

**Committee Report****Date: 02.10.19**

<b>Item Number</b>	<b>04</b>
<b>Application Number</b>	<b>19/00367/FUL</b>
<b>Proposal</b>	<b>Amendment to a single unit plot 16 (reserved matters approval ref: 15/00672/RELMAJ) (part retrospective)</b>
<b>Location</b>	<b>Land At Kepple Lane Garstang Lancashire</b>
<b>Applicant</b>	<b>BDW Trading Operating As Barratt Homes.</b>
<b>Correspondence Address</b>	<b>FAO Mrs Aleksandra Drinkwater 4 Brindley Road City Park Manchester M16 9HQ</b>
<b>Recommendation</b>	<b>Permit</b>

**REPORT OF THE HEAD OF PLANNING SERVICES****CASE OFFICER - Miss Lucy Lowcock****1.0 INTRODUCTION**

1.1 This application is brought to Planning Committee at the request of Councillor Collinson. A site visit is recommended to enable Members to understand the proposal beyond the plans submitted and the photos taken by the Case Officer.

**2.0 SITE DESCRIPTION AND LOCATION**

2.1 The wider site is a 7.2ha parcel of land in Garstang that is bound by the River Wyre to the south-east; land fronting the A6 to the south-west; the A6 to the west; Kepple Lane and properties and the medical centre fronting Kepple Lane to the north, and open countryside to the north-east. The site is being developed for housing and previously consisted of three fields divided by hedgerows used for agricultural grazing. A public footpath runs across the south of the wider site from east to west. The land slopes downwards from its western and northern boundaries towards the river Wyre. The wider site benefits from outline planning permission for the erection of up to 130 dwellings with access off the A6, along with reserved matters approval.

2.2 The application site relates to a single plot (plot 16) on the housing development. This plot is situated at the front of the development close to the main site access. This is in Flood Zone 1. A detached garage has been erected in the eastern part of the plot with a drive leading up to this. At present it is fenced off from the rest of the plot with a 2m high fence. The rest of the plot is used as a visitors parking area.

**3.0 THE PROPOSAL**

3.1 It is proposed to amend the positioning of the dwelling from what was approved under the reserved matters application no. 15/00672/RELMAJ. The approved dwelling was sited to the east of the plot with garage to the west. This would effectively be switched around. The dwelling now proposed would be sited 1m off the western boundary with a detached garage (this element is retrospective) between the dwelling and the neighbour to the eastern side (Plot 17). This garage is shown to be 1m off the eastern boundary. The parking layout and landscaping have been amended from the original planning permission to provide a drive to the garage and a path up to the house.

#### **4.0 RELEVANT PLANNING HISTORY**

4.1 App: No: 15/00672/RELMAJ  
Reserved matters application for the erection of 130 dwellings with access off Preston Lancaster New Road (A6) following outline permission 14/00266/OUTMAJ  
Approved  
Details accepted for conditions 03 and 12

4.2 App. No: 14/00266/OUTMAJ  
Outline application for the erection of up to 130 dwellings with access off Preston Lancaster New Road (A6)  
Approved  
Details accepted for conditions 02, 03, 04, 07, 10, 12, 14, 15, 16, 17, 18, 19

#### **5.0 PLANNING POLICY**

##### **5.1 ADOPTED WYRE BOROUGH LOCAL PLAN**

5.1.1 The Wyre Local Plan 2011-2031 (WLP31) was adopted on 28 February 2019 and forms the development plan for Wyre. To the extent that development plan policies are material to the application, and in accordance with the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

5.1.2 The following policies contained within the WLP 2031 are of most relevance:  
SP2 Sustainable Development

- CDMP1 Environmental Protection
- CDMP2 Flood risk and Surface Water Management
- CDMP3 Design
- CDMP4 Environmental Assets
- CDMP6 Accessibility and Transport
- HP1 Housing Land Supply
- HP2 Housing Mix
- HP3 Affordable Housing

