

DEVELOPMENT CONTROL COMMITTEE
TUESDAY, 5TH AUGUST 2014, 6.30 PM
THE LANCASTRIAN ROOM, TOWN HALL, CHORLEY

Please find attached additional information relating to this planning application.

Agenda No Item

**3A 14/00071/OUTMAJ - CAMELOT THEME PARK PARK HALL
ROAD CHARNOCK RICHARD CHORLEY PR7 5LP**

(Pages 326 -
363)

GARY HALL
CHIEF EXECUTIVE

Electronic agendas sent to Members of the Development Control Committee

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What Constitutes Very Special Circumstances (VSCs)

Firstly the answer to the question will depend on the weight of each of the factors put forward and the degree of weight to be accorded to each is a matter for the decision taker, in this case the Planning Committee, acting within the "Wednesbury Principles". This stage will often be divided into two steps. The first is to determine whether any individual factor taken by itself outweighs the harm and the second is to determine whether some or all of the factors in combination outweigh the harm. There is case law that says that a number of factors, none of them "very special" when considered in isolation, may when combined together amount to very special circumstances and goes on to say that "there is no reason why a number or factors ordinary in themselves cannot combine to create something very special.

The weight to be given to any particular factor will be very much a matter of degree and planning judgement and something for the decision-taker.

There cannot be a formula for providing a ready answer to any development control question on the green belt. Neither is there any categoric way of deciding whether any particular factor is a 'very special circumstance' and the list is endless but the case must be decided on the planning balance qualitatively rather than quantitatively.

What is required of the decision taker above all, is a value judgement and inevitably decision takers are given wide latitude, as indeed is inherent in the entire development control regime.

Conclusion

As advised within the overall conclusion of the main report, the starting point for consideration of the proposals is the development plan (Core Strategy & Adopted Local Plan), and then material considerations which include the Framework and the emerging (partially sound) local plan, and any other relevant material considerations, including the harm and the benefits that arise from the proposal.

The site is a major developed site in the green belt and is designated as such in the adopted local plan (policy DC6), which permits redevelopment of such sites on the basis of a major development site in the green belt. It is this adopted policy that lends support to the principle of redevelopment in terms of the development plan. However, the policy is considered out of date under the Framework and therefore has limited weight in itself.

The proposal constitutes inappropriate development in the green belt and to succeed it must meet the three tests in the Framework as set out within the main report. The former theme park has an impact already on openness, by virtue of the structures/buildings. The Framework however does not address issues of scale, height, footprint or volume (i.e. it is a more flexible approach than before under PPG2), and the test is simply now one of openness, for which there is no prescribed way of assessment.

It is accepted that there will be a greater impact on openness in respect of the proposal because the development by its very nature harms the openness of the site and the green belt and as such "very special circumstances" need to be demonstrated to outweigh the implicit harm from inappropriate development in the green belt

As set out within the conclusion of the main report, the benefits are assessed under the three strands of sustainability - economic, social and environmental. The Framework offers a model policy for sustainable development with the key test being whether there is significant harm that outweighs the benefits as follows:

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Framework. The Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether: a)

any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole and those contained in the Core Strategy; or
b) specific policies in the Framework and Core Strategy indicate that development should be restricted.”

Transferring this test to the green belt scenario then the benefits and VSC's must be demonstrated to outweigh the harm to the green belt that is inherent in its development.

As set out within the main report it is considered that there are positive aspects to the development in support of the proposals the key ones being:

- The site is previously developed land and its redevelopment is encouraged both at a national level within the Framework and a local level with a brownfield target of 70% of all new housing.
- The site is currently a derelict theme park which does not make a positive contribution to the character or appearance of the green belt location.
- There are elements of the development that will create a visual benefit
- The houses will be built to a high Code for Sustainable Homes level
- The proposed development will result in a reduction in the amount of surface water run-off affecting the watercourses downstream at Croston, this will result in a positive benefit in respect of reducing the flooding potential downstream.
- The proposed development will contribute to the supply of affordable housing within the Borough
- The proposed development will contribute to improving the frequency of the bus service
- The proposed footpaths improvements will improve accessibility at the site and for the wider community.

The factors considered above individually do not represent Very Special Circumstances and the question for the decision taker is whether collectively those factors combine with sufficient weight to represent the very special circumstances that would overcome the harm to the green belt by reason of the openness. To assist in the decision making process the following benefit/ dis-benefit table has been produced:

	Material Consideration	Very Special Circumstance (Green Belt Policy)	Exceptional Circumstances (Policy 1 of the Core Strategy Test)	Weight to be afforded (limited/moderate/substantial)	Impact in balancing exercise (negative/neutral/positive)
BENEFITS					
1	The development will contribute to the housing land supply within the Borough.	This is a benefit as nationally the guidance is to boost significantly the supply of housing.	This is not an exceptional circumstance locally because the Council currently has a 7.3 year supply of housing which results in no urgent need to release the site at this time.	Moderate	Neutral
2	The site is previously developed land.	This is a benefit as nationally the Government encourages the effective use of land by re-using land that has been previously developed (brownfield land). At a local level the Council has a brownfield target of 70% of all new housing on such sites. Without Camelot over the plan period there would be 59.2% of new housing on Brownfield land which is short of the target. With Camelot this increases to 61.2% (based on 2013 figures)	This is an exceptional circumstance as the designation as previously developed land within the Adopted and emerging Local Plan (Policy BNE5) supports the principle of redevelopment in terms of the development plan and the proposals would assist in meeting the Council's brownfield land target for new dwellings.	Substantial	Positive
3	Removal of existing tall structures	This is a benefit as the existing site is fairly well contained with the tall structures the only element visible within the surrounding area. From a visual amenity perspective the proposals will reduce the impact	This is an exceptional circumstance as the site is proposed to be maintained as a previously developed site allocation within the emerging Local Plan which establishes the principle of an alternative use and by securing a viable re-use ensures that the redeveloped site can contribute to the 5	Substantial	Positive

