

10 June 2014

Dear Councillor

DEVELOPMENT CONTROL COMMITTEE - TUESDAY, 10TH JUNE 2014

I am now able to enclose, for consideration at the above meeting of the Development Control Committee, the following report that provides an update of events that have taken place since the agenda was published.

Agenda No Item

7 Addendum (Pages 3 - 6)

Report of the Director of Partnerships, Planning and Policy (enclosed).

Yours sincerely



Gary Hall
Chief Executive

Cathryn Filbin
Democratic and Member Services Officer
E-mail: cathryn.filbin@chorley.gov.uk
Tel: (01257) 515123
Fax: (01257) 515150

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk

This page is intentionally left blank

C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
Director of Partnerships, Planning and Policy	Development Control Committee	10 June 2014

ADDENDUM

ITEM 4a-14/00199/FULMAJ – Land 80M North Of Swansey Lane And Bounded By The Elms Swansey Lane Whittle-Le-Woods

The recommendation remains as per the original report

A further letter of objection has been received from the MP on behalf of a constituent who has already submitted a detailed letter in response to the Consultation, this sets out the following issues:

- With the position of the access opposite our house there will be continual noise and lights shining into our windows and the proposed entrance will mean that people on the Elms will get the full impact of the congestion.
- My business will be affected because parents dropping pupils off park outside my house and may cause the access to be blocked.
- The proposed scheme will reduce privacy having properties opposite and will affect the value of my house.
- This is a green space with some conservation value and there is very little green space left and we bought the house on the basis that there was a field across from us. The field should remain where it is.

The following conditions have been added:

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.

Reason: To ensure that the estate streets serving the development are maintained to an acceptable standard in the interest of residential / highway safety.

Prior to the construction of any of the streets referred to in the previous condition full engineering, drainage, street lighting and constructional details of the streets shall be submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

ITEM 4b-14/00380/FULMAJ – Land South West Of Bishopton Crescent And At The Junction Of Buckshaw Avenue And Ordnance Road Buckshaw Village

The recommendation remains as per the original report

The Head teacher of Trinity C of E Primary School has written in support for this planning application as Greene King have offered use of the car park at drop off and pick up times from school should they be successful. The Head teacher has confirmed that they have many problems with traffic, parking and congestion at these times and the use of the car park would be very valuable in helping to address some of these problems as the school grows to fully two form entry-420 children.

Cllr Perks has written in support of the proposals setting out the following points:

- The land had previously been given permission for a trade warehouse which would have generated additional trade vehicles in an already busy area.
- In my view a 2 story public house would in terms of a buildings more in keeping with nearby properties.
- It would fit into the general business/retail/leisure mix of this central quarter area.
- There is a need for a family based public house for the village which hopefully attract most of its customers through footfall rather than driving.
- I also support and approve of the offer given by Greene King to allow parents free use to park on the pub car park in order to ease the already serious traffic congestion at the nearby school.
- The traffic generated and lack of adequate car parking at all the community facilities built and only accessible on Unity Place, has been created by previous planning applications approved by the council on the Unity Place a cul de sac.
- This application will see the development of this currently untidy site and provide an additional community facility for those on the village who wish to use this business.

The following consultee responses have been received:

Lancashire County Council (Highways) have amended their original comments (30/05/2014) which differ from the comments contained within the original report as follows:

- The bus stops identified are the two near the site on Buckshaw Avenue (bus stops nos. 2500LAA 16464 and 2500LAA 16465) and the two near the site on Village Lane, (bus stops nos. 2500LAA 16408 and 2500LAA 16409). The applicant is expected to liaise with the County Council to agree which two of the bus stops to upgrade. The bus stop upgrade will be undertaken through the s278 agreement. As a rough guide, the cost of each bus stop is estimated to be in the region of £12,000.
- The applicant included a Construction Management Plan referenced 1550/03 rev A dated March 2014 in the submission. I consider this acceptable, but there is need for provision of wheel washing facility.
- The proposed development size of 898M2 exceeds the threshold for submission of a TP in respect of A4 (Drinking establishment). Moreover, the applicant proposes 30 full time and 46 part time employees who in addition to visitors will undertake journeys to the site during peak traffic periods. Therefore, site specific initiatives aimed at improving the availability and choice of travel modes to and from the development are required.
- The applicant's Travel Plan (TP) submitted does not currently fully meet the County Council's criteria for an Outline Travel Plan.