5.1.3 The WLP31 identifies a Local Plan housing requirement of 9,200 dwellings or 460 dwellings per annum. Against this figure, the 5 year land supply including 20% buffer, is calculated as 5.19 years. This reflects the most up-to date housing supply position based on the 31 March 2018 figures. Paragraphs 73(b) and 74 of the NPPF and footnote 38 make it clear that where a local authority has a 'recently adopted plan', it is able to demonstrate a 5 year Housing Land Supply (HLS) for the purposes

of the NPPF. Footnote 38 would operate in the present case to maintain the WLP31 status as a 'recently adopted plan' until 31st October 2019. The Inspector's Report into the WLP31 confirms that on adoption the Council will be able to demonstrate a deliverable supply of housing land. This finding is predicated upon the application of a 20% buffer. The effect of the above is that during the period to 31st October 2019 the Council is deemed to be able to demonstrate a deliverable HLS.

## 5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

5.2.1 The revised National Planning Policy Framework (NPPF) was published by the Government on the 19th February 2019. It sets out the planning policies for England and how these should be applied in the determination of planning applications and the preparation of development plans. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The policies in the 2019 NPPF are material considerations which should also be taken into account for the purposes of decision taking.

5.2.2 The following sections / policies set out within the NPPF are of most relevance:

- Section 2. Achieving Sustainable development
- Section 5. Delivering a sufficient supply of homes
- Section 9. Promoting sustainable transport
- Section 12. Achieving well-designed places
- Section 14. Meeting the challenge of climate change, flooding and coastal change

## OTHER MATERIAL CONSIDERATIONS

### 5.3 WYRE SUPPLEMENTARY PLANNING GUIDANCE

5.3.1 SPG4 Spacing Guidance for new housing layouts

## 6.0 CONSULTATION RESPONSES

6.1 GARSTANG TOWN COUNCIL– no objections

6.2 LANCASHIRE COUNTY COUNCIL (HIGHWAYS) – no objections

6.3 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE) – no objection

6.4 WBC HEAD OF ENVIRONMENTAL PROTECTION AND COMMUNITY SAFETY (AMENITY) – No objections

6.5 WBC HEAD OF ENVIRONMENTAL PROTECTION AND COMMUNITY SAFETY (CONTAMINATION) – no comments received

6.6 WBC PARKS AND OPEN SPACES MANAGER – no comments received

6.7 WBC STREET SCENE MANAGER (WASTE) – no comments received

## 7.0 REPRESENTATIONS

7.1 3 letters of objection, points raised can be summarised as follows:

- visual impact of car parking in relation to the open plan layout of the development
- out of character
- loss of green landscaping and shaping got the spinal road character
- massing and scale
- road safety
- non-compliance with national and local planning policies
- safety of car going over boundary wall
- air pollution to plot 17
- loss of privacy to plot 17
- The fencing does not comply with condition 5 of the Reserved Matters Approval 15/00672 /RELMAJ but would be necessary for safety reasons if approval is given to this planning submission.
- the Streetscape Section drawing 455/P/PSS01 does not correctly represent the levels as the as build garage and surrounding ground show. The existing ground levels are substantially greater than those shown on drawing 455/ED/07 and is more likely the ground level for Plot 16 would be completed markedly higher than those shown.
- The two featureless gable ends of plot 16 are now highly visible which is contrary to national planning guidelines, Safer Places and good design practice e.g. CABE.

## **8.0 CONTACTS WITH APPLICANT/AGENT**

- 8.1 Revised plans for accuracy 18/9/19
- 8.2 Submitted landscape plan 12/9/19
- 8.3 Submitted supporting documents and revised street-scene plan 2/9/19

## **9.0 ISSUES**

9.1 The main issues in this application are as follows:

- Principle of development
- Visual impact
- Impact on residential amenity
- Impact on highways/parking
- Flood risk and drainage

Principle of development

9.2 A dwelling was granted planning permission on the plot under application nos. 14/00266/OUTMAJ and 15/00672/RELMAJ. As the wider development has commenced this dwelling could be built at any time. The proposed development is therefore acceptable in principle.

