility-splays and protection for pedestrians.

The amended Layout responds to a large degree to the requests of the Highway Authority such that only Plot 9 would now be slightly inadequate in terms of parking provision. The applicant has not amended the scheme as LCC Highways requested here as to do so would adversely affect the amenities of residents of Rostrons Buildings. However, they have provided an additional space elsewhere on site in mitigation. My greatest concern about the originally submitted scheme was with the sub-standard turning-head. The turning head has now been amended and is in a form acceptable to the Highway Authority.

Planning Contributions

In respect of the previously permitted scheme the Applicant agreed to provide Affordable Housing, together with financial contributions to facilitate making of a Traffic Regulation Order (£1,200) and accord with the Council's Open Space & Play Equipment Contributions SPD (£27,320).

The Applicant has now indicated that they are willing to enter into a S.106 Obligation to pay £1,200 to facilitate making of a Traffic Regulation Order and £23,220 to accord with the Council's Open Space & Play Equipment Contributions SPD. LCC Highways advise that the TRO will require payment of £1,500. The Open Space contribution reflects the fact that 17 dwelling units, rather than the 20 proposed in the earlier application.

However, it is said that the scheme will not be viable if the 2 Affordable Units to accord with Policy 4 of the Core Strategy are required. Furthermore, LCC Education has sought a contribution of £71,283 to add to primary school capacity in the local area.

When Application 2010/366 was being dealt with LCC's Planning Contributions Officer requested a contribution of £82,879 towards the provision of additional Primary School Capacity and £9,600 towards Waste Management. However, Committee concurred with my advice that Permission should be granted without securing these contributions.

In the present economic climate, and having regard to the submitted viability information, the Council's Regeneration Delivery Manager and I are satisfied that the scheme is unviable if the Developer is required to pay contributions to facilitate making of a Traffic Regulation Order (£1,500) and accord with the Council's Open Space & Play Equipment Contributions SPD (£23,220) PLUS providing 2 Affordable Housing units and £71,283 to add to primary school capacity.

Having regard to the Regeneration Delivery Manager's advise that there is a local need for Affordable Housing it is recommended that permission should be granted subject to the land owner being willing to enter into a S.106 Obligation to ensure that :

- a) if the development proceeds £1,500 is paid to the Council to cover the cost of the Traffic Regulation Order and £23,220 to accord with the Council's Open Space & Play Equipment Contributions SPD; &
- b) if the development yields a profit greater than that indicated by the submitted Viability Appraisal (be it by reason of reduced costs or increased sale values for the completed units) 75% of the additional profit shall be paid to the Council in order that it may be spent of provision of Affordable Housing in the local area.

9. SUMMARY REASON FOR APPROVAL

The proposed development is appropriate in principle in the Urban Boundary of Rawtenstall and, subject to the accompanying S.106 Obligation and Conditions, the resulting development will secure the regeneration of a derelict/brownfield site in a manner that goes some way towards meeting the local housing needs and will not detract to an unacceptable extent from visual and neighbour amenity, highway safety or in respect of any other material planning consideration.

10. RECOMMENDATION

That Committee be minded to grant Permission subject to :

- A S.106 Obligations to ensure that :
 - a) if the development proceeds £1,500 is paid to the Council to cover the cost of the Traffic Regulation Order and £23,220 is paid to the Council to accord with the Council's Open Space & Play Equipment Contributions SPD; &

- b) if the development yields a profit greater than that indicated by the submitted Viability Appraisal (be it by reason of reduced costs or increased sale values for the completed units) 75% of the additional profit shall be paid to the Council in order that it may be spent on provision of Affordable Housing in the local area.

and

- The Conditions set out below.

