

Application Number:	2015/0238	Application Type:	Full
Proposal:	Demolition of existing public house and redevelopment of site and adjacent car park for construction of 10 dwellings	Location:	Horse and Jockey Hotel 85 Market Street Edenfield BL0 0JQ
Report of:	Planning Unit Manager	Status:	For publication
Report to:	Development Control Committee	Committee Date:	6 th October, 2015
Applicant:	Mr Mark Skillin Imperial House Helmshore Road Haslingden BB4 4QJ	Determination Expiry Date:	16 th October 2015
Agent:	Mr Mark Whitfield		

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REASON FOR REPORTING	
Outside Officer Scheme of Delegation	
Member Call-In Name of Member: Reason for Call-In:	
3 or more objections received	
Other (please state):	Departure / 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 approve Planning Permission subject to a S.106 Obligation to secure payment of Contributions and subject to the Conditions set out in Section 11.

2. SITE

The application site (of approximately 0.2 hectares) lies immediately to the west of Market Street in Edenfield.

The site, which has one vehicular access point from Market Street, is partly occupied by a vacant building which formerly operated as a public house and later a restaurant. The rest of the land is covered by a car park, with some trees and patches of vegetation towards the rear (west) of the site. Security fencing currently surrounds the site.

To the east on opposite side of Market Street are a mix of traditional stone and slate terraced dwellings, the former Conservative Club (now apartments) and a bungalow.

To the north is an access road serving a neighbouring dwelling (which is also a public footpath), beyond which are open fields. The field boundaries in the area are generally delineated by local stone walls.

Open fields are located immediately to the rear of the site, beyond which the A56 runs in a north / south direction. Some trees and other vegetation are located along the western boundary of the site. To the south of the site lies a row of terraced dwellings, separated from the site by an access road.

Although the site lies predominantly within the urban boundary, it does straddle the urban / Green Belt boundary towards its western end – with a portion of the site being located within the Green Belt. The site is not within a Conservation Area, nor are there any Listed Buildings on the site or adjacent.

3. RELEVANT PLANNING HISTORY

1982/250 – Extension to existing car park (Approved)

1984/287 – Extension to provide restaurant and WC accommodation (Approved)

1985/120 – Alterations to provide restaurant, WC, accommodation and private function room (Approved)

1989/369 – Retention of kennel block adjacent to beer garden and erection of fencing for security purposes (Approved)

1990/621 – Single storey side extension and internal alterations (Approved)

1992/001 – Construction of lawned play area, beer garden and erection of fencing (Approved)

1994/215 – Proposed single storey side and rear extension for pool room (Approved)

4. PROPOSAL

The applicant seeks planning permission to demolish the existing Horse & Jockey public house / restaurant, and redevelop the entire site (including the adjacent car park). The development would involve the construction of ten new dwellings and associated gardens, parking spaces and access road. The new dwellings would comprise 4 no. four-bedroom properties and 6 no. three-bedroom properties in a mix of detached, semi-detached and terraced formats (3 house types).

A row of three terraced dwellings and a single detached dwelling would face on to Market Street at the front of the site. Towards the rear of the site, there would be three pairs of semi-detached dwellings, with their front elevations facing inwards toward the centre of the site and their rear elevations facing west towards the open fields beyond the site.

The dwellings would be of three-storey design, albeit with the upper storey concealed within the roof – effectively giving the appearance of two-storey dwellings. The roofs of all house types would be pitched, with dormers on the rear elevations.

The front elevations (facing Market Street for plots 1-4, and facing into the centre of the development for plots 5-10) of all house types would be of relatively simple design, with side-opening grey UPVC casement windows, and timber doors under mono-pitched porches. The rear elevations of the dwellings would feature more modern fenestration, with larger windows and sliding doors.

Following discussions between the case officer and the applicant's agent, the use of coursed local natural stone has been agreed to be used on the front elevations of plots 1-4 (facing Market Street) and the rear elevations of plots 5-10 (facing west towards the open countryside). Other elevations would feature a combination of light cream render and coursed local stone, with a small area of timber cladding on rear elevations. All rainwater goods would be dark grey to match the proposed window units.

A proposed scheme of boundary treatment has been provided, which following discussions between the case officer and the applicant's agent has been amended to include a 1.2m high coursed local stone wall around the perimeter of the site. Each dwelling would have its own private garden area to the rear. Internally the development would have 1.2m high close boarded timber fencing to separate plots, with planting adjacent to the fencing to soften its appearance. A timber gate would be incorporated into the boundary wall on the north boundary of the site in order to provide a pedestrian link through the development, which would link to the public footpath running along the north side of the site.

The two existing trees at the north west corner of the site would be retained as part of the development. The remainder of the hedgerows, smaller shrubs and vegetation on the site would be removed.

A total of 24 car parking spaces would be provided on site, with a vehicular access road leading from Market Street through the front of the site.

