

Committee Report**Date: 06.06.2018**

Item Number	8c
Application Number	18/00145/FUL
Proposal	Erection of 8 apartments following demolition of existing residential dwelling
Location	15 Newton Drive East Normoss Blackpool Lancashire FY3 8QJ
Applicant	Mr M Atherton
Correspondence Address	c/o Graham Anthony Associates 2 Croston Villa High Street Garstang PR3 1EA
Recommendation	Permit

REPORT OF THE HEAD OF PLANNING SERVICES**CASE OFFICER - Mrs Lyndsey Hayes****1.0 INTRODUCTION**

1.1 This application is being presented to the Planning Committee at the request of Councillor Barry Birch. A site visit is recommended to enable Members to understand the proposal beyond the plans submitted.

2.0 SITE DESCRIPTION AND LOCATION

2.1 The application site is located within the urban area on the south-west edge of Poulton-le-Fylde close to the Blackpool boundary. The site is a corner plot on the southern side of Newton Drive East at the junction with Normoss Road. The site comprises a two storey detached dwelling with main elevation to the south facing Normoss Road. There is a gradual fall in levels of approximately 1m from south-west to north-east. Along the south-west boundary is a detached garage, beyond which is neighbouring property No. 13 Newton Drive East. There are currently two vehicular accesses serving the site, one onto Normoss Road and the other onto Newton Drive East. The surrounding area is predominantly residential.

3.0 THE PROPOSAL

3.1 The application proposes the erection of a new two storey building to provide 8 No. apartments following the demolition of the existing dwelling. The proposed building would be located in the south-west corner of the site where the existing development is concentrated. The building has been designed to have two main elevations. The north-west elevation facing Newton Drive East would have a two storey glazed entrance feature. The south-east elevation facing Newton Drive would have 3 No. narrow two storey pitched roof gable projections each providing a pedestrian entrance into the apartments. Excluding the glazed entrance feature, the main form of the building is V-shaped with a pitched roof and constructed in a mix of

brick and render materials. The main roof has rooflights although there is no accommodation proposed in the roof area. The main building would be set back 3m from Newton Drive East at its closest point and 9m from Normoss Road.

3.2 The proposed building would measure 29m in width as viewed from Newton Drive East and 22.5m in width as viewed from Normoss Road. The main building would measure 17.6m in depth, 5.9m in height to the eaves and 8.9m in height to the main roof ridge.

3.3 The proposed building would have two floors of accommodation, with four units at ground floor and four units at second floor. Three of the ground floor units would have separate entrances on the south-east elevation. The remaining ground floor unit and each of the first floor units would have a shared entrance on the north-west elevation. Five of the units would have one bedroom and three units would have two bedrooms.

3.4 Ten parking spaces are proposed (5m x 2.4m) to serve the apartments to the south-east of the building leading directly onto Normoss Road. A pedestrian access is proposed onto Newton Drive East. Communal amenity space together with bin / cycle store area is also proposed along this frontage.

4.0 RELEVANT PLANNING HISTORY

4.1 17/00882/FULMAJ - Erection of 10 apartments with associated access / parking and landscaping following demolition of existing building -Withdrawn.

5.0 PLANNING POLICY

5.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

5.1.1 The NPPF was published by the Department of Communities and Local Government on the 27th March 2012. It sets out the Government's planning policies for England and how these are expected to be applied in the determination of planning applications and the preparation of development plans. The ministerial forward to the NPPF states that "Development that is sustainable should go ahead without delay - a presumption in favour of sustainable development that is the basis for every plan and every decision". Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

5.1.2 The most relevant sections of the NPPF to the determination of this application are considered to be:

- o Section 1 - Building a strong, competitive economy
- o Section 4 - Promoting sustainable transport
- o Section 6 - Delivering a wide choice of high quality homes
- o Section 7 - Requiring good design

5.2 ADOPTED WYRE BOROUGH LOCAL PLAN (SAVED POLICIES)

5.2.1 The Wyre Borough Local Plan was adopted on the 5th July 1999. The saved Local Plan forms part of the development plan for the district. Due weight should be given to relevant policies according to their degree of consistency with the NPPF.

