

REPORT FROM: PLANNING, BUILDING CONTROL AND LICENSING
SERVICES MANAGER

TO: WEST CRAVEN COMMITTEE

DATE: 8th January 2019

Report Author: Neil Watson
Tel. No: 01282 661706
E-mail: neil.watson@pendle.gov.uk

PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications.

REPORT TO WEST CRAVEN AREA COMMITTEE ON 08 JANUARY 2019

Application Ref: 18/0283/FUL

Proposal: Major: Full: Change of use from Agricultural to a Caravan Park and siting of 36 Holiday Lodge Caravans and 20 Touring Caravan Pitches.

At: Caravan Site, Lower Greenhill Farm, Kelbrook Road, Salterforth

On behalf of: Mr & Mrs N. Hudson

Date Registered: 11/06/2018

Expiry Date: 23/01/2019

Case Officer: Alex Cameron

Site Description and Proposal

The application site is an agricultural field to the south west of Lower Green Hill Caravan Park. The caravan park lies between the villages of Kelbrook and Salterforth. The site is situated in open countryside and is surrounded by agricultural fields to the south, and west. To the east runs the access road to Bashfield Farm. The site is accessed off the B6383 Kelbrook Road via existing internal caravan park road which passes Lower Green Hill Farm and Barn.

The proposed development is the change of use of a 1.3 hectare area of the field to accommodate 36 static caravans and 20 touring caravans as an extension to the existing caravan park.

Relevant Planning History

13/87/0859P – Change of use of farm land to caravan site at Lower Greenhill Farm, Salterforth.

13/91/0152P – Erect caravan utility block. Approved 05/91.

13/95/0206P – Form access to Kelbrook Road Field NO 2220. Approved 06/95.

13/95/0338P – Increased use of site up to 23 caravans and 5 mobile homes. Approved 08/95.

13/95/0603P – retain site extension at caravan park and increase use to 23 caravans and 5 mobile homes. Approved 01/96.

13/12/0241P - Full: Extend touring caravan site, reconfigure plot layout and erection of a two storey building. Approved 07/12

13/12/0241C1 - Approval of details reserved by conditions 6, 7 and 8 of 13/12/0241P. Approved 09/12.

13/12/0503P - Full: Removal of conditions 4 and 6 from Planning Permission 13/12/0241P - Approved 21/12/2012.

13/13/0561P - Full: Change of use of land for siting a caravan for permanent warden's accommodation. Approved

13/14/0272P - Full: Change of use of land from agricultural land to caravan park extension for siting 27 static caravans. Approved.

17/0659/FUL - Full: Change of use of land to accommodate 5 static caravan pitches. Approved.

17/0690/FUL - Full: Erection of two storey building comprising office/reception, laundry and storage at ground floor and holiday accommodation at first floor (Retrospective). Approved.

Consultee Response

LCC Highways – No objection to the revised plans. The formation of the widened vehicle access from Kelbrook Road to the development site would need to be carried out under a legal agreement (Section 278) with Lancashire County Council as the highway authority. Works should include, but not be exclusive to, the construction of the access to an appropriate standard, radius kerbs, re-location of verge marker posts, and re-location of the highway gully. The widened access should be surfaced with tarmac.

If planning approval is granted the developer is advised to contact Lancashire County Council as soon as possible to start the Section 278 process.

To avoid conflict between construction traffic and customers of/visitors to the site we recommend that all works to the internal layout are completed prior to the proposed development being brought into use.

We recommend that the following conditions and note are applied to any formal planning approval granted: construction access, site access, wheel wash.

Lead Local Flood Authority – Require the additional information to assess the application including a topographical survey, justification for discharge of surface water to a watercourse, surface water flow routes and catchment areas, drainage plans and flow calculations.