		on the visual assessment of the area	purposes of Green Belt.		
4	Enhanced buffer planting creating a self-contained site.	From a visual amenity perspective the proposals will reduce the impact of the development on the visual assessment of the area	This is an exceptional circumstance as the site is proposed to be maintained as a previously developed site allocation within the emerging Local Plan which establishes the principle of an alternative use and by securing a viable re-use ensures that the redeveloped site can contribute to the 5 purposes of Green Belt.	Substantial	Positive
5	The development will create construction jobs, which have acknowledged economic benefits along the supply chain.	At a national level the Government is committed to securing economic growth in order to create jobs and confirms that significant weight should be placed on the need to support economic growth through the planning system. At a Local level the Corporate Strategy includes creating a strong local economy which this would assist with	This is not an exceptional circumstance as any redevelopment secured at this site (which its allocation within both the current and emerging local plan establishes) would have associated construction jobs	Moderate (over the 10 year life of the planning approval)	Neutral
6	The proposals will generate an associated population increase which will increase the potential to improve the local spending profile (such as at local centres, villages and the town centre)	The proposals will increase the population in the area with an associated spending profile. At a Local level the Corporate Strategy includes creating a strong local economy which this would assist with.	This is not an exceptional circumstance as any redevelopment of this site has the potential to generate an associated workforce/ trip generation with associated spend	Limited	Neutral
7	There will be a New Homes Bonus	This is a benefit associated with any new housing development	This is not an exceptional circumstance as currently is a result of any new housing development and there is no certainty over	Limited	Neutral

			the future of this funding stream		
8	A contribution to local Council Tax	This is a benefit associated with any new housing development	This is not an exceptional circumstance as currently this is a result of any new housing development and other potential uses of the site may be subject to Council tax	Limited	Neutral
9	CIL levy which will contribute to improving local infrastructure.	CIL secured from this scheme would benefit both the future residents of the site and the surrounding towns/ villages by providing a significant contribution to improving local infrastructure	This could be considered to be an exceptional circumstance as although it would be applicable to all housing schemes alternative uses on this site may not generate such a levy which would mean the benefits to the surrounding areas are reduced.	Moderate	Positive
10	Reduction in the amount of surface water run-off affecting the watercourses	This is a benefit as at a local level there is a clear drive towards reducing flood risks particularly at Croston	This is an exceptional circumstance as the current site adds to the flooding issues along the River Yarrow and the proposed developments will reduce the amount of surface water entering the River which will be a significant benefit.	Substantial	Positive
11	Affordable Housing	Increasing the supply of affordable housing is a Corporate Strategy, a Strategic objective within the core Strategy and accords with the Governments guidance to boost significantly the supply of housing including affordable housing	This is an exceptional circumstance as this is an opportunity to provide affordable housing on a previously developed windfall site within this rural location. This provision will be phased over the lifetime of the development- providing a supply of units over several years- and this provision has never formed part of the Council's affordable housing delivery scheme	Substantial	Positive
12	Increase the frequency of the bus service between Chorley and Ecclestone	This is a benefit as it will provide more accessibility between Chorley and Ecclestone which assisting in maintaining the existing bus service provision within this rural part of the	This is an exceptional circumstance as it promotes more sustainable modes of travel and will improve movement around Chorley (Strategic Objectives of the Core Strategy). Alternative uses at this site may not facilitate such improvements.	Substantial	Positive

		Borough			
13	Ensuring that the existing bus service provision is maintained	This is a benefit as rural bus services are constantly at threat whereas this development will assist in the commercial viability of the bus service	This is an exceptional circumstance as it promotes more sustainable modes of travel and will improve movement around Chorley (Strategic Objectives of the Core Strategy). Alternative uses at this site may not facilitate such improvements.	Substantial	Positive
14	The provision of a bus stop within a central location on the site with associated bus diversion	This is a benefit to the existing businesses on site who will be within walking distance of a bus stop	This is an exceptional circumstance as it promotes more sustainable modes of travel and will improve movement around Chorley (Strategic Objectives of the Core Strategy). Alternative uses at this site may not facilitate such improvements.	Substantial	Positive
15	The proposed footpaths improvements	This is a benefit as it improves the accessibility of the site	This is an exceptional circumstance as it will improve accessibility to the rural area/ countryside. Any alternative uses/ reduced scale of development may not generate the ability to provide this connectivity within this rural area.	Substantial	Positive
16	The link to the MSA	This is a benefit as it enables a direct link to shop facilities	Whilst the link to the MSA does not necessarily on its own constitute an exceptional circumstance as this will effectively generate trips for top up shopping not taking away the need to travel for leisure/ business/ main food shopping on the other hand the principle of redeveloping this site has been established and any such links are a benefit	Moderate	Neutral
17	Providing a contribution to enhancing the National Cycle Route between Eccleston and Chorley	Improvements to Eccleston to Chorley cycle route is identified as a route to be improved within the emerging Local Plan	This is an exceptional circumstance as it represents improvements to a national route and enhances and cycling opportunities at the site which will benefit the wider area.	Substantial	Positive