5.2.2 The following policies are considered to be of relevance to the determination of this application:-

- o SP14: Standards of Design and Amenity
- o ENV13: Development and Flood Risk
- o ENV15: Surface Water Run-Off

5.3 EMERGING LOCAL PLAN

5.3.1 The Council is in the process of preparing a new Wyre Local Plan. Following public consultation on the 'Publication' draft Wyre Local Plan (2011 -2031), the Council submitted the draft Local Plan with minor amendments to the Government for examination on the 23rd January 2018. The minor amendments deal with clarification matters or errors raised at the public consultation and they do not alter the substance of the 'Publication' draft Wyre Local Plan. The 'Submission' stage is an advanced stage in the local plan process. It confirms the Council's position with regard to how development needs will be accommodated and how they must be delivered. This position is supported by a comprehensive and robust evidence base. This stage is a further advancement in the local plan process. Although the draft Local Plan does not have the full weight of an adopted Local Plan it has been approved as a material consideration in the determination of planning applications from the date of publication, replacing the Core Strategy Preferred Options document' As the draft Local Plan has now advanced to 'submission' the weight to be given in the planning balance has increased depending on the particular circumstances of the case.

5.3.2 The following policies contained within the draft Local Plan are of most relevance:

- o SP1: Development Strategy
- o SP2: Sustainable Development
- o CDMP2: Flood Risk and Surface Water Management
- o CDMP3: Design
- o HP1: Housing Land Supply
- o HP2: Housing Mix

5.3.3 The draft Local Plan is prepared on the basis of the completed housing evidence. This includes the Strategic Housing Market Assessment (including the 2017 Addendum 3) which confirms that the figure of 479 dwellings remains a robust and appropriate objectively assessed need (OAN) figure. However the local plan sets an annual housing requirement of 411 dwellings for the period 2011 to 2031. The evidence supporting the Local Plan shows that the full OAN cannot be delivered. The 'Publication' draft Wyre Local Plan indicates that Wyre can only deliver 8,224 dwellings due to various constraints. It is considered that the identified annual housing requirement represents a robust and sound figure for the local plan within the context of constraints in the borough.

5.4 WYRE SUPPLEMENTARY PLANNING DOCUMENTS / GUIDANCE

5.4.1 The following Supplementary Planning Guidance (SPG) is relevant:-

- o SPG4 - Spacing Guidance for New Housing Layouts

6.0 CONSULTATION RESPONSES

6.1 LANCASHIRE COUNTY COUNCIL (HIGHWAYS)

6.1.1 No objections to the proposed and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. All construction vehicles, deliveries etc. to be carried out from Normoss Road. The existing access on Newton Drive East to be reinstated as verge with full face kerbs and the footway re-profiled. The existing street light on Normoss Road outside the site will require removing and a new column and light installed in a suitable location within the vicinity. The car parking area on Normoss Road will require a dropped kerb and the footway re-profiling. A cycle store is shown on the plan, although number of bicycles to be stored is not shown. It is requested that the cycle store is covered. An average of 1.5 secure cycle spaces per dwelling / bedroom for communal cycle storage areas (is recommended). Eight conditions suggested requiring a highways condition survey; construction Traffic Management Plan (TMA); closure of existing access; level of new driveway to be specified; submission of detailed highway works scheme; marking out and surfacing of parking area; and provision of cycling facilities.

6.2 UNITED UTILITIES

6.2.1 Two conditions suggested requiring foul and surface water to be drained on separate systems, and a surface water drainage scheme to be submitted. General comments on water supply and connections provided.

6.3 WBC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (AMENITY)

6.3.1 (Response taken from 17/00882/FULMAJ application at the request of Environmental Health as those comments remain relevant) - Conditions suggested requiring a dust management plan, specifying hours and days of construction work, the development to be designed to achieve various noise levels (to safeguard future occupants from road traffic noise), a noise impact assessment to be provided along with any noise mitigation measures considered necessary.

6.4 WBC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (LAND CONTAMINATION)

6.4.1 Condition suggested requiring a desk study to be carried out prior to commencement of development and further works if shown to be necessary.