Earby and Salterforth Drainage Board – Object. The surface water from this site drains into a waterway which runs into Bashfield Drain and then into Salterforth Beck which we are responsible for. This waterway is already proving difficult to maintain as the result of increased surface water from other developments and the large increase of surface water as a result of introducing such a large increase in holiday lodge caravans and touring pitches and the road ways and hard standing required by them will only increase the problem and add to the flood risk

This area is already prone to flooding and the waterways cannot cope with the volume of water when there is severe weather, which then results in flood damage further downstream. The flooding in recent years has already resulted in damage to the bank in places, with the water undercutting the banks and washing away quantities of soil. Severe flooding occurred in both 2014 and 2015.

The planned siting of the treatment plant for sewage from this site is very close to a waterway which feeds into our system and represents a high risk of pollution of the waterways especially in severe weather when this area is likely to flood as it has done in the past. There is no indication of where the waste from this treatment plant is going to go.

There appear to be insufficient toilet and shower blocks for the number of pitches planned.

This field is quite wet and there appears to be a spring which crosses this field underground and contributes to the flooding which occurs round Bashfield during severe weather.

Salterforth Parish Council

Public Response

Press and site notices posted and nearest neighbours notified. Responses received objecting to the development on the following grounds:

- Harm to the landscape character of the area.
- Approval would set a precedent for further development.
- Adverse residential amenity impact.
- Visual impact from the adjacent private access road and dwellings.
- Insufficient assessment of the visual impacts affecting adjacent properties.
- Loss of grade 3 agricultural land.
- Harmful impacts on local services.
- Confusing and inaccurate drainage and flooding information.
- The development would set a precedent for other such developemnts.
- Loss of habitat for protected species.
- No assessment of lighting impacts.
- Flood risk.
- Pollution risk from sewage treatment plant.
- Highway safety impact of caravans accessing/exiting the site.
- The applicant owns significantly more adjoining land than is shown on the site location plan.
- The LVIA is inadequate, it does not address the impacts on adjacent properties.
- The decision of the appeal at Dalesview Caravan Park is relevant to this application, this site shares issues regarding the effect upon the character and appearance of the area.

Officer Comments

Policy

Pendle Local Plan Part 1: Core Strategy

ENV1 (Protecting and Enhancing Our Natural and Historic Environments) states that proposals in the designated open countryside should have regard to the Development in the Open Countryside SPG. The impact of new developments on the natural environment (biodiversity and geodiversity) should be kept to a minimum.

ENV2 (Achieving Quality in Design and Conservation) All new development should viably seek to deliver the highest possible standards of design, in form and sustainability.

Policy ENV4 (Promoting Sustainable Travel) requires new development to have regard to potential impacts that may be caused on the highway network. Where residual cumulative impacts cannot be mitigated, permission should be refused.

Policy ENV7 (Water Management) states that The design of all new developments (Policy ENV2) must consider:

1. The potential flood risk to the proposed development site.
2. The risk the proposed development may pose to areas downslope / downstream.
3. The integrated, or off-site, use of Sustainable Drainage Systems (SuDS) to help reduce surface water run-off from the development.
4. The availability of an adequate water supply and disposal infrastructure.

Policy WRK5 (Tourism, Leisure and Culture) states that Proposals associated with the provision of new or improved facilities for tourism, leisure and cultural activities, including accommodation for visitors, will be supported where they:

1. Promote sustainable tourism associated with walking, cycling, waterways and the appreciation of the area's natural and historic environment.
2. Help to improve the quality and diversity of the existing tourism offer, and extend the tourist season.
3. Do not result in a significant increase in car usage and are readily accessible by public transport, and sustainable modes of transport (e.g. walking and cycling).
4. Support conservation, regeneration and/or economic development objectives, including the promotion of cross-border initiatives.
5. Are of an appropriate scale and will not have a significant detrimental effect on the natural or historic environment, local amenity or character of the area.
6. Achieve high environmental standards in terms of design and accessibility.

Principle of the development

The proposed change of use would be an expansion of the existing tourism use, this would provide improved facilities for tourism. The site is in an acceptably assessable location for a tourist accommodation use approximately 450m walking distance from bus stops and the settlement of Salterforth. The development would result in the loss of agricultural land but this would be outweighed by the economic and social benefits of supporting tourism. The development is therefore acceptable in accordance with policy WRK5.