18	Creation of/ improvement of POS in the Borough (off site)	This is a benefit as there is an identified deficit of certain categories of open space within the Borough which this scheme will contribute to.	This is not an exceptional circumstance as it would be generated from any housing scheme although it should be noted that alternative uses/ reduced scale of development would not generate any/ the same extent of contribution.	Moderate	Neutral
19	Woodland Access	This is a benefit as the proposals will enable wider access to the surrounding countryside and areas of Woodland	This is not an exceptional circumstance as the linkages are already in place outside of the site the proposals will just secure improvements which widens the potential for such access	Moderate	Neutral
20	Deculverting an existing watercourse which is an ecological benefit.	This is a benefit as it seeks to meet the Government's objectives of providing net gains in biodiversity	This is not an exceptional circumstance as the deculverting is not necessarily a product of the proposed development and could be undertaken as part of any redevelopment at this site.	Limited	Neutral
21	Provide an attractive and secure environment for the existing businesses on this site and assist in securing their survival at this site.	This is a benefit as the existing hotel and businesses currently are located within the middle of a derelict theme park and the hotel has acknowledged that the worst case scenario from their perspective is to leave the site derelict. There is currently a large number of jobs at the existing businesses which will be maintained.	This is not an exceptional circumstance as the Council could exercise its powers and serve S215 notices for the site owners to clean up the site although it would still result in existing businesses being located in the middle of an unused previously developed site. It is acknowledged that there is a fear of crime associated with such a large site however it is the land owners responsibility to secure the site	Moderate	Neutral
22	Biodiversity/ Ecological Enhancements- removal of invasive species	This is a benefit as this will result in a net benefit to biodiversity	The Environment Agency have no powers to require land owners to remove invasive species of this site and as such this is an exceptional circumstance in this these species will be removed from the site which	Moderate	Positive

			is a net biodiversity benefit.		
23	Biodiversity/ Ecological Enhancements- Woodland Management Plan	This is a benefit as this will provide a suitable framework for management of the existing woodland/ biodiversity areas which is considered to contribute to good woodland management and result in a net biodiversity gain	This is not an exceptional circumstance as whilst management of woodland is always considered to be a benefit if the site was left undeveloped the existing ecological assets on the site may have the opportunity to rejuvenate which could also result in a net biodiversity gain.	Moderate	Neutral
	Material Consideration	Concerns		Weight to be afforded (limited/ moderate/ substantial)	Impact in balancing exercise (negative/ neutral/ positive)
DISBENEFITS					
1	Inappropriate development in the Green Belt	The proposals are inappropriate development within the Green Belt which is, by definition, harmful to the Green Belt		Substantial	Negative
2	Impact on openness	It has been concluded that the proposals will impact on the openness of the Green Belt. Substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.		Substantial	Negative
3	Visual impact- primary access point	In the short term the tree/ hedgerow removal to facilitate the primary access point will make this part of the site more visible within the surrounding area		Moderate (in the short term). Limited (in the long term when the replacement planting matures)	Neutral
4	Visual Impact- The new secondary	The proposals involve opening up a new access point in a currently position		Substantial (in	Negative

	access point	which is not open and is effectively screened by the highway planting	the short term). Moderate (in the long term when the replacement planting matures)	
5	Visual Impact- motorway/public vantage points	There are identified sensitive locations within the site from a visual impact perspective which include the northern part of the site and those parts currently visible from the network of footpaths which already exists around the site.	Moderate (in the short term). Limited (in the long term when the replacement planting matures)	Neutral

The above benefits could potentially be secured via condition/ S106 clause and when taken together as a whole are key to the consideration of the proposals.

This is considered to be a finely balanced decision in that whether the proposed dwellings have a greater impact on openness is a subjective judgment. In this case it is considered that the proposals will result in a re-use of this previously developed land which will result in the efficient and effective use of brownfield land which is encouraged by Government. The scale of development including the associated development of the land for gardens, roads, play areas and urban forms of development is significant and will have an impact on openness of the Green Belt themselves in addition to the significant harm from the dwellings.

As set out within the main report the only outstanding strand of sustainable development which would enable a recommendation to be made was the environmental role due to outstanding comments from the Ecologist at LCC. As set out within the addendum these have now been received. The Ecologist concludes that all of the impacts can be adequately addressed by condition/ S106 Clause and as such Chorley Council, as a competent authority for the purposes of the Conservation of Habitats and Species Regulations 2010 (as amended) must have regard to the requirements of the Regulations (and Habitats Directive) in the making of the planning decision.

Following the high court decision (*R (on the application of Simon Woolley) v Cheshire East Borough Council*, June 2009) the Local Planning Authority have a legal duty to determine whether the three 'derogation tests' of the Habitats Directive implemented by the Conservation (Natural Habitats &c.) Regulations 1994 have been met when determining whether to grant planning permission for a development which could harm a European Protected Species. The three tests include:

- (a) the activity must be for imperative reasons of overriding public interest or for public health and safety;
- (b) there must be no satisfactory alternative and
- (c) favourable conservation status of the species must be maintained.

This requirement does not negate the need for a Licence from Natural England in respect of Protected Species and the Local Planning Authority are required to engage with the Directive

The development has beneficial consequences of primary importance of the environment by replacing a derelict theme park with a deliverable development within the medium term with associated ecological improvements. Maintaining the existing use on site was explored by the landowners prior to submission of this application however the theme park is now closed and as such an appropriate reuse of the site needs to be secured particularly given the derelict nature of the current site and its impact on the visual amenities of this rural area. As such it is considered that the proposals accord with the derogation tests and the proposals contribute to the environmental role of sustainability by improving biodiversity.