5. POLICY CONTEXT

National

National Planning Policy Framework (2012)

Section 1 Building a Strong Competitive Economy

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 9 Protecting Green Belt Land

Section 11 Conserving and Enhancing the Natural Environment

Section 12 Conserving and Enhancing the Historic Environment

Development Plan Policies

Rossendale Core Strategy DPD (2011)

AVP 5 South West Rossendale

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 8 Transport

Policy 9 Accessibility

Policy 18 Biodiversity and Landscape Conservation

Policy 19 Climate Change and Low & Zero Carbon Sources of Energy

Policy 22 Planning Contributions

Policy 23 Promoting High Quality Design & Spaces

Policy 24 Planning Application Requirements

Other Material Planning Considerations

National Planning Practice Guidance (2014)

LCC Planning Obligations in Lancashire (2008)

RBC Open Space & Play Equipment Contributions SPD (2008)

6. CONSULTATION RESPONSES

Lancashire County Council (Highways)

I would raise no objection to the proposal subject to the following amendments to the plan and conditions.

Parking Spaces

The parking spaces have been provided at the minimum size however the reversing distance is sub-standard at 5.5 metres and the proximity to boundary fences makes the parking spaces tight for manoeuvring for drivers.

To overcome this issue I would recommend that all the spaces are widened from 2.4m to 2.8 - 3 metres (maximum where possible).

Cycling

A cycle store should be provided at each dwelling.

Pedestrians

Tactile paving should be provided on the footway on Market Street at the junction of the new estate road.

A pedestrian link from the site to the unnamed road which runs along the northern boundary of the site would improve walkability to the network of public footpaths in the area. Please can the applicant confirm if this is feasible or not?

Bus Stop

The position of the bus shelter should be shown on the approved plan on Market Street at the back of the footway outside plot 4.

Contributions

LCC Highways have requested a contribution of £1500 to pursue a Traffic Regulation Order on Market Street along the frontage of the site and at the junction of the new access road to prevent on-street parking to maintain adequate visibility splays for highway users.

In addition, a contribution of £5000 is required to upgrade the nearest existing bus stop on Market Street with the provision of a bus shelter.

Conditions

1) 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, taking into account the proximity of Edenfield Primary School

2) No development shall be commenced until full engineering, drainage (including the re-positioning of 2 x surface water road gullies on Market Street at the new access road), street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

The Coal Authority

Proposed development is not in a high risk area.

Greater Manchester Ecology Unit

The bat survey report submitted as part of the application has recorded the likely presence of a small bat roost in the building to be demolished. As you may be aware, all species of bat and their roosts are protected under UK and European legislation and are a material consideration when determining planning applications. Since bats have been found on this site then under the terms of the Habitats Directive and the Conservation of Habitats and Species Regulations 2010 (as amended), which enacts the Directive into the UK, a licence may be required from Natural England to derogate the terms of this legislation before any work can commence that may disturb bats. Before a licence can be granted three tests must be satisfied. These are:

- i) That the development is "in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment";
- ii) That there is "no satisfactory alternative";

iii) That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range".

In considering planning applications that may affect European Protected Species, Local Planning Authorities are bound by Regulation 9(1) and 9(5) of the Conservation of Habitats and Species Regulations 2010 to have regard to the Habitats Directive when exercising their function. Government Circular 05/06 gives guidance to local authorities on how these issues should be considered. All three tests must be satisfied before planning permission is granted on a site. During the licence application process Natural England will ask the local planning authority for evidence that the above three tests were properly considered during the determination of the planning application. The first two tests are essentially land-use planning tests. As regards the third (ecology) test I note that the roost found is most likely a transient roost used by small numbers of a relatively common bat species. It is not a bat maternity site. Mitigation for any possible disturbance to bats will be straightforward and I would consider that the third test above could be met. I therefore have no objections to the application on nature conservation grounds, although some further precautions as regards bats are justified.

I would recommend that, as a condition of any approval that may be granted to the scheme and prior to demolition commencing, a further bat survey be conducted at an appropriate time of year. The results of this survey and the previous survey should be used to inform a Method Statement giving details of the measures to be taken to avoid any possible harm to bats. Once approved this Method Statement must be implemented in full.

Environment Agency

No objection to the proposed development.

Electricity North West

We have considered the above planning application submitted and find it could have an impact on our infrastructure.

The development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. If planning permission is granted the applicant should verify such details by contacting Electricity North West, Estates and Wayleaves, Frederick Road, Salford, Manchester M6 6QH.

The applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity.

The applicant should also be referred to two relevant documents produced by the Health and Safety Executive, which are available from The Stationery Office Publications Centre and The Stationery Office Bookshops, and advised to follow the guidance given.

The documents are as follows:-

HS(G)47 - Avoiding danger from underground services.

GS6 - Avoidance of danger from overhead electric lines.

Other points, specific to this particular application are:

- There is a live ENWL low voltage service/mains cable supplying the existing building within the development site.
- There are live ENWL high voltage and low voltage mains cables in close proximity to the eastern boundary of the development site, which may need to be diverted due to the proposed access road.

The applicant should also be advised that, should there be a requirement to divert the apparatus because of the proposed works, the cost of such a diversion would usually be borne by the applicant. The applicant should be aware of our requirements for access to inspect, maintain, adjust, repair, or alter any of our distribution equipment. This includes carrying out works incidental to any of these purposes and this could require works at any time of day or night. Our Electricity Services Desk (Tel No. 0800 195 4141) will advise on any issues regarding diversions or modifications.