9.3 The original outline planning permission had a condition for the provision of a scheme for affordable housing. The latest affordable housing scheme was agreed under Application No. 14/00266/DIS7. This condition would still apply to the rest of the housing development, and therefore this current application would not preclude the provision of the affordable housing required under the original outline planning permission. The outline planning permission also has a Section 106 Agreement for

contributions towards education and transport works. The issuing of a new stand-alone permission on Plot 16 would not affect the contribution triggers set out in the S106 for the rest of the development.

Visual Impact / Design / Impact on the street scene –

9.4 This application relates to plot 16, which is part of a modern housing development currently under construction and with some dwellings occupied. The layout of the plot is proposed to be amended with the detached garage and dwelling switching position on the plot.

9.5 SPG4 states 'on roads with footpaths the minimum distance from the front building line to the boundary should be 5m, unless the form of housing layout justifies a reduction'. In this case, the layout of the approved dwellings along this side of the estate spine road come closer to the boundary than 5m, for example plot 17 is within 3m of the footpath. The proposal would not be closer to the road than the adjacent houses, therefore, it is not considered that the proposal would appear as obtrusive. Due to the curvature of the spine road it would not project forwards of a clear existing building line. It would be forwards of plot No. 15, to the north-west of the application site, and the side of the proposed dwelling would be visible from this part of the street which comprises a private drive serving a handful of properties. Although a view of a side elevation is not of the greatest visual interest or design quality, in this location on the site, balanced with the relationship with other properties, it is not considered that it would be visually obtrusive. The proposed garage would be marginally forwards of the front elevation of the proposed dwelling, yet behind the front elevation of No. 17, therefore it is not considered that it would stand out as obtrusive. The garage is already in place and it is not considered that it stands out as an uncharacteristic or obtrusive feature in the street-scene. The dwelling would be set away from the side boundary with plot 15 by 1m. The garage would be set away from the side boundary with plot No. 17 by 1m with a 2.5m gap between the garage and the neighbouring property. This spacing would comply with SPG4, providing sufficient gap between the dwellings to be visually acceptable. Car parking would be forwards of the front building line. This is no different to the approved layout. With this serving the individual dwelling and being well spaced from other parking, it is not considered that it would stand out as obtrusive or overly dominant in the street-scene.

9.6 The dwelling is of a style and design that is in keeping with the other properties in the estate. The materials proposed are to match the neighbouring properties at either side, which are brick (Ibstock Mercia Antique), detail brick (Ibstock red smooth) and roof tiles (Russell Lothian-slate grey). These materials could be conditioned. The garage is suitably designed with a pitched roof. The dwelling would be two-storey and this would be in keeping with the other two-storey properties that are either side of the site. A street-scene elevation plan provided shows that the proposed dwelling would be higher than Plot No. 17, but would be lower than Plot No. 15. Overall, it is not considered that the height of the dwelling proposed would be out of keeping. The proposed land levels have been provided. The site would slope down from west to east, so that the plot would be lower than Plot No. 15 but higher than Plot No. 17. This would follow the existing slope of the road and it is considered to be visually acceptable.

9.7 Landscaping was conditioned under the outline and reserved matters planning permissions on the wider development. There was to be a drive at the front of plot 16 with a grassed lawn, hedge to the front boundary and a tree in the front boundary. A hard landscaping plan has been provided showing a tarmac drive, which would be appropriate. Grey paving would be used for the proposed paths, which

would be acceptable. In terms of soft landscaping, there would remain a grassed area to the front of the dwelling, hedge and trees. These would be acceptable. The landscaping could be conditioned to be provided as shown. Bins could be stored to the rear or side of the house, which would be visually appropriate in the street-scene. The Council's waste department have been consulted on the application, and whilst they have not commented there is no reason to consider that the issue of waste storage / collection presents an issue.

9.8 A condition could be added, as was on the original reserved matters planning permission, that;(a) no fences, gates or walls shall be erected along the front or side boundaries of the curtilage of the dwellinghouse forward of the main front elevation or side elevation of that dwellinghouse; and (b) no areas of soft landscaping to the front of properties shall be removed to make provision for additional car-parking.