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: Required by Section 51 of the Planning and Compulsory Purchase 2004 Act.
2. The development shall be carried out in accordance with the amended plans and supporting information, unless otherwise first agreed in writing by the Local Planning Authority.
Reason: To ensure a satisfactory appearance to the development and to accord with Policies 1 and 23 of the Council's Core Strategy DPD.
3. No development shall take place until samples of the facing materials to be used in the construction of the buildings hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
Reason : In the interests of visual amenity in accordance with Policies 1 and 24 of the Council's adopted Core Strategy DPD.
4. Prior to commencement of development full details of the measures to be taken in respect of the buildings to ensure residents of them do not experience unacceptable disturbance from traffic noise shall be submitted to the Local Planning Authority. Development shall not commence until details of the measures to be taken have been approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details.
Reason: In the interests of resident amenity, having regard to the submitted Noise Report, in accordance with Policies 1 and 24 of the Council's adopted Core Strategy DPD.
5. Prior to commencement of development a scheme of landscaping and boundary treatment shall be submitted to the Local Planning Authority to include details of the means by which the existing vehicular access to the site will be permanently closed to vehicles. Any planting forming part of the approved scheme shall be carried out in the following planting season and any trees or shrubs removed, dying or becoming seriously damaged or diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species, unless otherwise first agreed in writing by the Local Planning Authority.
Reason: To ensure that the development will be of satisfactory appearance, in accordance with Policies 1 and 23 of the Council's Core Strategy DPD (November 2011).
6. Minimum finished floor levels for buildings shall be set at 182.10m Above Ordnance Datum.
Reason: To reduce the danger from flooding, and to accord with the advice of the Environment Agency and Policies 1, 23 and 24 of the Council's adopted Core Strategy DPD.
7. Prior to commencement of development the following shall be submitted to the Local Planning Authority:

- a) A Contaminated Land Phase II Report to assess the actual/potential contamination risks at the site for approval by the Local Planning Authority.
- b) Should the approved Phase II Report indicate that remediation is necessary then a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.
- c) The remediation scheme in the approved Remediation Statement shall then be carried out and a Site Completion Report detailing the action taken at each stage of the works (including validation works) shall be submitted to and approved in writing by the Local planning Authority prior to first occupation of any part of the development hereby approved.

Reason: To ensure development of the site proceeds in a safe and satisfactory form, having regard to the findings of the submitted Contaminated Land Phase I Report, to accord with Policies 1, 23 and 24 of the Council’s adopted Core Strategy DPD.

- 8. Prior to commencement of development full details of 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 shall be submitted to the Local Planning Authority. The renewable energy facilities shall be implemented in accordance with the approved scheme/timetable prior to the first occupation of the development hereby approved and shall thereafter maintained, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order to encourage the use of renewable energy sources, in accordance with Policies 19/23 and 24 of the Council’s adopted Core Strategy DPD.

- 9. Prior to commencement of development full details of a scheme for the provision and implementation of a surface-water regulation system, and foul water shall drain to a separate system. Development shall not commence until the details have been approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details.

Reason: To reduce the danger from flooding, and to accord with the advice of the Environment Agency/United Utilities, PPS25, Policy EM5 of the Regional Spatial Strategy and Policy DC1 of the Rossendale District Local Plan.

- 10. No development shall commence until a scheme for the delivery of a widening of the footway on Bacup Road from the access road to the north west side of the adjacent river bridge outside No.386-390 Bacup Road and provision of a central refuge island on Bacup Road has been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be completed prior to first occupation of any of the dwellings hereby permitted unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To accord with the recommendations of LCC Highways, in the interests of highway safety, in accordance with Policies 1, 23 and 24 of the Council’s adopted Core Strategy DPD.

- 11. Prior to first occupation of any of the dwelling units hereby permitted the new access, road and associated footways shall be constructed, drained, surfaced and illuminated in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority, unless otherwise first agreed in writing by the Local Planning Authority.

Reason : In the interests of pedestrian and highway safety in accordance with Policies 1, 23 and 24 of the Council’s Core Strategy DPD.

- 12. Prior to first occupation of any of the dwelling units hereby permitted the proposed parking areas shall be constructed, drained and surfaced in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority, unless otherwise first

agreed in writing by the Local Planning Authority. Thereafter these parking areas shall be kept freely available for the parking and manoeuvring of cars at all times.

Reason : In the interests of pedestrian and highway safety in accordance with Policies 1, 23 and 24 of the Council's Core Strategy DPD.

13. Prior to the commencement of construction on site a Site Construction Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Construction Plan shall include: details/timetable of demolition/remediation/ construction; vehicle wheel-cleaning facilities; construction traffic parking; & construction compound location. The approved Site Construction Plan shall be implemented and adhered to throughout the demolition/remediation/construction period.

Reason: To protect the amenities of neighbours and in the interests of pedestrian/highway safety, in accordance with Policies 1, 23 and 24 of the Council's Core Strategy DPD.

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

Reason: To safeguard the amenities of neighbours, in accordance with Policies 1 and 24 of the Council's Core Strategy DPD.