6.5 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE)

6.5.1 No objection. The site is located within Flood Zone 1 (low risk of flooding).

7.0 REPRESENTATIONS

7.1 Twenty-five representations have been received, six of which are in support of the application and 19 raise objections. The issues raised can be summarised as follows;

Object

- o Insufficient parking
- o More on street parking close to a busy junction and creating a greater parking issue / reduced visibility at nearby junctions
- o Increase in traffic on already busy roads a danger to motorists and pedestrians
- o Vehicles manoeuvring into / out of site will block the highway

- o Building footprint forward of building line
- o Size and mass of the development is incongruous and visually out of keeping with the streetscene, being houses not flats
- o Overdevelopment and overcrowding of the site, disregard for neighbouring properties
- o This type of development not needed in the area / ample flats for sale nearby
- o Noise and disturbance
- o Amended plans no better than the original scheme in terms of size and impact on streetscene
- o Concerns about future occupiers / impact on community safety
- o Visual impact of car park fronting onto Normoss Road

Support

- o Investment in the area / regeneration of the site
- o Developments of good quality housing welcomed
- o Benefit to the housing needs of the area
- o Ideal location for young families and professionals
- o Apartments more affordable
- o Short supply of quality new build apartments in the area

Comments on the following matters are not valid planning considerations and cannot be taken into account:

- o Decreased value of nearby homes
- o This is a cash motivated proposal
- o Query over future postal addresses
- o Letters of support are expressed from people living outside the area so not relevant or credible as will not experience the issues that local residents do

8.0 CONTACTS WITH APPLICANT/AGENT

8.1 The agent was contacted in relation to the design and layout of the scheme. The agent has submitted amended plans to retain a 3m distance between the proposed building and the site boundary on Newton Drive East by cutting the northern most corner of the building out (which in turn provides some building relief to that elevation).

9.0 ISSUES

9.1 The main issues to consider in this application are as follows:

- O Principle of Development
- O Impact of development on character/appearance of the area
- O Impact on residential amenity
- O Impact on the local highway network and safety
- O Flooding & Drainage
- O Ecology
- O Contamination

Principle of development

9.2 The site does not fall within a specific saved local plan policy allocation or designation. It lies within the settlement boundary on the urban edge of Poulton-le-Fylde with good accessibility and connectivity to services and facilities in nearby centres.

9.3 Paragraph 14 of the NPPF requires applications to be considered in the context of the presumption in favour of sustainable development unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against NPPF policies taken as a whole or specific policies in the NPPF indicate development should be restricted.

9.4 Paragraph 49 of the NPPF says that where a Council cannot demonstrate a five year supply of deliverable housing sites policies relating to the supply of housing must be considered out of date in accordance with of the NPPF. Notwithstanding some of the objections raised about housing need and supply, the Council does not currently have a 5 year supply of deliverable housing land against the objectively assessed need figure of 479 dwellings per annum. The relevant policies for the supply of housing are therefore considered to be out of date. Proposals for housing should therefore be considered against Paragraph 14 of the Framework. This means that planning permission should be granted for the proposal unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits or there are specific policies in the Framework that indicate that permission should be refused.

9.5 The application site is located on the edge of the existing settlement of Poulton-le-Fylde with good accessibility and connectivity to services and facilities in nearby centres. The site is already developed as it contains an existing dwelling that would be demolished. The proposed apartments would be served by the same services and facilities as nearby residential properties and the existing dwelling to be demolished, without the need for the creation of any major new infrastructure. The site therefore falls to be considered sustainably located to support this residential development proposal in principle. A net gain of 7 units on the site would also help, albeit marginally, towards providing a five year land supply.

9.6 Consideration will now be given as to any impacts, to determine whether they would significantly and demonstrably outweigh the benefits of the proposed scheme.

Impact of development on character/appearance of the area

9.7 The existing dwelling is not of any special design or historic merit and there is no policy to protect it from being demolished.

9.8 The proposal would see the erection of a new building at a larger scale than the existing dwelling that would be demolished. The new building would be positioned 3m from Newton Drive East, approximately 3.4m closer than the existing dwelling at its closest point. It would be positioned 9m from Normoss Road (8m when including the three forward gables), approximately 3.4m (or 2.4m) closer than the existing dwelling which lies 6.6m at its closest point. It would be positioned 11m from the north-east boundary which lies adjacent to the junction of Normoss Road and Newton Drive East, approximately 7.5m closer than the existing dwelling which lies 18.5m at its closest point. The new building would be two storey like the existing dwelling, although the eaves height would be 0.7m higher (increase from 5.2m to 5.9m) and the ridge height 1.5m higher (increase from 7.4m to 8.9m). The plans indicate that the eaves height of the building would be no taller than the neighbouring dwelling to the south-west, No. 146 Normoss Road.