Electricity North West offers a fully supported mapping service at a modest cost for our electricity assets. This is a service, which is constantly updated by our Data Management Team (Tel No. 0800 195 4749) and I recommend that the applicant give early consideration in project design as it is better value than traditional methods of data gathering. It is, however, the applicant's responsibility to demonstrate the exact relationship on site between any assets that may cross the site and any proposed development.

Lancashire Constabulary

In order to provide a safe, secure and sustainable environment for residents, recommend that this development be built in accordance with Secure By Design standards. In particular part 2 of Secure By Design – physical security should be incorporated into the scheme. Design guide is available at www.securebydesign.com

Windows should be PAS 24/2012 tested and certified. Front, rear and side doorsets should be doors of enhanced security tested and certified to PAS 23/24 standards, front doorsets should be fitted with a viewer and security bar / chain.

The front and rear of dwellings should be protected with a dusk til dawn lighting unit to deter potential offenders and reduce fear of crime.

The rear and side of the dwellings should be secured with a 1.8m fencing arrangement such as close boarded or similar. Access to the vulnerable rear of the dwellings should be secured by a 1.8m lockable gating arrangement.

RBC Forward Planning

The rear portion of the site currently straddles the Green Belt / Urban Boundary. It is proposed within the Lives and Landscapes Local Plan Part 2, to bring the entire site within the Urban Boundary and to allocate the entire site for housing development going forward. The land is included in the proposed allocations as site reference H88 (attached for information).

At this stage of the plan-making process however, the fact that the site is proposed to be allocated for housing and is proposed to be brought entirely within the Urban Boundary, carries only very limited weight (ref: NPPF Para. 216). As such, the part of the proposed development which would be in the Green Belt must be considered as inappropriate in principle. Paragraph 87 of NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 88 of NPPF goes on to state that such 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

In the case of this application, the development would be redeveloping a long-standing derelict site and has the potential to provide significant improvements to local amenity as a result. The scale of the development proposed and its location primarily within the Urban Boundary would contribute toward meeting the borough's housing targets in line with policies 2 and 3 of the Core Strategy (within a Tier 3 settlement). It would also be primarily built on previously developed land, in line with the Council's target within policy 2.

The portion of the site which is within the Green Belt is relatively small when the site is considered as a whole, and would form part of the gardens of the westernmost dwellings. As such, the impact on the openness and character of the Green Belt would not be as great as it would if the dwellings themselves were constructed on that part of the site.

The proposed timber fencing around the perimeter of the site however would not be in keeping with the character of the Green Belt in this area, and would cause harm to the essentially open and rural character of the area. In order to minimise harm to the Green Belt and justify any exception to Green Belt policy in this case, the use of random coursed local stone walls to match the appearance of those found locally would be essential around the entire perimeter (as is already proposed toward the front of the site).

The attached excerpt from the Landscape Appraisal Report by Penny Bennett Landscape Architects (2015) makes specific reference to the site in question. The report states on page 130 that the site (referred to as 'Area B' within 'Land East of Motorway Edenfield'):

"Could be redeveloped to enable infilling of a currently redundant building and unused car park on the main road, and this would have a positive effect on the local landscape. Appropriate detailing and design, outlined below would be required to ensure development fitted in to the local character."

Page 131 of the report goes on to state that a key area of mitigation when considering the development of the site would be the:

"Use of dry stone wall to Burnley Road frontages and boundaries with footpath 126 and the field behind; height, stone type, coursing and coping to match that in the immediate vicinity."

In addition, whilst it carries very limited weight at present, Policy H3 Private Outdoor Amenity Space of the upcoming Local Plan (also attached for information) states that 'all boundary treatments should be appropriate to the character of the area' and gives a clear indication of the Council's stance on this aspect of development.

Overall, whilst part of the development would be inappropriate in terms of Green Belt policy it is considered that given the weight attached to the potential benefits of the scheme, a case for very special circumstances (in line with Para. 88 of NPPF) could be made if it can be demonstrated that any harm is minimised.

RBC Environmental Health

The application has been reviewed in relation to noise and pollution issues and I recommend the standard hours of operation and no burning on site conditions are attached to any permission granted.

RBC Contaminated Land

The applicant has submitted a detailed Phase 1 Desk Study of the site incorporating a Conceptual Model of the potential contaminative risks from historical uses. This detailed and thorough report provides a number of recommendations which would want to see implemented before development commences. With this in mind I would recommend the following condition:

- a) A Contaminated Land Phase II Report to assess the actual/potential Contamination risks at the site through an updated Conceptual Site Model by the Local Planning Authority should be undertaken. This should incorporate a ground gas study which should assess the requirement for protective measures as well as an asbestos survey on the existing building and potentially within infilled areas on the site.
- 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. Where ground gas measures are required this should be in accordance with relevant guidance and good practice.
- 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 this) 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 for Condition:

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 and 24 of the Council's adopted Core Strategy DPD (2011).