The reason being the wider estate has been developed on an open plan layout and a variety of individual walls/fences would seriously detract from the overall appearance of the development. The loss of front landscaping areas would also seriously detract from the overall streetscene which would become dominated by car parking. It is considered to be appropriate to carry these conditions forward onto this new permission. The boundary treatments to the plot would be 1.8m timber fencing to the rear boundaries, which would match the rest of the estate. A black 1.2m high estate railing is proposed between the plot and the neighbour at Plot No. 17. This is already in place. It is open in nature, and therefore it is not considered to stand out as obtrusive or overly enclose the frontage of the houses. The boundary treatments could be conditioned to be provided as shown.

Impact on the residential amenity –

9.9 Overlooking – windows are proposed in the front of the house. These would be at least 30m from any property opposite, which would be adequate spacing and compliant with SPG4. No windows are proposed in the side elevations of the dwelling or side of the garage, therefore there would be no overlooking to the sides. The rear windows would face the garden. There would be at least 10.5m separation from any direct view of neighbouring gardens and over 21m separation between main windows. This would be adequate spacing to prevent unacceptable overlooking from the dwelling. There are no windows in the side of plot 15 to be overlooked.

9.10 Light – the separation from the neighbours to the front and rear would be adequate and compliant with SPG4. The dwelling would be side on to plot 17, with 1m projection beyond the rear elevation of this neighbour. With the 2.5m gap between this neighbouring property and the proposed garage and even further distance from the proposed dwelling, this would not have an unacceptable impact on the light to this neighbour or result in an overbearing impact. The dwelling would project beyond the front elevation of plot 15 by 4.5m, with a 2m gap from the front of this neighbour. The dwelling would be to the south-east of this neighbouring property. As the frontage of plot 15 would be open to all other sides and has an open outlook to the front, it is not considered that it would be presented with a sense of enclosure. The proposal would result in some reduction in morning sunlight to the front of this neighbouring property, but it is not considered that this would be at a level to cause unacceptable harm to its amenity.

9.11 Noise/disturbance - A construction phase dust action plan was required through condition under the original outline planning permission. Also, construction hours and deliveries were conditioned to specific hours. Noise mitigation measures

were conditioned. Although this application only relates to one plot, as it is part of an ongoing wider housing development, it is considered to be appropriate to carry these conditions through. As no acoustic fencing is proposed for this plot and environmental protection have not requested any, there is no need for the condition on acoustic fencing. Environmental Health have not raised any objections, including on the matter of air quality. A neighbour has raised concerns about air pollution from the drive in relation to their windows, however, as the drive would serve one dwelling and the short timeframe that a car is likely to have its engine running on the drive, alongside that environmental protection have not objected, this layout is not considered to be unacceptable in relation to amenity.

#### Impact on Highway / Parking –

9.12 Lancashire County Council Highways have been consulted on the application and have no objections. It is therefore considered on the basis of this professional advice, that the proposal would have a safe access and would not be harmful to highway safety. The property proposed would have 3 bedrooms. The garage proposed would provide one parking space. This could be conditioned to be retained as a garage. There would also be a parking space on the drive. This would be adequate parking provision for the size of dwelling proposed and is in accordance with the Parking Standards set out in Appendix B to the Wyre Local Plan (2011-31). As the parking is already in place it is available to serve the proposed dwelling, this could be conditioned to be retained. On the original outline planning permission, wheel washing facilities were required during the construction. As this dwelling is part of a larger construction project, this condition could be carried onto this application. There is no requirement for the estate road or highway works conditions as these have already been put in place for the rest of the development. The maintenance of the highway for the estate as a whole would be ensured through a condition on 15/00672/RELMAJ, therefore there is no need to repeat this condition. The travel plan agreed on the original outline planning permission would not have to be conditioned on this current application as it would be implemented through the original permission.