The purpose of the planning system is to contribute to the achievement of sustainable development. To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure; and
- widening the choice of high quality homes.

In respect of the sustainability of the site at plan making stage the following Sustainability Appraisal was undertaken:

Site Ref	CH0125
Address	Camelot/Park Hall

SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Social
	Rail service frequency	No services in settlement	
	Distance to nearest bus stop	Un to 0.4km	
	Bus service frequency	1/hour/direction	Environmental
	Distance to service centre	Over 3km	
	Distance to A Road iunction	0.41 to 0.8km	Economic
	Distance to motorway iunction	Over 3km	
	Distance to suupermarket	1.61 to 3km	
	Distance to convenience store	Over 1.2km	
	Distance to Post Office	1.21 to 1.6km	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	Over 5km	
	On a cycle route	No	
Distance to cycle route	Un to 0.4km		
Distance to GP surgerv	1.61 to 3km		
S2	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	0.81 to 1.2km	
	Distance to local centre	Over 1.6km	
EN1	Designation of land	Major Developed Site in Green Belt	
	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Part outside part within	
EN2	Agricultural classification	Grade 3	
	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
EN3	Current/former land use	Brownfield	
	Flood Zone area	All Zone 1	
EN4	Contaminated land	Medium	
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	
Deliverability Indicators	Access to sewer system		Is the site deliverable: Yes
	Access to water		
	Access to gas	Yes	
	Access to electricity		
	Existing road access		
	At risk from hazardous installations	No	

Overall Site Performance

Band Spectrum:



Overall Band:



Although there is no requirement at a national level to undertake such an assessment, at application stage this exercise has been undertaken by the Council’s Planning Policy Team. As the sustainability of the site is a subjective consideration at planning application stage and it is considered that the criteria contained with the SA form a reasonable set of objectives to assess the site against. The SA undertaken in respect of the proposed completed site takes the site from Band D to Band C due to the following indicators:

- The applicants are proposing to double the bus service frequency of the number 7 service which currently runs one service per hour, therefore the new frequency will be two services per hour.
- The applicant is proposing pedestrian access to the motorway services which has a convenience store, which is within 0.4km of the site boundary.
- The applicant is proposing a cycle route on the site.
- Open space will be provided on-site therefore most of the site will be within 0.4km of open space.

SA OF SITE TAKING INTO ACCOUNT PROPOSALS IN PLANNING APPLICATION

Site Ref	CH0125
Address	Camelot/Park Hall

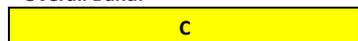
SA Obj	Indicator	Site Performance	SA Comments
S1	Distance to railway station	Over 3km	Social
	Rail service frequency	No services in settlement	
	Distance to nearest bus stop	Up to 0.4km	
	Bus service frequency	2-5/hour/direction	Environmental
	Distance to service centre	Over 3km	
	Distance to A Road junction	0.41 to 0.8km	Economic
	Distance to motorway junction	Over 3km	
	Distance to supermarket	1.61 to 3km	
	Distance to convenience store	Up to 0.4km	
	Distance to Post Office	1.21 to 1.6km	
	Distance to Primary School	0.81 to 1.6km	
	Distance to Secondary School	Over 5km	
	On a cycle route	Yes	
Distance to cycle route	Up to 0.4km		
S2	Distance to GP surgery	1.61 to 3km	
	Distance to NHS general hospital	5.1 to 10km	
	Distance to public open space/park	Up to 0.4km	
	Distance to local centre	Over 1.6km	
	Designation of land	Major Developed Site in Green Belt (as per BNF5)	
EN1	Area of Separation	Outside	
	AONB	Outside	
	SSSI	Outside	
	Biological/ Geological Heritage Site	Part outside part within	
	Agricultural classification	Grade 3	
EN2	Conservation Area	Outside	
	Ancient Monument on site	No	
	Registered Park or Garden	Outside	
	Listed Building on site	No	
	Locally Listed Building on site	No	
EN3	Current/former land use	Brownfield	
EN4	Flood Zone area	All Zone 1	
EN5	Contaminated land	Medium	
	Within 3km of a congestion spot	No	
EC1	Distance to employment site	Over 1.6km	
	Access to Broadband	Yes	
EC2	Distance to further/higher education	Over 5km	
Deliverability Indicators	Access to sewer system		Is the site deliverable: Yes
	Access to water		
	Access to gas	Yes	
	Access to electricity		
	Existing road access		
	At risk from hazardous installations	No	

Overall Site Performance

Band Spectrum:



Overall Band:



As such in conclusion the proposed measures at this site improve the accessibility and connectivity of the site which is evidenced within the Highway Authority's consideration in respect of the proposals. Whilst Band C is not the most sustainable location it is important to note that the Council has allocated a Band D site elsewhere (Eaves Green) although located on the edge of the Chorley Town Settlement where the Core Strategy acknowledges some Greenfield development will be required, and this has been found sound in the local plan inspector's partial report.

Overall Conclusion

It is considered that the development of the site for housing is inappropriate development that would result in significant harm to the green belt. The benefits that have been identified by the applicants do not individually amount to very special circumstances however when taken together, cumulatively, they are material. Accordingly weight can be attached to those positive aspects of the development proposal as set out above.