RBC Strategic Housing

In respect of the National Space Standards, we would make the following comments:

House Type 1 - 3 Bed, 5 Person, 3 Storey House current size 86.5 m², space standard 99m²
In order to meet the regulations I would propose that the applicant amends this type to a 2 Bed House, 4 Person with Study. This would allow the applicant to meet the requirements and would require submission of a revised house type plan removing third bedroom.

House Type 2 - 3 Bed, 6 Person, 3 Storey House current size 123.5 m², space standard 108m². This is more than adequate.

House Type 3 - 4 Bed, 7 Person, 3 Storey House current size 118.5 m², space standard 121m². In order to meet the regulations I would propose that the applicant amends this type to a 4 Bed House, 6 Person and Bedroom 1 on the plan is amended to a single bed. This would allow the applicant to meet the requirements.

If the applicant is amenable to the above we wouldn't have any objections from a Strategic Housing point of view.

Lancashire County Council Education

LCC will be seeking a contribution for 2 primary and 1 secondary school place.

Calculated at the current rates, this would result in a claim of:

Primary places:

£12,029.62 x 2 places = £24,059

Secondary place:

£18,126.38 x 1 place = £18,126.38

Lancashire County Council Archaeology

The application involves the demolition of a public house that was extant in 1851 (OS 1:10,560 sheet Lancashire 80, published 1851, surveyed 1844-7). It was one of a series of inns on the turnpike running through Edenfield which no doubt catered to the travellers going to and from Manchester. Photographs of the site would imply that it was not originally built as an inn, but that it has been developed and extended from an earlier house, perhaps of 18th century origin and with some architectural pretensions. It is this probable transition from a house to a commercial property, no doubt encouraged by the industrialisation of the period, that is of particular significance here and which adds to the value of the site as an indicator of social activities and changes during its life as an inn.

The structure also has some significance in the townscape, with its symmetrical façade and round-headed doorway, and the use of traditional materials. Despite the above, the site does not appear to be so significant as to require preservation in situ at the expense of development. As set out in the NPPF, however, there is a need to mitigate the impact of the development on the historic environment and it is recommended that the building is recorded by an appropriate professional archaeological contractor before it is demolished. This can be ensured by the application of an appropriate planning condition. The following wording is suggested:

Condition: No works shall take place on the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of building recording and analysis. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

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

Lancashire County Council Lead Local Flood Authority

The Lead Local Flood Authority has no objection to the proposed development subject to the inclusion of the following conditions:

Condition 1 - No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.

Those details shall include, as a minimum:

- a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;
- b) The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate which has not yet been calculated. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing as applicable;
- f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable.
- h) The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reasons

- 1. To ensure that the proposed development can be adequately drained.
- 2. To ensure that there is no flood risk on or off the site resulting from the proposed development
- 3. To ensure that water quality is not detrimentally impacted by the development proposal

Condition 2 - No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reasons

- 1. To ensure that the drainage for the proposed development can be adequately maintained.
- 2. To ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system.

Condition 3 - No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

- a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
- b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - i. on-going inspections relating to performance and asset condition assessments

- ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) means of access for maintenance and easements where applicable.

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

Reasons

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

7. NOTIFICATION RESPONSES

To accord with the General Development Procedure Order a press notice was published on 31/07/2015, 3 site notices were posted on 28/07/2015, and letters were sent to neighbours on 24/07/15.

Four responses have been received:

Mushroom House, Market Street, Edenfield

It seems to me the density of proposed housing is quite high.

Notwithstanding the above I believe any proposed housing should be built of a standard and of such materials as are commensurate with the majority of the existing property stock along Market Street. Furthermore any construction should be undertaken to ensure surface water drainage does not run from Market Street across the site and off the other side particularly (for me) at the northern boundary and onto my access road/driveway/property (note that to some extent this already happens in heavy rain but currently only down the access road).

As noted in the planning documents part of the site was previously used as a garage. Just to be clear I understand garage actually means petrol station so appropriate conditions in respect of contaminated land will be required.

Also as noted in the planning documents part of the site is subject to Japanese knotweed which will need to be permanently dealt with in an appropriate manner.

Following the conversion of the Conservative Club into residential use and the implementation of parking restrictions further north along Market Street (Alderwood Grove junction) there has been increased on road parking in front of/close to the Horse and Jockey site and the adjacent access roads either side along Market Street. Whilst the proposed housing at the Horse & Jockey will have on site parking it is inevitable that further pressure will be put onto on road parking in the vicinity of the site on Market Street. In addition there will be vehicles arriving at and leaving from the proposed development particularly in early morning/late afternoon when Market Street tends to be at its busiest (previous use of the site tended to be in the evenings when Market Street is generally quieter).

My access road is not only used by myself but by those resident at Alderbottom Farm/Swallows Barn and by farm vehicles of those farming (sheep) in the fields between my property and Alderbottom Farm. Furthermore these days consideration needs to be given to the number of delivery vehicles traveling to and from all properties not just for home deliveries from supermarkets/amazon, etc but also for me the post office van, the milk float and ambulances on a regular basis (as I have elderly relatives on site who have hospital visits on a regular basis).