Visual Amenity and Landscape Impact

The application site is located at the bottom of a hill which rises to the west, this would screen the development in public from views from the west. There would be glimpses of the site between the trees and hedgerow lining Kelbrook Road approaching from the south east. The development would be visible from the access road to Bashfield Farm and land to the south, however, this is a private road and private land. These private views of the site would not result in an unacceptable visual amenity impact.

There would be public views of the site at a distance of 500m or more from public footpaths to the south east, the proposed development would be seen in the context of the existing caravan site and, with appropriate landscaping to be controlled by condition, would not result in an unacceptable impact upon the landscape.

The finish of the static caravans could be controlled by condition, the proposed touring caravans would be to the north west side of the site screened by the surrounding development and topography.

It has been raised that this site raises similar issues to that of Dalesview Caravan Park where an appeal against the refusal of planning permission to extend the caravan park was dismissed. That site is materially different to this in a number of regards, most relevantly it has a public bridleway passing adjacent to the boundary of the site and it was primordial the impact on the character of viewpoints from that bridleway that the Inspector determined was unacceptable. This application site has no public rights of way immediately passing the site and therefore is materially different to the Dalesview Caravan Park appeal site in terms of assessment of its visual impacts.

With a condition to ensure adequate landscaping and that the finish of the static caravans is controlled the proposal is acceptable in terms of visual amenity in accordance with policy ENV2 and WRK5.

Residential Amenity

The proposed extension of the caravan park would be approximately 190m from dwellings at Bashfield Farm, and 50m from Lower Greenhill Farmhouse and Barn, these distances are sufficient to ensure there would be no unacceptable residential amenity impacts upon the occupants those properties from the extension to the caravan park. The development would also increase the level of traffic passing Lower Greenhill Farm, the increase in traffic would not result in an unacceptable residential amenity impact upon the occupants of that or any other dwelling.

The proposed development is therefore acceptable in terms of residential amenity in accordance with policy ENV2.

Highways

The site would be accessed via the existing caravan site access. Details of proposed improvements to the junction have been submitted, the submitted plans also demonstrated that acceptable visibility spays of 2.4m x 215m are achieved over land controlled by LCC.

With the proposed alterations to the junction the access is acceptable to accommodate the additional traffic that would result from the development.

A condition is also necessary to ensure that the existing access to the field from the access road to Bashfield Farm is not used for vehicular access to the site. That access would be unsuitable to accommodate traffic from the development.

An adequate level of car parking of one space per caravan is proposed for the development.

The proposed development is acceptable in terms of highway safety in accordance with policy ENV4.

Ecology

Concerns have been raised regarding the potential impacts of the development on protected species. An ecology survey has been submitted, this concludes that the likely impacts are minimal. It makes recommendations for mitigation in the form of timing of any works to avoid bird breeding season, a low-level lighting scheme, bat boxes attached to trees and additional hedgerow planting. The recommendations would result in an overall enhancement, the proposed development is acceptable in terms of ecology impact in accordance with policy ENV1.

Drainage

Earby and Salterforth drainage board have objected to the proposed development raising concerns that the development would result in an increase in the level of surface water discharging into the adjacent waterway and pollution risk for the waterway.

A revised Flood Risk Assessment (FRA) with details of existing and proposed site topography, surface water flow routes, a drainage strategy and flow calculations for the site has now been received and is being considered by the Lead Local Flood Authority (LLFA).

The FRA states that the site is not at risk from fluvial flooding but is potentially at risk of surface water flooding. It is demonstrated in the FRA that the levels of the caravans would be above the level of any potential overland water follows and existing site levels would route flood waters around the caravans to the east of the site. In terms of off-site flood risk stormwater storage attenuation is recommended to achieve a discharge rate equivalent to the greenfield run-off rate to

the watercourse to the northeast of the site, therefore the risk of off-site flooding would not be increased.