#### Flood Risk and drainage

9.13 This plot is in flood zone 1. The council's drainage engineer has been consulted on the application and has no objections. A drainage plan has been submitted and this would require conditioning. The original outline planning permission conditioned the implementation of a Flood Risk Assessment, however, this would not be relevant to this plot in Flood Zone 1. Sequential/exception tests are not required in Flood Zone 1. The approved drainage scheme of the wider site would be implemented through the outline permission.

#### Ecology

9.14 There are no ecology concerns with this proposal. As a precaution, a condition can be added about avoiding vegetation clearance during the bird breeding season. There is no requirement for the approved biodiversity measures to be conditioned on this application as they don't relate to this plot and will be implemented on the rest of the estate through the previous permission. Any invasive species on the wider site would be dealt with in accordance with the agreed details on the outline permission.

#### Contamination

9.15 A condition requiring a desk study on contamination along with any gas remediation measures which may be necessary was imposed on the original outline planning permission. The details of this have been approved, and these same details have been submitted on this application and are therefore acceptable. These can be conditioned.

#### Other Issues

9.16 The original outline planning permission conditioned a scheme for a programme of archaeological work to be implemented, and this was subsequently agreed. There is no requirement for another condition on this matter.

9.17 No trees would be impacted on at this plot, and therefore there is no requirement for arboricultural conditions.

9.18 Wider improvements to the Public Right of Way and provision of benches etc. would be provided under application no. 15/00672/RELMAJ and therefore there is no requirement to repeat conditions on these matters on this application.

9.19 There is no requirement for the standard time condition as the works have already commenced with the erection of the garage.

9.20 It is not considered reasonable to add a condition about providing an electric vehicle charging point, which is a new policy requirement, as the proposal would not increase car parking over what was previously approved.

### **10.0 CONCLUSION**

10.1 A previously approved dwelling as part of a larger housing development would be amended in its layout. This has been assessed to be visually acceptable and would not be unacceptably harmful to neighbouring amenity. Lancashire County Council Highways have been consulted on the application and have no objections. The proposal is therefore considered to be acceptable in relation to highway safety. All other relevant material planning considerations have been assessed to be acceptable. The proposal is considered to comply with the NPPF and the above mentioned Adopted Local Plan Policies.

### **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 full planning permission subject to conditions.

#### **Recommendation: Permit**

#### **Conditions: -**

1. 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 2 July 2019 including the following plans/documents (NB: the approved detail is in respect of development falling within this application site boundary only):

- planning layout Drawing Number 455/P/PL01
- single detached garage 2010/DET/A/159
- plot 16 storey heights layout Drawing Number 455/P/SHL01
- 2010 Range The Faringdon 2 ref Drawing Number 2010/FAR2/C/10
- plot 16 proposed streetscene drawing Number 455/P/PSS01 REV B
- hard landscaping layout 455/P/HLL01
- location plan Drawing Number 455/P/SL01
- refuse strategy layout Drawing Number 455/P/RSL01
- materials layout Drawing Number 455/P/ML01
- plot drainage Drawing Number 455/ED/13 Rev D
- boundary treatment detail Drawing Number 455/P/BTD/01 Rev D
- typical window details DB-SD07-004
- Detailed landscape proposals Drawing No. c-1327-02 Revision D
- Boundary treatment layout Drawing number 455/P/BTL01 Rev K
- External Levels Sheet 1 of 2 Drawing Number 455/ED/07 Rev F

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.

2. The landscaping works shall be carried out in accordance with the approved details [Detailed landscape proposals Drawing No. c-1327-02 Revision D] 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 Policy CDMP4 of the Wyre Local Plan (2011-31).

3. Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), the garage(s) hereby approved shall be retained solely for the housing of a private motor vehicle, and at no time shall any works be undertaken that would prevent it from being used for that purpose.

Reason: To ensure that the on-site vehicle parking provision is maintained to avoid the standing of traffic on the adjoining highway to the detriment of the safety and free flow of traffic thereon and in the interest of the amenity of the street scene in accordance with Policies CDMP3 and CDMP6 of the Wyre Local Plan (2011-31).