All of this is further complicated by the siting of a bus stop right outside the Horse & Jockey site on Market Street. I, and no doubt others, are finding the exit from my access road onto Market Street more difficult than was the case in the past. The proposed development will increase the difficulties and any residents exiting the proposed development will face similar difficulties.

It therefore seems to me that the proposed development should be planned in such a way as to ensure that there is sufficient on-site parking and that this should be backed up by (double yellow line) parking restrictions on Market Street across the front of the site, the adjacent access roads and sufficiently further along Market Street to allow those using the adjacent access roads and those on the proposed development sufficient sight along Market Street to exit onto Market Street in a safe manner. In addition it would be safer for the bus stop to be sited slightly further (to the North) along Market Street from its current location.

2 Dean Close, Edenfield (On behalf of Edenfield Village Residents Association)

I write on behalf of Edenfield Village Residents Association. The proposal to demolish the former pub has been met with mixed feelings in the village. It is currently a mess and new houses will at least look better. However we do not feel that the owners of the building have tried very hard to market it as a leisure facility. When they bought it from the previous owners who ran it as a pub they said they would do some refurbishment work and then reopen, but this worked stopped after a month and the building was abandoned with several upstairs windows left open indefinitely and roof slates from a modern extension removed for use on another of the owners jobs.

If it has to be replaced by houses we urge that the older part of the building should be retained and used in the development and that houses built on the site should be faced in natural stone to match most other houses in the immediate vicinity including the pub itself.

Ms R Graham

I would like to bring to your attention the concerns I have regarding the above development. My main concern is the two access points to properties off Market Street.

Firstly there are at least 14 cars have parking lots at the back of numbers 57 to 77 and various buildings down the access road at the other side of the site, such as a private residence, farm land and farm buildings and a rehabilitation centre, who will all use the access roads daily. If you add the entrance from the new houses it makes for a very busy area indeed.

Parking all the way up Market Street has increased considerably over the last few years and cars are parking too close to the exit of both access roads, particularly the residents from the converted conservative club. This make it very difficult to have a safe view when exiting these two access roads and is getting increasingly so, in fact it is so dangerous given the speed of

passing traffic. There is already a white line in front of the exit of 57 and 77 but people totally disregard it and park anyway.

Because of safety reasons alone there should be double yellow lines along this area in view of there is going to be three access roads in such a short length of Market Street.

The bus stop in front of the site should be moved to its original place on the end of the access road on the left or even taken away altogether.

Ms D Jones, 61 Market Street, Edenfield

I was informed that three public notices had been posted in the village. On checking these notices, one of which is well concealed, I noticed that they are undated. I would therefore query the relevance and legality of the instruction to respond to the notice 'within 21 days' - 21 days from when? *[Comment from case officer – the notices were all clearly dated 28/07/2015 but as the notices are posted outside, in periods of wet weather the rain can eventually and inevitably remove some of the ink used to date the notices despite the steps taken to prevent this by using plastic covers].*

I also understand that only 'very near neighbours' to the site received a letter informing them of the development application and other than a notice in the Free Press, other neighbours could have been ignorant of the development application. Not everyone buys or reads the Free Press.

While I do not oppose the idea of the development of the site of the former Horse and Jockey public house, I do have certain reservations and comments to make, namely:

The number of proposed residences - ten - on the site does appear excessive, and as there is no scale noted on the plans, the houses appear to be small, compared to the amount of garden space.

There is no mention of the materials to be used to build these residences, and I would request that the materials must be sympathetic to the surrounding buildings. I am sure you are aware that the surrounding residences, with the exception of one bungalow, are all in natural stone. It is not acceptable to build in brick or finished in mock Tudor as is the case in the nearby Heycrofts View.

Many years ago the car park area of the pub was a repair garage and petrol station. I have no recollection of the petrol tanks being removed. I hope this will be investigated and appropriate action taken.

The pavement to the front of the site slopes down from the road and is very dangerous in winter in the snow and the ice. Will the development be built to the level of the road to alleviate this problem? This would be wonderful PR for the developers.

The access roads to the north and the south of the site. There are already problems for both access roads to enter Market Street, caused by existing residents parking on the kerbside, which prohibits a clear view of oncoming traffic.

You may not be aware, but fourteen vehicles are parked at the rear of 55 - 77 Market Street and already have great difficulties accessing Market Street. With extra cars generated by the new development, can we be assured that none of them, or their visitors, will park on Market Street, causing even more problems?

One solution would be to put double yellow lines from beyond the access road to the south of the site to beyond the access road to the north of the site. Surely road safety has to be a prime concern. And this would be yet more great PR for the developer.

The bus stop is currently situated in front of the proposed development, which will cause difficulties in accessing the site. For safety reasons it would be sensible to move it to the north of the north access road, where it was sited years ago.

I would query the statement at 9.12 in the proposal paper regarding the trip generation for the site. It is stated that maximum trip generation of ten houses will be up to five vehicles in the busiest hour. I would dispute this, unless you can guarantee that the majority of houses will be bought by non-working people.