Members are advised that officers consider that this is a finely balanced judgement and Members are asked to consider whether the potential harm to the green belt by reason of inappropriateness, and any other harm, is outweighed by other considerations. The above benefit/ disbenefit table is provided to assist Members in their consideration along with the Heads of Terms for the S106 Agreement within the main report and conditions attached to the addendum.

If Members are minded to approve the application please note it is not open to Members to determine the application as it will have to be referred to the Secretary of State under the provisions of the Town and Country Planning (Consultation) (England) Direction 2009 as the proposals constitute inappropriate development which would have a significant impact on the openness of the Green Belt. The Secretary of State will then determine whether he wants to call in the application for determination or whether this can be determined at the local level.

If Members are minded to grant planning permission clear reasons must be given as the main report and addendum cannot be relied upon as an articulation of the reasons for the grant.

If Members are minded to refuse the application there would be no requirement to refer the application to the Secretary of State. In this case clear reasons for refusal must be given.

Recommendation

There is no officer recommendation to approve or refuse. Members are asked to determine the application.

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C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
•Director of Public Protection, Streetscene & Community	Development Control Committee	5 August 2014

ADDENDUM FOR CAMELOT

ITEM 3a-14/00071/OUTMAJ – Camelot Theme Park, Park Hall Road, Charnock Richard

RECOMMENDATION

There is no officer recommendation to approve or refuse. Members are asked to determine the application.

Cllr Holgate has provided the following comments:

Dear councillors, I understand you are to determine a planning application on Tuesday evening that has been submitted to build houses on the former Camelot site.

As the County Councillor representative for the villages of Heskin and Charnock Richard I am convinced that a housing development of this magnitude would seriously affect the quality of life of its residents.

I am totally unconvinced that the local infrastructure is up to the task of coping with the extra traffic movement that will be generated if over 400 properties are built on this site.

I will refrain from commenting on the highways report, simply to say that I strongly support rational local knowledge over any written report and request that development control committee decline this application.

Cllr Whittaker has made the following comments:

- Many residents have expressed concern about the effect this proposal would have if approved. Many of them have written and I hope members will have regard to their concerns In my view
- This application is premature, there is a five/six year supply of sites already available
- There is no need for these houses
- The site is in Green Belt with all the constraints that go with that
- The openness will be very adversely affected
- The infrastructure simply is not there to support 420 properties with up to 1000 people eg distances from shops, schools, highways.....3600 car movements every day., drains...no matter what EA and UU say residents know that Park Hall Road floods NOW. If you look at the UU response to Wigan Athletics Proposals on Preston Rd they actually admit to problems on Park Hall Road.
- This proposal is simply not sustainable and should be refused

7 further letters of objection have been received setting out the following issues:

- Impact on the Village
- Impact on local services, schools, doctors etc.

- Impact on highways- congestion will occur especially on Park Hall Road
- The land is Green Belt
- A lot of the site is flat (car parks etc) or very low level impact in the green belt. Only on a relatively small part of the land were there higher structures. Will impact on the surrounding greenbelt from an openness, sunlight, privacy and visual access point of view.
- There are already enough housing areas allotted in Chorley
- The impact on local wildlife
- According to the 'Core Strategy Objectives' – *SO3 to reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the network. 4.1 Increasing the accessibility of the borough (for homes, jobs, open space recreation etc.) and influencing travel patterns to encourage alternatives to the car (to reduce emissions, congestion and poor air quality) are key aims of the Core Strategy. Most journeys in Chorley are taken by car, causing increased congestion and pollution. Predictions for future car use indicate that this travel preference is likely to continue-* if the development goes ahead what you are aiming to achieve the opposite will happen.
- A percentage of affordable housing to be included- with that type of housing come residents who pretty much don't care for anything, so crime will come.
- The infrastructure is not in place for such a huge development
- The pathway along Park Hall Road is extremely narrow
- This development should be refused on the following:-
 - It will have a greater impact on the openness of the Green Belt.
 - There isn't a need for any housing, there is sufficient sites allocated.
 - The development is definitely not sustainable; it will increase more usage of vehicles therefore increasing congestion and pollution.
- Why can't the land be put to greater and better use, the leisure industry for one, a horse riding school, running tracks, climbing walls, swimming baths, a sports academy?
- The small villages surrounding this site have only small roads there is a potential for the vehicle movements to increase substantially with this amount of housing planned: vibrations would increase and could compromise the structure of property
- The resources available in these small communities (doctors, schools, shops etc.) are already limited and the prospect to have to accommodate an additional 2000+ people is unrealistic for this area.
- The proposed plan is much larger than the current structures which occupy the site. There is a vast openness in this area and the plan to erect & increase buildings of this size would impact greatly on the naturalness that we all expect from our green belt areas.

The following consultee responses have been received:

Lancashire County Council (Senior Cycling Officer Sustainable Travel). Following receipt of the comments from the Rights of Way Officer reported within the original report the Cycling Officer has made the following comments:

- The Eccleston to Chorley cycle route is shown wrongly on the submitted plan. It would follow Back Lane and German Lane. German Lane goes underneath the railway, so a new bridge would not be required.
- The procedure for making a public footpath a bridleway, which would open it to cyclists, would be to advertise a bridleway creation order. If there were objections to the order a public inquiry would result and the council would need to demonstrate that the public benefit outweighed any private dis-benefit, taking into any monetary compensation.