These comments are addressed within the original Committee report or via amended condition as below.

Additional plans have been received detailing the technical details of the access junction. LCC Highways originally had concerns however the plans have been amended and they are now satisfied with the details.

United Utilities have commented that in accordance with the National Planning Policy Framework and Building Regulations, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. They have no objections to the proposals subject to a condition in respect of:

- Foul water
- Surface Water

The Council's Waste and Contaminated Land Officer has confirmed:

- I have now reviewed the updated Phase 1 report and the Phase 2 investigation report prepared by CCG – Ref: CCG-C-14/7496.
- I am satisfied with the content of these reports. I have no objection to development proceeding upon condition of the recommended work (Phase 3 & Phase 4) as outlined in section 16 of the Phase 2 report.

The following conditions have been amended/ added:

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans:

Title	Drawing Reference	Received date
Site Location Plan	1550/01 Rev B	20 May 2014
Kitchen Ventilation System	065412 Rev A	3 April 2014
Existing Site Plan	1550/02 Rev A	20 May 2014
Construction Management Site Plan	1550/03 Rev A	20 May 2014
Proposed Site Plan	1550/04 Rev C	29 May 2014
Proposed Landscape Plan	1550/05 Rev D	29 May 2014
Proposed Car Park Lighting Plan	1550/06 Rev C	29 May 2014
Proposed Ground Floor Plan	1550/07	3 April 2014
Proposed First Floor Plan	1550/08	3 April 2014
Proposed Roof Plan	1550/09 Rev A	20 May 2014
Yard Details	1550/10	3 April 2014
Proposed Elevations Sheet 1 of 2	1550/11 Rev A	20 May 2014
Proposed Elevations Sheet 2 of 2	1550/12 Rev A	20 May 2014
Proposed Section	1550/13	3 April 2014
Ironmongery Schedule	1550/16	3 April 2014
Drainage Plan	BGK50_10 Rev C	19 May 2014
Horizontal Illuminance (lux)		3 April 2014
Developers Roads Plan	1550/14 Rev C	29 May 2014
Proposed Access Road Junction Plan and Details	BGK50_12 Rev T2	5 June 2014

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

- 18) Facilities for the cleaning of the wheels of vehicles leaving the site shall be provided and retained in accordance with the submitted Wheel Washing Details (received 5th June 2014) during the construction of the development.

Reason: To prevent the tracking of mud and/or the deposit of loose material on to the highway, in the interests of highway safety

- 20) The development hereby permitted shall be undertaken in accordance with the recommended work (Phase 3 & Phase 4) outlined in section 16 of the Phase II Geoenvironmental Report (REF: CCG-C-14/7496 dated March 2104)

Reason: To protect the environment and prevent harm to human health by ensuring that the land is remediated to an appropriate standard for the proposed end use.

- 21) Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall have foul and surface water drained in accordance with the principles outlined on Proposed Drainage Plan BGK 50_10 Rev C which was prepared by Crawford & Co Consulting Engineers revision (dated 06/05/14). For the avoidance of doubt and in accordance with the plan, foul must drain separate to surface water and no surface water will be permitted to discharge directly or indirectly into the public foul or combined sewer. Surface water draining from the site must be restricted to a maximum pass forward flow of 5 l/s which shall connect to the dedicated surface water sewer.

Reason: In the interests of the proper development of the site and to reduce the risk of flooding.