I realise the proposed development will generate interest and hopefully comment and that these comments will be of interest and influence to those of you who will make the decisions. In Edenfield we wish to maintain the nature of the village and should the development be authorised, it must be sympathetic to the village.

8. ASSESSMENT

The main considerations of the application are:

1) Principle; 2) Housing Policy; 3) Visual Amenity; 3) Neighbour Amenity; 4) Access / Highway Safety; 5) Planning Contributions; 6) Ecology; 7) Green Belt – Very Special Circumstances

Principle

The rear portion of the site straddles the Green Belt / Urban Boundary, with part of the site located within the designated Green Belt. It is proposed within the Lives and Landscapes Local Plan Part 2, to bring the entire site within the Urban Boundary and to allocate the entire site for housing development going forward. The land is included in the proposed allocations as site reference H88 (attached for information).

At this stage of the plan-making process however, the fact that the site is proposed to be allocated for housing and is proposed to be brought entirely within the Urban Boundary carries only very limited weight (ref: NPPF Para. 216). As such, the part of the proposed development which would be in the Green Belt must be considered as inappropriate in principle. Paragraph 87 of NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 88 of NPPF goes on to state that such 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Consideration of whether such 'very special circumstances' exist in this case will be dealt with under the other headings below, as such consideration contains several different aspects.

Housing Policy

The entire development would take place on previously developed land, in accordance with the aims of Policy 2 of the Core Strategy. It would also accord with Policy 3 in that it would contribute towards housing delivery targets in a tier 3 settlement.

As the scheme is for less than 15 houses and on previously developed land, there is no requirement under Policy 4 of the Core Strategy for affordable housing provision.

Further to the comments of the Council's Strategic Housing Manager, discussions were held between the case officer and the applicant's agent which resulted in the amendment of House Type 3 to increase its size to meet the National Space Standards. An increase in the size of House Type 1 was also suggested, but it was considered that this would be to the detriment of the amount of useable garden area in this instance and so was not pursued.

For the reasons above, the proposal is considered acceptable with regards to housing policy.

Visual Amenity

Following discussions between the case officer and the applicant's agent, revised elevation drawings have been provided which now show that natural local coursed stone will be used on all elevations of dwellings facing directly onto Market Street and on the other side of the development facing west into the open countryside. Other elevations will feature a mix of render and local coursed stone.

In addition, amendments have been made to include a 1200mm high local coursed stone wall around the entire perimeter of the development. It is considered that this boundary treatment is more visually appropriate in this semi-rural setting than the suggested close boarded timber fencing which was initially proposed for some parts of the perimeter of the site.

Further changes have been agreed to the design of the dwellings to include side-opening casement windows rather than the initial top-opening design which was proposed, as they will be more traditional in appearance and will better match the local vernacular. Dark grey (as opposed to white) UPVC window units have also been agreed.

I consider that the proposed dark grey clay roof tiles may not be appropriate given the sensitive location of the development, and the fact that the majority of surrounding properties have natural slate roofs. The case officer has indicated to the applicant's agent that natural slate roofing materials will likely be required, and that a condition would be imposed on any planning approval to agree such materials prior to commencement of development.

Given the appropriate design of the houses and the proposed materials (other than the roof tiles mentioned above), it is considered that the development will not appear incongruous when viewed from Market Street, surrounding footpaths or from further afield. It is considered appropriate however to impose a condition requiring the submission and agreement of all surfacing materials prior to the commencement of development, to ensure that the appearance of the development is acceptable.

The development will sit within the footprint of the existing car park and Horse & Jockey buildings, and it is not considered that its height or massing will appear excessive.

In terms of landscaping, I am satisfied that the trees and hedgerows which are to be removed are not individually of particular amenity value such that their loss would cause harm to the area. The two trees to the north west corner of the site are to be retained. Broad details of planting areas and soft landscaping have been provided, however I consider that a more

robust landscaping scheme should be provided prior to the commencement of development, and that it is appropriate to include a condition requiring this.

Subject to the proposed conditions, the scheme is considered acceptable in terms of visual amenity.

Neighbour Amenity

Separation distances between neighbouring properties are considered acceptable. Taking into account the proposed scheme and previous developments on site I do not consider that there would be a significant increase in noise and disturbance that would be unduly detrimental to existing residents in the area.

The Council's Environmental Health department has no objection to the scheme, and it is considered appropriate to impose conditions on working hours to protect neighbour amenity in line with their comments.

Several local residents provided comments on the scheme, and these have been taken into account in the consideration of the application. Several changes have been made to the scheme since it was initially submitted and every attempt has been made to address any concerns relating to material planning matters either through such changes or the imposition of appropriate conditions.

Overall, the scheme is considered acceptable in terms of neighbour amenity.

Access / Highway Safety

The Local Highway Authority has no objection to the scheme, and amendments have been made to the layout of the scheme in line with their comments.

The width of the access road has been increased to 6.0m to give more room for vehicles to manoeuvre, and the width of the end parking bays on plots 1, 4, 5 and 10 has been increased. Cycle storage facilities (Sheffield style secure cycle hoops) have been provided at all properties, and a pedestrian link has been provided through the development to adjoin the footpath on the northern edge of the site in line with LCC Highways' recommendations.