The proposed treatment plant has been removed from the plans and the FRA details that the foul water drainage would connect to the existing combined sewer running along Kelbrook Road.

Concerns have been raised regarding the provision of toilet facilities for the touring caravans. This is an operational matter and it is not necessary to make an assessment of this in this planning application. However, it should be noted that provision for foul sewer connections is proposed for the touring caravan pitches.

The LLFA's response is due to be received prior to the Committee meeting, an update will be made to the meeting.

Other

Concerns have been raised regarding the extent of adjacent land in the applicant's ownership. This does not materially impact upon the determination of this application

Summary

The proposed extension of the caravan site would constitute sustainable development and is acceptable in terms of visual and landscape impacts, residential amenity, highway safety and impact on ecology. It is recommended that the approval of the application and the addition of any drainage condition/s necessary is delegated to the Planning, Licencing and Building Control Manager subject to the comments of the LLFA being acceptable.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed development is in accordance with the policies of the Pendle Local Plan Part 1: Core Strategy and the saved policies of the Replacement Pendle Local Plan. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Delegate Grant Consent

Subject to the following conditions:

1. The development permitted shall be begun before the expiration of three years from the date of the permission.

Reason: Required to be imposed by 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 hereby permitted shall be carried out in accordance with the following approved plans: GVA/02B240528/001 Rev B, 503 Rev H, 7325/020, 7325/021, 7325 Fig 3 Rev A, 200 Rev B.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. There shall not be more than 20 touring caravan pitches and 36 static caravans sited within the approved application site and they shall be laid out in accordance with the approved plan 503 Rev H.

Reason: to ensure that the visual impact of the touring caravans is mitigated in the interests of the visual amenity of the area.

4. The caravan pitches shall be occupied for holiday purposes only and shall not be occupied as a person's sole or main place of residence. The operators of the site shall maintain an up-to-date register of the names of all owners of caravans on the site and of their main home addresses and shall make this information available at all reasonable times to the local planning authority.

Reason: In order to ensure proper control of the use of the holiday units and to prevent the establishment of permanent residency.

5. All static caravans shall be finished/painted prior to being brought on to the caravan park in a colour to be first agreed in writing by the Local Planning Authority and thereafter maintained in accordance with the approved colour.

Reason: To ensure that the finish of the static caravans is controlled in the interests of the visual amenity of the area.

6. Provision shall be made within the site for the parking of not less than one car per caravan pitch, together with a turning space such that vehicles serving may both enter and leave the site in a forward gear, in accordance with the approved plans. The caravan pitches hereby approved shall not be occupied unless and until the access, parking and turning areas have been laid out, surfaced and made available for use and the parking and turning area shall thereafter remain free from obstruction and available for parking and manoeuvring purposes at all times thereafter.

Reason: In order to ensure satisfactory levels of off street parking are achieved within the site to prevent parking on the county highway to the detriment of highway safety.

7. The use hereby approved site shall not commence unless and until the works to the junction and access road detailed in drawing Nos. 7325/020, 7325/021 have been completed in accordance with a scheme of construction of the site access to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works to the junction.

Reason: In order to ensure that the final details of the highway works are acceptable before those works commence.

8. The access from the site to Kelbrook Road shall be constructed in accordance with the details specified in the Proposed Site Access Arrangement plan (Drawing No 7325/021 dated 24.7.18) prior to first use of the development hereby approved.

Reason: To enable vehicles to enter and leave the site in a safe manner without causing a hazard to other road users.

9. The use hereby approved site shall not commence unless and until the existing vehicular access to the site from the access road to Bashfield Farm has been physically and permanently closed and thereafter, notwithstanding the provisions of Part 2 classes A and B of the second schedule of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), there shall be no vehicular access to the site from the access road to Bashfield Farm.

Reason: The junction of the access road to Bashfield Farm with Kelbrook Road is inadequate to accommodate the nature of traffic that would result from the development.

10. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

11. No caravans shall be sited on the approved application site unless and until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. the exact location and species of all existing trees and other planting to be retained;
- b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
- c. an outline specification for ground preparation;
- d. all proposed boundary treatments with supporting elevations and construction details;
- e. all proposed hard landscape elements and pavings, including layout, materials and colours;
- f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its entirety within the first planting season following the commencement of the use of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped so as to integrate with its surroundings.

12. The development shall be carried out and operated in full accordance with the mitigation and compensation recommendations of the Ecological Impact Assessment dated 13/08/2018. No caravans shall be sited on the approved application site unless and until a scheme for the installation of bat boxes has been submitted to and approved in writing by the Local Planning Authority. The bat boxes shall be installed in accordance with the approved scheme prior to the commencement of the use of the development and maintained thereafter.

Reason: To ensure protection of ecology and wildlife.

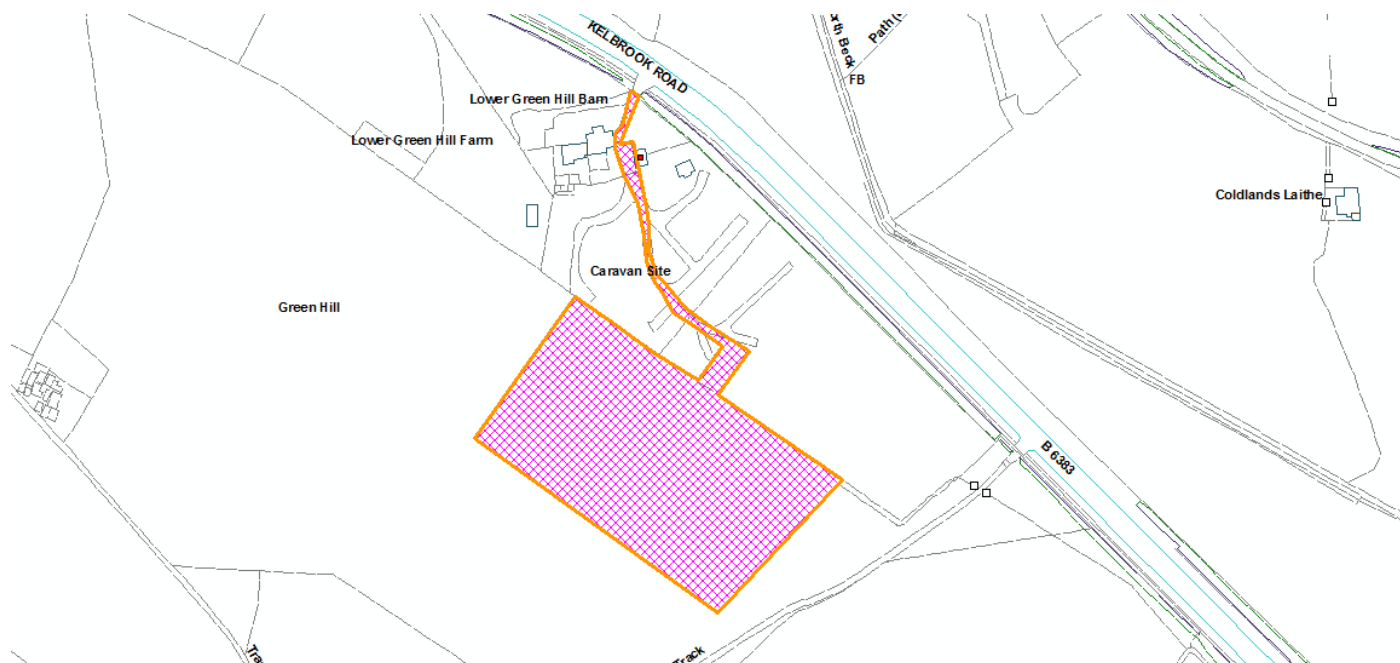
13. No external lighting shall be installed within the approved application site unless and until details of the lighting have first been submitted to and approved in writing by the Local Planning Authority. The details shall include the type, size, wattage, location, intensity and direction of the lighting. Any external lighting shall at all times be in strict accordance with the approved details.