4. 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);

(a) no fences, gates, walls or other means of enclosure shall be erected along the front or side boundaries of the curtilage of any dwellinghouse forward of the main front elevation or side elevation of that dwellinghouse; and

(b) no areas of soft landscaping to the front of properties shall be removed to make provision for additional car-parking, without planning permission.

Reason: To safeguard the appearance of open plan development and in accordance with Policy CDMP3 of the Adopted Wyre Borough Local Plan.

5. The approved boundary treatments shall be completed 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 CDMP3 of the Wyre Local Plan (2011-31).

6. The development hereby approved shall not be first occupied or brought into use until the parking shown on the approved plan [planning layout Drawing Number 455/P/PL01] has 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 CDMP6 of the Wyre Local Plan (2011-31).

7. The development shall be carried out strictly using those materials specified on the approved plan(s) unless other minor variations are submitted to and approved in writing by the Local Planning Authority after the date of this permission and before implementation.

Reason: To safeguard the visual amenities of the locality and in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31).

8. The approved scheme / remedial measures for decontamination of the site, as set out within supporting documents 'Hollins Strategic Land Desk Study Report produced by Betts Associates ref. 13HSL001/DS' received by the Local Planning Authority 26th March 2018; Hollins Strategic Land Ground Investigation Report for Land off Kepple Lane, Garstang, Lancashire February 2015 (Revised), received by the Local Planning Authority 26th March 2018; and Email from Marc Fawcett - BETTS GEO, received by the Local Planning Authority 25th May 2018, shall be implemented prior to the development of the site or in accordance with the agreed timescales contained within those documents. Any changes to the approved scheme must be submitted to and approved in writing by the Local Planning Authority prior to any such 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 CDMP1 of the Wyre Local Plan (2011-31).

9. The dwelling hereby approved shall not be first occupied until the drainage works and levels have been completed in accordance with the approved scheme details, namely plan reference 'Plot drainage Drawing Number 455/ED/13 Rev D'. 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, to prevent an undue increase in surface water run-off to reduce the risk of flooding and in the interests of visual and residential amenity in accordance with policies CDMP2 and CDMP3 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.

10. No vegetation removal shall take place during the optimum period for bird nesting (March to August inclusive) unless a report, undertaken by a suitably qualified person immediately prior to any clearance, has been submitted to and approved in writing by the Local Planning Authority, demonstrating that nesting / breeding birds have been shown to be absent.

Reason: To protect and prevent unnecessary disturbance of nesting birds in accordance with the provisions of the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework .

11. The construction of the development shall be carried out in accordance with the approved Construction Environmental Management Plan (REC REFERENCE: 100814EC1R0) and Site compound layout drawing ref. 2010/DET/SC01B. Should any equipment used to control dust fail, all handling of materials shall cease immediately until the dust control equipment has been repaired or replaced.

Reason: To maintain the operation and safety of the local highway network, to minimise the risk of pollution that may cause nuisance and harm the amenity and/or health of occupiers of nearby buildings and to safeguard the character and appearance of the area in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

12. During demolition and construction, no works shall take place and no deliveries or other vehicles shall visit the site on Sundays and Bank Holidays, or outside the hours of 08.00 - 18.00 Monday to Friday, and 08.00 - 13.00 on Saturdays, unless prior agreed in writing with the local Planning Authority.

Reason: To protect the amenity of occupiers of nearby buildings, in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

13. The approved noise mitigation measures as stated in the REC noise report (90309r2) shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of occupiers of nearby buildings, in accordance with Policy CDMP1 of the Wyre Local Plan (2011-31).

14. Throughout the construction period, facilities by which means the wheels of vehicles may be cleaned before leaving the development site shall be provided and shall be retained.

Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials which could create a potential hazard to road users in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

15. The ground, slab and finished floor levels shall be constructed and completed in accordance with the approved details as shown on approved plan ref 'plot drainage Drawing Number 455/ED/13 Rev D'.

Reason: To ensure that the development has a satisfactory visual impact on the streetscene and a satisfactory impact on neighbouring residential amenity in accordance with Policy CDMP3 of the Adopted Wyre Local Plan.