- The Section 106 contribution therefore needs to cover likely legal, including public inquiry costs and land compensation costs. The proposed £375,000 Section 106 contribution should cover these and enable us to carry out the proposed schemes
- I would envisage that cyclists would have to dismount to get over the footbridge between German Lane and Common Bank Lane, but that the links on either side would be improved.
- We would aim to complete the works at an early date so the development met its sustainable transport requirements. Payment of the section 106 agreement will need to be in advance of first occupation to enable us to go ahead at early date. Allowing time for a public inquiry I would envisage the creation order procedure would take two years
- We also have the powers to carry out improvements to the surfaces of public footpaths regardless of whether they become cycle paths..

Lancashire County Council (Ecology) have made the following comments:

As set out within the Committee report LCC Ecology had not had an opportunity to comment on the most recently submitted ecological information. Since publishing the report the Ecologists comments have now been provided which are summarised as follows:

Local Sites (Biological Heritage Sites).

The letter from TEP now clarifies/ confirms that no new public access routes will be created within Little Wood Biological Heritage Site, and that the woodland will be buffered from existing PRoW by additional planting and fencing to deter access. As noted previously, protection during construction can be dealt with as part of the Construction Environment Management Plan (CEMP condition).

Longer-term mitigation to secure maintenance of biodiversity (and contribute to a sustainable development) can be addressed by a Woodland Habitat Management Plan.

European protected species (bats).

Lighting

It will not be appropriate to leave the assessment of impacts of bats from lighting to planning condition, as this will not demonstrate that Chorley has had regard to impacts on bats in the making of the current planning decision.

Chorley Council need to secure a lighting scheme that avoids/ minimises impacts on bats and that this can be addressed by planning condition.

Potential tree roosts

Given the location and status of these trees within the proposed development (i.e. the category 1 tree is retained within a woodland block and impacts are not predicted), this additional information does now appear sufficient to inform determination. These and indeed any retained, trees will clearly need to be adequately protected during construction in accordance with recognised guidelines and this can be secured by condition.

European protected species (great crested newts).

I had suggested that Chorley Council might attach a planning condition to the effect that the development should not proceed without the prior acquisition of a licence. A form of wording that acknowledges the acceptability of outline mitigation proposals, but that requires further details of mitigation to be submitted for approval, subject to any changes

required by Natural England, may be the most appropriate form of wording for a condition.

Protected species (badger).

The letter from TEP now provides further clarification about potential impacts on badgers, and sets out some proposals to mitigate impacts during construction and operation (fencing, maintenance of habitat, sett monitoring, etc).

Whilst it remains the case that the full extent of badger presence in the wider area may have been underestimated it does appear that the badger population could be maintained, together with habitat linkages and that habitat management could be secured for the benefit of badgers. Further details (full repeat surveys, updated impact assessment, full mitigation proposals to cover construction and operational phases) will be required in support of the reserved matters/ full application.

Species of Principal Importance (section 41 NERC Act 2006) (common toad).

I do not agree that construction phase mitigation for great crested newts is necessarily adequate to protect common toads, since toads and newts are separate species and do not behave identically on land or in water.

I also do not agree that habitat proposals (breeding and terrestrial) for great crested newt will maintain common toad populations (these two species do not have identical habitat requirements).

However, I am of the opinion that (based on the indicative layout, and also the availability of land - red and blue line) it should be possible to mitigate and compensate for impacts on common toads as part of this development proposal.

Further survey/ assessment will need to be carried out to establish whether common toads use the Dam for breeding and, if so, to establish migration routes and habitat usage. I agree that this can be dealt with by planning condition.

Potential Habitats of Principal Importance (Open Mosaic Habitat on Previously Developed Land).

The TEP letter indicates that the vegetation within the former driving school does not qualify as a priority habitat, but would be expected to develop into a structurally and botanically diverse area capable of supporting protected and priority species. TEP therefore propose compensating for the loss of habitat through the creation of areas of open grassland and scrub within the ecological mitigation areas. Obviously, full details of habitat compensation/ creation will need to be addressed at the reserved matters stage.

The Ecologist then goes on to comment on the wording of the suggested conditions which are provided elsewhere.

The main report has been amended as follows:

There is an error in paragraph 54 of the main report. The agent for the application did provide some information in June which they consider demonstrates that overall, there is a significant net benefit to the openness of the Green Belt resulting from the proposed development. They have provided the following breakdown:

Land Use	Existing (sqm)	Areas	Proposed Area (sqm)	Difference (sqm)
Building footprints	26,476		29,527	+3,051
Hard standing / other previously developed areas	89,704		56,113	-33,591
Green land	103,923 (comprising existing green spaces, grassed areas and existing scrub)		127,308 (comprising amenity spaces and POS)	+29,986
Newly created Public Open Space	0		80,134	+80,134

This notes that the footprints would be increased slightly by 3,051sqm however there would be a reduction in hard standing areas of 33,591sqm and the reinstatement of this land to green spaces. Plans have been submitted to support this which are attached. The existing land take plan is based upon the capacity study agreed with the Council in 2009 and which a number of the structures have now been removed the associated areas of hardstanding still exist.

Please note that the paragraph which follows the wording of Policy 1 (para 24) which states: *confirms that growth and investment will be focussed on well-located brownfield sites and the Strategic Location of Central Preston, the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble, whilst protecting the character of suburban and rural areas* was included in error as this just confirms the position of Policy 1 which is included in full within the report.