Reason: In order to prevent light pollution causing harm wildlife and the open rural character of the countryside .

Note

1. The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. For the avoidance of doubt

works shall include, but not be exclusive to, the construction of the access to an appropriate standard, radius kerbs, re-location of verge marker posts, and relocation of the highway gully. The widened access should be surfaced with tarmac. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section (Area East) on 0300 123 6780 or by email on developeras@lancashire.gov.uk , in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the relevant planning application reference number.



Application Ref: 18/0283/FUL

Proposal: Major: Full: Change of use from Agricultural to a Caravan Park and siting of 36 Holiday Lodge Caravans and 20 Touring Caravan Pitches.

At: Caravan Site, Lower Greenhill Farm, Kelbrook Road, Salterforth

On behalf of: Mr & Mrs N. Hudson

REPORT TO WEST CRAVEN AREA COMMITTEE ON 08 JANUARY 2019

Application Ref: 18/0756/FUL

Proposal: Full: Erection of a single-storey dwelling and formation of four parking spaces.

At: Dog Exercise Field, Colne Road, Kelbrook

On behalf of: P, L & O Southworth

Date Registered: 31/10/2018

Expiry Date: 26/12/2018

Case Officer: Alex Cameron

This application has been brought before Committee at the request of a Councillor.

Site Description and Proposal

The site is land associated with an existing dog exercise business in the open countryside to approximately 100m to the south west of the settlement of Kelbrook. To the east is the A56 Colne Road to the south is an existing storage building to the north and west are dog exercise fields and there is open agricultural land beyond to all sides.

The proposed development is the erection of a single storey two bedroom dwelling. The proposed dwelling would have a footprint of 8.2m x 17.6m with an eaves height of 2.7m and a ridge height of 4.9m and would be finished in vertical timber cladding and render with an artificial slate roof. A 3.4m x 4.4m timber and artificial slate ground source heat pump building is also proposed.

Relevant Planning History

13/15/0527P - Full: Change of use of land from agriculture to dog exercising and training (Retrospective), alterations to access, creation of track, parking area and erection of storage building. Approved.

16/0676/ADV - Advertisement Consent: Display pole mounted advertisement with field (non-illuminated) (retrospective). Approved.

17/0105/VAR - Full: Variation of Condition: Vary Conditions 2 (Plans) and 7 (Exercise area) of Planning Permission 13/15/0527P. Approved.

Consultee Response

LCC Highways – No objection subject to the following conditions: construction method statement, wheel wash, parking and turning.

Kelbrook and Sough Parish Council - Objects on the following grounds:

- It is outside the settlement boundary.
- It is in an agricultural area and, whilst at the moment there is a dog training/exercise business present, it is not a housing plot.
- It would begin a ribbon development along that side of the road and moves towards Salterforth as Salterforth marches towards Kelbrook.
- The problem here is the likely loss in individuality of each village.

- This is not acceptable and, along with other proposed developments, puts disproportionate pressure on local land stocks.
- Agriculture is one of, if not the, major economy in Kelbrook. Further reductions in available land would have a real negative impact on this.
- Tourism is another big provider in the economy of Kelbrook. Loss of views and being at the entrance of the village gives a very negative impression and is likely to dissuade people from entering.
- Until Pendle Borough Council can produce results of work done on the impact of housing on rural green field sites, then applications such as this should be refused.

Public Response

Site notice posted. No response.

Officer Comments

Policy

The following Local Plan policies are relevant to this application:

Pendle Local Plan Part 1: Core Strategy

Policy ENV1 requires developments to make a positive contribution to the protection, enhancement, conservation and interpretation of our natural and historic environments.

Policy ENV2 seeks to encourage high standards of design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Policy ENV4 advises that development should have regard to the potential impacts they may cause to the highway network. Where these impacts are severe, permission should be refused.

Policy LIV1 sets out the housing requirements for 2011 to 2030 and how this will be delivered. It states that sustainable sites outside but close to a settlement boundary, which make a positive contribution to the five year supply of housing land, will be supported.