9.9 The building would have a greater bulk and mass compared to neighbouring properties and would be more imposing compared to the existing dwelling. However this being a corner plot and a larger site in comparison means that there is scope to accommodate a focal building like the development proposed, which would add

interest and variety in the streetscene. It is not considered that the building would represent over-development of the plot. Space remains within the site for parking, communal areas, bin / cycle store area and footpaths. Revised plans have pulled the corner of the building closest to Newton Drive East further back, meaning whilst it would still encroach 4.8m forwards of the existing building line along this frontage, it would retain a distance of 3m to the pavement. SPG 4 requires this distance to be 3m from the side building line to the boundary, or 5m from the front building line to the boundary unless the form of housing layout justifies a reduction. In this instance the angled form of the building in relation to the pavement means that it is 3m at its closest point and not the entire length. This justifies the 3m distance proposed in line with the SPG. Furthermore the streetscene is characterised by grass verges between the pavement and the road, which help to reduce the building dominance. The Normoss Road elevation respects the existing building line along this frontage. Therefore in terms of scale it is considered the building would not appear excessive in height or massing when viewed in proximity to neighbouring properties and within the plot size.

9.10 The immediate property to the south-west, No. 13 Newton Drive East, is a narrow single storey dwelling which has the appearance similar to an outbuilding. Whilst the proposal is considerably larger than this low lying property, it is the wider streetscene which the development will be viewed against, which comprises a mix of two-storey and single storey dwellings of mixed type, size and character. In this context the proposal will not appear incongruous. Furthermore the single storey dwelling of No.13 will provide some screening of the side elevation of the proposed building.

9.11 The proposed building would be sited close to the shared boundary with No.13 Newton Drive East retaining a separation gap of 1m. SPG 4 requires this distance to be 2m (1m either side of the party boundary). However, No. 13 is single storey and low lying. Along Normoss Road there is a distance of approximately 6.4m between the proposed building and the two storey dwelling at No. 146 beyond No. 13. Along Newton Drive East beyond No. 13 is the neighbouring garage of No. 11 which sits separately from that property. The nature of this type and form of neighbouring development helps to provide a visual break from the proposed building and avoid physical dominance.

9.12 The proposed design and layout of the building means that it is considered to have two main elevations fronting both Normoss Road and Newton Drive East. The introduction of a two-storey glazed entrance feature on the Newton Drive East frontage and a cut-out feature on the north-west corner facing the junction, as well as the forward projecting gables on the Normoss Road frontage and materials mix of red brick and render walls help to add interest and provide relief from the main bulk and mass of the building. The proposed building materials, which also includes red tile roof, would also be similar to neighbouring dwellings and is considered acceptable subject to a condition requiring exact details to be submitted for approval.

9.13 The existing property has an extensive area of hardstanding and so the introduction of a row of parking bays along Normoss Road would not have an adverse visual impact. The introduction of soft landscaping to the north-east and north-west of the building would be an improvement. A condition requiring exact details of hard and soft landscaping materials / schedules to be submitted for approval would be necessary. So too would a condition requiring details of the appearance of the cycle and bin store along with details of all boundary treatments to be submitted for approval, to ensure that these elements are visually appropriate.

9.14 The design, siting, scale and appearance of the proposed building is considered to be acceptable and therefore the proposal would comply with Policy SP14 of the Adopted Local Plan and the NPPF which requires developments to provide a good level of design. Any conflict with SPG 4 has been assessed as acceptable.

Impact on residential Amenity

9.15 The nearest residential property is along the south-west boundary; No. 13 Newton Drive East. This property has a narrow curtilage with no windows or external areas alongside the side elevation of the proposed building. Three obscure glazed windows are proposed in the facing side elevation at first floor level to prevent overlooking. No. 13 would provide a visual break from the development as viewed from No. 146 Normoss Road. Along Newton Drive East the nearest residential properties to the west, No.11, and to the north facing the site, are a considerable distance away (27.2m and 30m respectively). So too are those to the south facing the site along Normoss Road (29.8m). The development would not result in unacceptable overlooking, overbearing or loss of light to any neighbouring property. A condition requiring those three windows in the side elevation to be obscure glazed would be necessary.