Additional Information

Queries have been raised about the percentage of brownfield land development which has been secured within the Borough. Based on the table below, over the plan period our projected brownfield proportion without Camelot would be 59.2% i.e. short of the 70% target. With Camelot, it would be 61.2%.

	Without Camelot			With Camelot		
	Completions Apr 2007- Mar 2013	Supply Apr 2014 - Mar 2026	Total	Completions Apr 2007- Mar 2013	Supply Apr 2014 - Mar 2026	Total
Brownfield	2259	2665	4924	2259	3085	5344
Greenfield	686	2702	3388	686	2702	3388
Total	2945	5367	8312	2945	5787	8732
Brownfield %age	76.7%	49.7%	59.2%	76.7%	53.3%	61.2%

Source: Housing Land Monitoring Report, 2013 –Tables 8, 14, 15.

The following conditions are suggested:

No.	Condition
1.	Any application for approval of reserved matters (as defined in Condition 2 below) for the 5 Character Areas (to be known as the ‘phases’) identified on the Character Area Plan contained within the Design and Access Statement (ref: STOR130110 dated 30 January 2014) must be made to the Council not later than the expiration of ten years beginning with the date of this decision notice. Each Phase or Sub-Phase (as defined in Condition 3 below) of the development shall be begun within two years of the date of the Reserved Matters Approval relating to that Phase or Sub-Phase or in the case of approval of reserved matters on different dates the date of the final approval of the last of such matters to be approved. Reason: Required to be imposed by Section 92 of the Town and Country

	<p>Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
<p>2.</p>	<p>Subject to Condition 3 (below) before any Phase of the development (as identified on the Character Areas Plan) or a Sub-Phase of a Phase (as defined by Condition 3 (below)) hereby permitted is first commenced, full details of all reserved matters relating to that Phase or Sub-Phase (namely the appearance, layout, scale and landscaping of the site) shall be submitted to and approved in writing by the Local Planning Authority. Approval of the reserved matters shall be obtained from the Local Planning Authority in writing for each Phase or Sub-Phase of the development before each respective Phase or Sub-Phase of the development (excluding works of demolition, site remediation and archaeological investigation) is commenced, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004</p>
<p>3.</p>	<p>Prior to the commencement of the development a phasing plan for the whole site shall be submitted to and approved in writing by the Local Planning Authority, based upon the identified character areas, detailing how the development will be phased over the approved 10 year period. The development shall be phased in accordance with the submitted Transport Assessment which includes a build rate of 40 dwellings per year. For the purposes of this planning permission, all references to a Phase or Phases shall be to a Phase or Phases as shown on a plan approved by the Local Planning Authority pursuant to this Condition 3.</p> <p>Any application for approval of reserved matters of a Sub-Phase of a Phase shall not be submitted for approval pursuant to Condition 2 (above) unless there has first been submitted to and approved in writing by the Local Planning Authority a plan showing the extent of the proposed Sub-Phase for which reserved matters are to be submitted.</p> <p>For the purposes of this planning permission, all references to a Sub-Phase or Sub-Phases shall be to a Sub-Phase or Sub-Phases as shown on a plan approved by the Local Planning Authority pursuant to this Condition 3.</p> <p>Reason: in the interests of the proper development of the site and to enable the development of the site to be phased appropriately.</p>
<p>4.</p>	<p>The development hereby permitted shall be carried out in general conformity with the indicative Masterplan (reference STOR130110 Rev J received 25th June 2014), the Parcel Density plan (contained within the Design and Access Statement ref: STOR130110 dated 30 January 2014 noting the requirements of the following condition), the Storey Heights plan (contained within the Design and Access Statement, ref: STOR130110 dated 30 January 2014), the Character Areas Plan (contained within the Design and Access Statement, ref: STOR130110 dated 30 January 2014) unless otherwise agreed in writing by the Local Planning Authority..</p> <p>Reason: To ensure an acceptable form of development for the site within the parameters of the submitted Design and Access Statement which accompanied the application.</p>

<p>5.</p>	<p>The following parcels identified within the Parcel Density Plan (contained within the Design and Access Statement ref: STOR130110 dated 30 January 2014) shall incorporate a maximum density of 28 dwellings per hectare and will be restricted to dwellings a maximum of 2 stories high:</p> <table border="1" data-bbox="368 360 1305 741"> <thead> <tr> <th>Parcel</th> <th>Area (m²)</th> <th>Dwellings per hectare</th> <th>Dwellings per parcel</th> </tr> </thead> <tbody> <tr> <td>24</td> <td>9774</td> <td>28</td> <td>27</td> </tr> <tr> <td>27</td> <td>2231</td> <td>28</td> <td>6</td> </tr> <tr> <td>28</td> <td>3076</td> <td>28</td> <td>8</td> </tr> <tr> <td>29</td> <td>5874</td> <td>28</td> <td>17</td> </tr> <tr> <td>30</td> <td>3596</td> <td>28</td> <td>10</td> </tr> <tr> <td>31</td> <td>2950</td> <td>28</td> <td>8</td> </tr> <tr> <td>Total</td> <td>27,501 (2.75 hectares)</td> <td></td> <td>76</td> </tr> </tbody> </table> <p>Reason: in the interests of the visual amenities of the area directly linked to the assessment undertaken in respect of this Green Belt location.</p>	Parcel	Area (m ²)	Dwellings per hectare	Dwellings per parcel	24	9774	28	27	27	2231	28	6	28	3076	28	8	29	5874	28	17	30	3596	28	10	31	2950	28	8	Total	27,501 (2.75 hectares)		76
Parcel	Area (m ²)	Dwellings per hectare	Dwellings per parcel																														
24	9774	28	27																														
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29	5874	28	17																														
30	3596	28	10																														
31	2950	28	8																														
Total	27,501 (2.75 hectares)		76																														
<p>6.</p>	<p>Prior to the submission of any reserved matters applications on the site pursuant to Condition 2 a Design Code shall be submitted to and approved in writing by the Local Planning Authority. This Design Code shall be produced in accordance with the Design and Access Statement dated 30 January 2014 and the Supplementary Report to the Design and Access Statement dated 25 June 2014. The Design Code shall include the design principles for the whole of the site and will incorporate, amongst other elements,:</p> <ul style="list-style-type: none"> • The Masterplan for the site • Specific character areas (phases/ sub-phases) incorporating detailing design requirements • A highway hierarchy and design considerations • A greenspace and landscape structure • A movement framework • Layout considerations • Parking and garaging • Appropriate building and hardsurfacing materials • Details of appropriate boundary treatments • Lighting • Signage and signposting • Sustainability • Details of the laying of services, drainage and cables • Bin storage and rubbish collection • Ecology and nature conservation <p>Each reserved matters application thereafter shall be submitted in accordance with the Approved Design Code unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure a comprehensive approach to the development of this site is achieved and in the interests of the proper planning of the site.</p>																																