Policy LIV5 requires all new housing to be designed and built in a sustainable way. New development should make the most efficient use of land and built at a density appropriate to their location taking account of townscape and landscape character. Provision for open space and/or green infrastructure should be made in all new housing developments.

Replacement Pendle Local Plan

Policy 31 of the Replacement Pendle Local Plan details the current parking standards for new development.

Principle of Housing Development

The site of the proposed dwelling is approximately 100m from the settlement boundary of Kelbrook and dwellings within that settlement, it would not be isolated for the purposes of paragraph 79 of the Framework. The site is within acceptable walking distance of services and public transport provision within Kelbrook and is therefore a sustainable location for new housing development and would contribute towards the five year supply of housing land in accordance with policy LIV1.

Design

The proposed dwelling would have a simple contemporary design finished in timber cladding and an artificial slate roof, this would be in keeping with its rural setting. The building would be set down below Colne Road and adjacent to existing buildings, it would not be excessive prominent or isolated in the landscape. A 2m fence is proposed around the garden area, this would appear compound-like and would not be appropriate in this rural setting. A condition is therefore necessary for appropriate boundary treatment.

With appropriate conditions in place the proposed development is acceptable in terms of visual amenity in accordance with policies ENV2 and LIV5.

Residential Amenity

The dwelling is located a sufficient distance from nearby dwellings to ensure that it would have no adverse residential amenity impacts. The adjacent dog exercise use has the potential to generate some noise, however, the dwelling is proposed in association with that business. If the applicant were to sell the house in future statutory nuisance legislation could ensure that the business does not operate in such a way as to unacceptably impact upon occupants of the dwelling.

The proposed development is therefore acceptable in terms of residential amenity in accordance with policies ENV2 and LIV5.

Highways

The proposed dwelling would be accessed from the existing access to Colne Road, this has acceptable visibility and is adequate to accommodate the additional traffic that would result from the development.

Two on site car parking spaces are necessary, four have been proposed. This excess provision would not result in any adverse impacts.

The proposed development is acceptable in terms of parking provision and highway safety in accordance with policies ENV4 and 31.

Reason for Decision

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed development is acceptable in accordance with the policies of the Pendle Local Plan Part 1: Core Strategy and saved policies of the Replacement Pendle Local Plan. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

RECOMMENDATION: Approve

Subject to the following conditions:

- 1 The proposed development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required to be imposed by 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 hereby permitted shall be carried out in accordance with the following approved plans: 170 01 LP, 170 01 31, 170 01 32, 170 01 33, 170 01 34.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Prior to the commencement of the erection of the external walls of the development hereby approved samples of the external materials, window and door materials and render finish to be used in the construction of the development shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area.

- 4 Notwithstanding any indication on the approved plans no permission is granted for the 1.8-2m boundary fence detailed on those plans. The dwelling hereby approved shall not be occupied unless and until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. the exact location and species of all existing trees and other planting to be retained;
- b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
- c. an outline specification for ground preparation;
- d. all proposed boundary treatments with supporting elevations and construction details;
- e. all proposed hard landscape elements and pavings, including layout, materials and colours;
- f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its approved form within the first planting season following the substantial completion of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped and has appropriate boundary treatment so as to integrate with its surroundings.

- 5 Notwithstanding the provisions of Article 3 and parts 1 and 2 of the second Schedule of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no development as specified in Classes A, B, C, D, E, F and G of Part 1 and Classes A & C of Part 2 of Schedule 2 of that Order 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 future development on the site in order to safeguard the character and visual amenity of the area.

- 6 Works relating to the provision of drainage shall not be commenced unless and until a scheme for the disposal of foul and surface water has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for separate systems for foul and surface waters and be constructed and completed in accordance with the approved scheme before the dwelling is occupied.

Reason: To control foul and surface water flow disposal and prevent flooding.

7 No development shall take place, including any works of clearance, unless and 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) Wheel washing facilities
- v) Details of working hours

Reason: In the interest of highway safety.