9.16 BRE standards indicate that impact on skylight, daylight (natural light) and sunlight should be taken into account when assessing proposals for new development. Where land levels are the same between existing and proposed development which would directly face each other, a distance of 10m is required to prevent overshadowing. In this case the proposed development would easily achieve the 10m distance to facing residential properties. Those properties to the south-west and west would be sited side to side and therefore there is no 10m separation requirement.

9.17 The proposed apartment building would not result in unacceptable noise and disturbance to residents, being a residential use compatible with this residential neighbourhood. The comings and goings of future occupants of a development of eight units would not result in an unacceptable impact on the amenity of nearby residents. In response to objections about the nature and character of future occupants, this is not proposing specialist accommodation but a general C3 (dwellinghouses) use class and so the homes would be offered for sale or for rent on the open market. Environmental Health request a number of conditions including dust management plan, specifying hours and days of construction work, the development to be designed to achieve various noise levels (to safeguard future occupants from road traffic noise), and a noise impact assessment to be provided along with any noise mitigation measures considered necessary. However, these conditions are not considered necessary or reasonable to impose on this scale of development for less than ten units and in a residential area where existing neighbouring properties are subject to the same background noise issues.

Impact on Highway / Parking

9.18 The NPPF sets out that development should only be refused on transport grounds where the residual cumulative impacts of the development are severe.

9.19 At present there is an existing vehicular access from the site onto Newton Drive East as well as onto Normoss Road. The proposal only requires one, albeit widened, access to be provided onto Normoss Road. This will provide direct access to ten parking spaces. LCC Highways do not raise any concerns with this access and egress arrangement directly onto the highway. They do require the existing

redundant access onto Newton Drive east to be formally closed and the footpath / grass verge reinstated. Pedestrian access onto this frontage would be retained. A pedestrian link through the site along the south-west boundary would be provided to provide easier access from the building to the bin and cycle store for future occupants.

9.20 LCC Highway have not raised any objections to the level of parking to be provided, which equates to 1 space per unit plus 2 visitor spaces. Applying the parking standards in SPG 4 of 1.5 spaces for housing squares and flats would equate to a requirement of 12 spaces. One bed units are required to have one parking space each plus additional space for every 2 dwellings for visits. This equates to 11 spaces in total. However, it is not considered that a shortfall of 1 space in this sustainable location would in itself be a reason to refuse the application given the lack of objection from LCC Highways, and also having regard to the proposed cycle store provision.

9.21 LCC highways have not raised any objections to the level of traffic that would be generated by the proposal for 8 apartments, and consider that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site including the junctions immediately adjacent the site which is a concern raised by local residents. A number of conditions are suggested by LCC Highways as set out in section 6.2.1 of the report. These would be required to make the development acceptable, apart from a construction management plan and road condition survey, neither of which are considered reasonable or necessary to impose for this scale of development or enforceable. Subject to these conditions it is considered the proposal would comply with the NPPF and policy SP14 in respect of highway safety.

Flood Risk

9.22 Paragraph 100 of the Framework states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. It also states that Local Planning Authorities should ensure flood risk is not increased elsewhere.

9.23 The proposal is located within Flood Zone 1 on the Environment Agency's flood risk mapping with the lowest probability of flooding. Therefore there is no requirement for the applicant to demonstrate accordance with the sequential or exceptions tests with regard to flood risk. It is considered that the proposal is acceptable in terms of flood risk and would not be at risk of fluvial flooding, nor would it exacerbate the flood risk to surrounding development.

Drainage

9.24 With no objections from United Utilities or WBC Drainage Engineer, then subject to a condition requiring full drainage details to be submitted for approval, it is considered that the proposal would be acceptable in terms of foul and surface water drainage and would comply with Policies ENV13 and ENV15 of the Adopted Local Plan, and the NPPF.

Trees and Ecology

9.25 The proposal would require the demolition of the existing dwelling. The existing dwelling is not considered likely to support roost sites for bats and so it is not

considered necessary to request a bat survey in this instance. Very little trees and shrubbery existing on site and so a condition to limit the timing of any works to remove any trees, hedgerows or shrubbery outside of the main bird breeding season is not considered necessary here. It is considered the proposal would not result in harm to protected species and would comply with the principles of the NPPF.

Contamination

9.26 The NPPF states that where a site is affected by contamination, responsibility for securing a safe development rests with the developer/ landowner. The National Planning Policy Guidance (NPPG) also states that local authorities should use conditions to secure the adequate remediation of contaminated land. Adequate information should be submitted by the applicant to show that the site is suitable for its new use.