The Local Highway Authority has proposed conditions relating to the agreement of a construction method statement and the agreement of engineering / drainage details prior to commencement of development. I consider the imposition of such conditions to be appropriate, and subject to them that the scheme is acceptable in terms of access / highway safety.

Planning Contributions

The following contributions have been sought in relation to the scheme:

- Bin Provision - at a rate of £100 per dwelling, this would equate to £1000.
- Open Space and Play Equipment Contribution - having regard to the Council's adopted SPD, there would be a requirement to make a contribution of £13,600 towards open space and play provision.

- LCC Highways have requested a contribution of £1500 to pursue a Traffic Regulation Order on Market Street along the frontage of the site and at the junction of the new access road to prevent on-street parking to maintain adequate visibility splays for highway users.
- In addition, a contribution of £5000 is required by LCC Highways to upgrade the nearest existing bus stop on Market Street with the provision of a bus shelter.
- LCC will be seeking a contribution for 2 primary and 1 secondary school place.

Calculated at the current rates, this would result in a claim of:

Primary places: £12,029.62 x 2 places = £24,059

Secondary place: £18,126.38 x 1 place = £18,126.38

I consider that the above contributions are necessary to make the development acceptable (in accordance with Core Strategy Policy 22) and meet the three tests in paragraph 203 of the NPPF (namely that the contributions are necessary, directly related to the development, and fairly and reasonably related in scale and kind to the development). It is therefore considered appropriate to require the signing of a S.106 Agreement prior to planning permission being granted, in order to secure the contributions.

Ecology

Subject to the submission and agreement of a robust landscaping scheme and the imposition of the condition recommended by the Greater Manchester Ecology Unit (relating to a bat survey), I am satisfied that the development would be acceptable in terms of its ecological impact.

Green Belt - Very Special Circumstances

In the case of this application, the development would be redeveloping a long-standing derelict site and has the potential to provide significant improvements to local amenity as a result. The scale of the development proposed and its location primarily within the Urban Boundary would contribute toward meeting the borough's housing targets in line with policies 2 and 3 of the Core Strategy (within a Tier 3 settlement). It would also be primarily built on previously developed land, in line with the Council's target within policy 2.

The portion of the site which is within the Green Belt is relatively small when the site is considered as a whole, and would form part of the gardens of the westernmost dwellings. As such, the impact on the openness and character of the Green Belt would not be as great as it would if the dwellings themselves were constructed on that part of the site.

The Landscape Appraisal Report by Penny Bennett Landscape Architects (2015) makes specific reference to the site in question. The report states on page 130 that the site (referred to as 'Area B' within 'Land East of Motorway Edenfield'):

"Could be redeveloped to enable infilling of a currently redundant building and unused car park on the main road, and this would have a positive effect on the local landscape. Appropriate detailing and design, outlined below would be required to ensure development fitted in to the local character."

Overall, whilst part of the development would be inappropriate in terms of Green Belt policy it is considered that given the weight attached to the potential benefits of the scheme, a case for permitting the development under very special circumstances (in line with Para. 88 of NPPF) has been demonstrated.

9. SUMMARY REASON FOR APPROVAL

The proposed development is inappropriate development in the Green Belt, however in this case it is considered that very special circumstances exist which would justify the approval of the scheme. It is considered that the potential benefits of the scheme outweigh the harm caused by the relatively small scale incursion into the Green Belt in this case. The development would not unduly detract from visual and neighbour amenity or highway safety. It is considered that the development is in accordance with sections 1, 4, 6, 7, 8, 9, 11 and 12 of the National Planning Policy Framework and Policies 1, 2, 3, 4, 8, 9, 18, 19, 22, 23 and 24 of the adopted Core Strategy DPD.

10. RECOMMENDATION

That Committee be minded to grant Planning Permission subject to:

- a) A S.106 Obligation to secure payment of Contributions of £1,500 to cover the cost of a Traffic Regulation Order, £5,000 to cover the upgrading of the nearby bus stop, £13,600 towards open space and play provision, £24,059 towards the provision of two primary school places, £18,126.38 towards the provision of one secondary school place, and £1000 towards the cost of providing waste bins to each property; and
- b) The Conditions set out below.

It is recommended that delegated authority is given to the Planning Manager to refuse planning permission in the event that the Planning Obligation is not signed by 15th October 2015.

11. 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 following plans unless otherwise required by the conditions below or first agreed in writing by the Local Planning Authority:

- L(00)01 – Site Location Plan – Date stamped 17th July 2015 by the Local Planning Authority
- L(02)12 Revision P2 – Proposed Masterplan – Date stamped 14th September 2015 by the Local Planning Authority
- L(03)01 Revision P1 – Proposed Elevations – Date stamped 14th September 2015 by the Local Planning Authority
- L(02)20 Revision P1 – House Type 1 – Date stamped 17th July 2015 by the Local Planning Authority
- L(02)30 Revision P1 – House Type 2 – Date stamped 17th July 2015 by the Local Planning Authority

- L(02)40 Revision P2 – House Type 3 – Date stamped 14th September 2015 by the Local Planning Authority
- L(02)14 Revision P2 – Proposed Boundary Treatments – Date stamped 14th September by the Local Planning Authority

Reason: To ensure the development complies with the approved plans and submitted details, in accordance with Policies 1 and 24 of the adopted Core Strategy DPD.