8 For the full period of construction facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site. There should also be provision to sweep the surrounding highway network by mechanical means if needed.

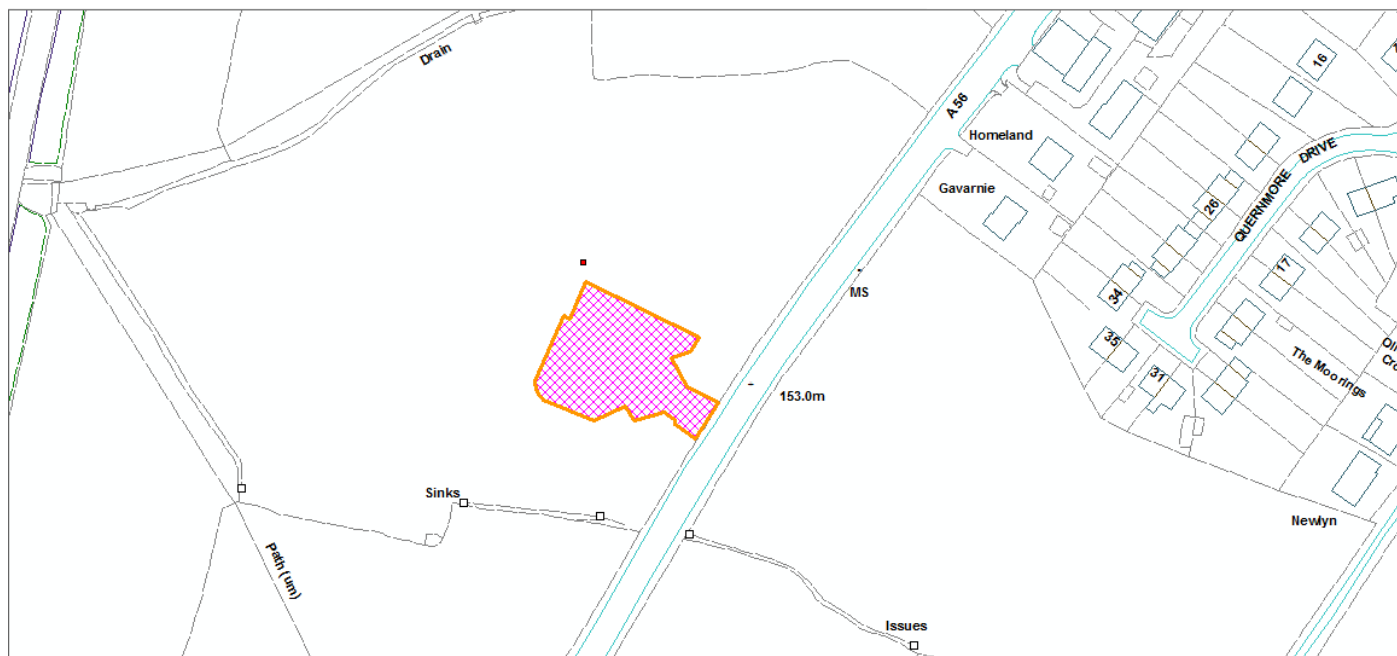
Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

9 The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter.

Reason: Vehicles reversing to and from the highway are a hazard to other road users.

10 The dwelling hereby approved shall not be occupied unless and until the car parking spaces and manoeuvring areas have laid out in accordance with the approved plans and surfaced in a bound porous material, or in accordance with a details to be submitted to and approved in writing by the Local Planning Authority prior to the formation of the car parking spaces and manoeuvring areas.

Reason: To allow for the effective use of the parking area.



Application Ref: 18/0756/FUL

Proposal: Full: Erection of a single-storey dwelling and formation of four parking spaces.

At: Dog Exercise Field, Colne Road, Kelbrook

On behalf of: P, L & O Southworth

LIST OF BACKGROUND PAPERS

Planning Applications

NPW/MP

Date: 17th December 2018