9.27 Environmental Health have no objections to the application subject to conditions requiring a desk study to be carried out prior to commencement of development and further works if shown to be necessary. Subject to this condition it is considered the proposal would be acceptable and would comply with the provisions of the NPPF.

Other Issues

9.28 Waste Management - The National Planning Policy for Waste seeks to ensure that new development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities, for example by ensuring there is discrete provision for bins to facilitate a high quality, comprehensive and frequent collection service. The plans indicate a designated bin store fronting Newton Drive East. It is considered that the proposed apartments would be provided with adequate waste storage and collection and the proposal would therefore accord with the National Policy for Waste.

9.29 Contributions - The scale of development falls below the threshold at which contributions could be sought for affordable housing, education or open space.

10.0 CONCLUSION

10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise.

10.2 Objections have been received in relation to this application. These objections have been taken into account, however it is considered that these objections have been addressed either through consultation responses from statutory consultees or are not of such weight that planning permission should be refused. County Highways has no objections to the proposal, subject to conditions, and considers the development would be unlikely to result in significantly impact upon highway capacity, highway safety or amenity.

10.3 The NPPF supports the presumption in favour of sustainable development, and looks at the 'economic role', 'social role', and 'environmental role'. It is considered that the proposal would represent sustainable development in terms of its links and easy access to the highway network and services and facilities nearby.

10.4 In terms of the economic role, the proposed development would provide investment and employment (albeit short term construction work only) in the local area through the delivery of additional housing. It would also bring inhabitants to a location with good links to an existing settlement and this would support local facilities.

10.5 In terms of the environmental role the proposal would have a limited impact upon the environment, as it would replace an existing property with a larger building but which has been assessed as visually appropriate in its setting. A slight shortfall in parking has been identified but overall the location has been judged to be sustainable.

10.6 The proposal would provide some social benefit with a net increase of 7 additional housing units in a sustainable location, which would go towards providing additional housing when the Council does not currently have a five year land supply of deliverable housing sites.

10.7 In this case it is considered that the economic and social benefits would outweigh the limited environmental harm caused. It is considered there are no significant adverse impacts that would significantly and demonstrably outweigh the benefits of the proposal and no specific policies in the NPPF that indicate development should be restricted. It is considered that in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should be approved.

11.0 HUMAN RIGHTS ACT IMPLICATIONS

11.1 ARTICLE 8 - Right to respect the private and family life has been considered in coming to this recommendation.

11.2 ARTICLE 1 - of the First Protocol Protection of Property has been considered in coming to this recommendation.

12.0 RECOMMENDATION

12.1 Grant planning permission subject to conditions.

Recommendation: Permit

Conditions: -

1. The development must be begun before the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 6th February 2018 including the following plans/documents:

- Location Plan
- Proposed Elevations (plan ref: GA3088-PL02C)

- Proposed Floor Plans and Block Plan (plan ref: GA3088-PL02B)

The development shall be retained hereafter in accordance with this detail.

Reason: For the avoidance of doubt and so that the Local Planning Authority shall be satisfied as to the details.

3. Building work shall not commence on any building until details of the materials to be used in the construction of the external surfaces of that building (including the external walls, roof, and windows) have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the approved materials.

Reason: To safeguard the visual amenities of the locality and in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999). The details are required prior to the commencement of the development because they were not submitted with the application.

4. Prior to the commencement of development details of the appearance, including materials to be used, of the bin and cycle storage area shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details, prior to first occupation of any part of the approved development and thereafter maintained and retained.

Reason: In the interests of the appearance of the site and locality, in accordance with SP14 of the Adopted Wyre Borough Local Plan (July 1999). The condition is required to be approved prior to commencement of development to ensure that full details are provided, that have not been forthcoming with the application.

5. Prior to the commencement of the development, a plan indicating the positions, design, materials and type of boundary treatment to be erected, shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatment shall be completed before the use hereby permitted is first commenced, or before the dwelling(s) is first occupied. The approved details shall thereafter be maintained and retained.

Reason: In the interests of the appearance of the locality and the residential amenity of occupants / neighbours in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999). The details are required prior to the commencement of the development because they were not submitted with the application.