3. 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, taking into account the proximity of Edenfield Primary School

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

4. No development shall be commenced until full engineering, drainage (including the re-positioning of 2 x surface water road gullies on Market Street at the new access road), street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

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

5. Prior to commencement of development, a further bat survey shall be conducted at an appropriate time of year, and its results (together with the results of the previous survey) should be used to inform a Method Statement giving details of the measures to be taken to avoid any possible harm to bats. The method statement shall be submitted to the Local Planning Authority for its approval prior to the commencement of development. The development shall be completed in accordance with the approved details.

Reason: To ensure development of the site proceeds in a safe and satisfactory form, having regard to the findings of the submitted Bat Survey and to accord with Policies 1 and 24 of the Council's adopted Core Strategy DPD (2011).

6. No development shall take place until samples of the facing / construction materials (including stonework, brickwork, roofing materials, timber cladding) to be used in the development hereby permitted (and a schedule of samples) 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 (2011).

7. Prior to commencement of development a detailed scheme of landscaping and boundary treatment shall be submitted to the Local Planning Authority to include details of: boundary walls/fences/gates/hard-surfaced external areas; measures for the protection of trees to be

retained; the size, siting and species of trees/shrubs to be planted. Any boundary walls/fences/gates/hard-surfaced external areas forming part of the approved scheme shall be completed prior to first occupation of any of the flats hereby approved. Any measures for the protection of trees to be retained forming part of the approved scheme shall be complied with for the duration of ground works / construction works associated with the development hereby approved. 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).

8. 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 through an updated Conceptual Site Model by the Local Planning Authority should be undertaken. This should incorporate a ground gas study which should assess the requirement for protective measures as well as an asbestos survey on the existing building and potentially within infilled areas on the site.
- 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. Where ground gas measures are required this should be in accordance with relevant guidance and good practice.
- 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 this) 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 and 24 of the Council's adopted Core Strategy DPD (2011).

9. No works shall take place on the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of building recording and analysis. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

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

10. No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority.

Those details shall include, as a minimum:

- a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;

- b) The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate which has not yet been calculated. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing as applicable;
- f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable.
- h) The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason:

To ensure that the proposed development can be adequately drained, to ensure that there is no flood risk on or off the site resulting from the proposed development, and to ensure that water quality is not detrimentally impacted by the development proposal – in accordance with Policies 1, 19, 23 and 24 of the Core Strategy.

11. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the drainage for the proposed development can be adequately maintained and to ensure that there is no flood risk on or off the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system – in accordance with Policies 1, 19, 23 and 24 of the Core Strategy.

12. No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

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

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

Reason: To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development, to reduce the flood risk to the development as a result of inadequate maintenance, and to identify the responsible organisation / body / company / undertaker for the sustainable drainage system – in accordance with Policies 1, 19, 23 and 24 of the Core Strategy.

13. No development shall take place until details (including design, materials, colour and finish) of the proposed doors and windows to be used in the development have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, and the approved types of doors and windows shall be retained thereafter unless first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity, in accordance with Policies 1 and 24 of the Council's adopted Core Strategy DPD (2011).

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that order with or without modification), no development as specified in Schedule 2 Part 1 Classes A and E and Part 2 Class A, other than those expressly authorised by this permission, shall be carried out without express planning permission first being obtained from the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development and to safeguard the character and visual amenities of the area, and to ensure that adequate private open space is retained within the curtilage of the dwellings in accordance with Policies 1 and 24 of the Core Strategy.

15. Any ground / construction works associated with the development hereby approved, including deliveries to the site, 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.

12. INFORMATIVES

1. In order to provide a safe, secure and sustainable environment for residents, Lancashire Constabulary have recommended that this development be built in accordance with Secure By Design standards. The applicant's attention is drawn to the advice given by Lancashire Constabulary in their consultation response, outlined in section 6 of the case officer's report.

2. The proposed development lies within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to The Coal Authority.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority. Property specific summary information on coal mining can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com.

3. The Local Planning Authority has a Core Strategy (adopted in November 2011) and a series of Supplementary Planning Documents, which can be viewed at http://www.rossendale.gov.uk/a_to_z/service/309/core_strategy, and operates a pre-application planning advice service. All applicants are encouraged to engage with the Local Planning Authority at the pre-application stage. As part of the determination of this planning

application the Local Planning Authority has worked pro-actively and positively with the applicant. In this case the applicant did engage in pre-application discussions.

The Local Planning Authority has considered the application and where necessary considered either the imposition of planning conditions and/or sought reasonable amendments to the application in order to deliver a sustainable form of development in accordance with the National Planning Policy Framework and the local planning policy context.

4. The applicant's attention is drawn to the advice given by Electricity North West in their consultation response, outlined in section 6 of the case officer's report.