6. Prior to the commencement of development, a drainage scheme, which shall detail measures for the attenuation and the disposal of foul and surface waters, shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall be in accordance with the hierarchy of drainage options outlined in the National Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national guidance / standards, with evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates to be submitted. For the avoidance of doubt, surface water must drain separate from the foul and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

No part of the development shall be occupied or brought into first use until the drainage works have been completed in accordance with the approved scheme. Thereafter the agreed scheme shall be retained, managed and maintained in accordance with the approved details.

Reason: To promote sustainable development using appropriate drainage systems, ensure a safe form of development that poses no unacceptable risk of pollution to water resources or human health and to prevent an undue increase in surface water run-off to reduce the risk of flooding in accordance with Policy ENV15 of the Adopted Wyre Borough Local Plan (July 1999) and the National Planning Policy Framework. The condition is required to be approved prior to commencement of development to ensure that full details are provided, that have not been forthcoming with the application, to ensure a suitable form of drainage is provided in that specific area taking into consideration land conditions and proximity to existing services.

7. Prior to the commencement of development a desk study to investigate and produce an assessment of the risk of the potential for on-site contamination shall be undertaken and submitted to and approved in writing by the Local Planning Authority. If the desk study identifies potential contamination, a detailed site investigation shall be carried out in accordance with a written methodology, which shall first have been submitted to and approved in writing by the Local Planning Authority. If remediation measures are then considered necessary, a scheme for decontamination of the site shall be submitted to, and approved by, the Local Planning Authority in writing and the approved scheme implemented prior to the development of the site. Any changes to the approved scheme must be approved in writing by the Local Planning Authority prior to any works being undertaken.

Reason: The development is for a sensitive end use. The potential for contamination must therefore be addressed in order to safeguard the development in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999).

8. No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include, areas of soft landscaping (including any retained trees, hedgerows and other planting and any replanted or transplanted hedgerows), hard surfaced areas and materials, planting plans specifications and schedules (including plant size, species and number/ densities), existing landscaping to be retained, and shall show how account has been taken of any underground services.

The landscaping works shall be carried out in accordance with the approved details prior to first occupation or first use of any part of the development or otherwise in accordance with a programme agreed in writing by the Local Planning Authority and shall thereafter be retained and maintained.

Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 5 years of planting, or any trees or shrubs planted as replacements shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the site is satisfactorily landscaped in the interests of visual amenity in accordance with the provisions of Policy SP14 of the Adopted Wyre

Borough Local Plan (July 1999). The details are required to be approved prior to commencement of development to ensure landscaping is implemented at an appropriate time during the development in the interests of the visual amenity of the area in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999).

9. The existing access into the development site shall be physically and permanently closed and the existing verge/footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Specification for Construction of Estate Roads prior to the first occupation of any part of the development hereby approved.

Reason: To limit the number of access points and to maintain the proper construction of the highway in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999).

10. The development hereby approved shall not be first occupied or brought into use until the parking area(s) shown on the approved plan have been laid out, surfaced and drained. The parking area(s) shall not thereafter be used for any purpose other than for the parking and manoeuvring of vehicles.

Reason: To ensure that adequate off road parking is provided to serve the development in the interests of highway safety and in accordance with the provisions of Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999).

11. The level of the new driveway shall be constructed 0.150m above the carriageway channel line of Normoss Road.

Reason: To safeguard the future reconstruction of the highway in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999).

12. Prior to the commencement of development a scheme for the construction of the site access and other works to be carried out within the adopted highway, including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The site access shall be constructed and completed in accordance with the approved scheme details.

Reason: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable before work commences on site in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999). The condition is required to be approved prior to commencement of development to ensure that full details are provided, that have not been forthcoming with the application.

13. Prior to the first occupation or use of the development hereby approved, obscured glazing shall be installed in the south-west elevation at a scale of 5 (where 1 is hardly obscured and 5 is totally obscured) and maintained and retained thereafter. Any subsequent repaired or replacement glazing shall be fitted with obscure glass to the same level of obscurity.

Reason: To safeguard the privacy of adjoining residents and in accordance with Policy SP14 of the Adopted Wyre Borough Local Plan (July 1999).

Note(s): -

1. The new vehicular access to the car parking bays, the relocation of the street light and the closure of the existing access onto Newton Drive East will need to be constructed under a section 278 agreement of the 1980 Highways Act. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant is advised to contact the Community Services before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for 278 agreement.