<p>7.</p>	<p>Prior to the commencement of the development and the submission of any reserved matters application pursuant to Condition 2 the following details shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> • Foul and surface water drainage • Provision and layout of public open space • Provision of footpath and cycle links • Details of the proposed earth bund along the northern boundary of the site. <p>Each and every reserved matters application shall be submitted in accordance with the approved details. The development thereafter shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interests of the proper and comprehensive planning of the site to create a high quality sustainable development.</p>
<p>8.</p>	<p>Prior to the commencement of the development a Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be generally in accordance with document submitted with the application entitled Interim Travel Plan prepared by i-Transport dated 24 January 2014. The Framework Travel Plan when developed should include the following as a minimum:</p> <ul style="list-style-type: none"> • Commitment and timescale for the appointment of a Travel Plan Coordinator (suggest at least • A commitment and timescale to undertake travel surveys (recommend within 3 months of reaching 75% of dwellings occupied). • A commitment and timescale for the development of a Full Travel Plan (recommend within 3 months of 1st travel survey). • Details of cycling, pedestrian and public transport links to and within the site. • Details of the provision of cycle parking for any properties where suitable storage is not available. • List of any proposed measures to be introduced particularly any to be implemented prior to the development of the Full Travel Plan. • Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years. • include a schedule for the submission of a Full Travel Plan within a suitable time frame of first occupation or another identifiable stage of development <p>The Full Travel Plan when developed would need to include the following as a minimum:</p> <ul style="list-style-type: none"> • Contact details of a named Travel Plan Co-ordinator • Results from residents travel survey • Details of cycling, pedestrian and public transport links to and

	<p>through the site</p> <ul style="list-style-type: none"> • Details of the provision of cycle parking for any properties where suitable storage is not available. • Objectives • SMART (Specific, Measurable, Achievable, Realistic and Time-related). Targets for non-car modes of travel, taking into account the baseline data from the survey • Action plan of measures to be introduced, and appropriate funding • Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years <p>The development thereafter shall be carried out in accordance with the approved details.</p> <p>Reason: To reduce the number of car borne trips and to encourage the use of public transport.</p>
<p>9.</p>	<p>Prior to the commencement of the development a movement strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of the road hierarchy through the site and the footpath/ cycle linkages through the site. The development thereafter shall be carried out in accordance with the approved movement strategy unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interests of the proper development if the site and to promote connectivity through the site and with the nearby existing Villages.</p>
<p>10.</p>	<p>Prior to the commencement of the development a landscape strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of the informal open space and the landscape mound along the northern boundary of the site adjacent to the motorway and agricultural land. All reserved matters application shall be submitted in accordance with the approved landscape strategy and the development thereafter shall be carried out in accordance with the approved landscape strategy, unless otherwise agreed in writing by the Local Planning Authority</p> <p>Reason: In the interests of the proper development if the site.</p>
<p>11.</p>	<p>The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (Ref: 5557/R2 Rev A, dated June 2014) and the following mitigation measures detailed within the FRA:-</p> <ol style="list-style-type: none"> 1. Limiting the surface water run-off from Areas A and B to a maximum of 403 litres per second for the 1 in 100 year plus climate change rainfall event, to reduce the risk of flooding off-site. 2. Limiting the surface water run-off from Areas C and D to a maximum of 84 litres per second for the 1 in 100 year plus climate change rainfall event, to reduce the risk of flooding off-site. 3. Provision of pervious paving to all private drive areas subject to suitable ground conditions. Where ground conditions are not suitable for infiltration then underdrained pervious paving shall be utilised. 4. A maximum of three surface water outfall structures shall be constructed to the adjacent watercourse to reduce the impact on the environment. 5. All existing surface water outfall structures which will become redundant

	<p>shall be removed from the adjacent watercourse. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority. REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.</p>
<p>12.</p>	<p>Prior to the commencement of the development a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change 6 hour critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the scheme shall be maintained and managed after completion. REASON To prevent the increased risk of flooding, both on and off site.</p>
<p>13.</p>	<p>Due to the large scale of development and proposed sensitive end-use (residential), no development shall take place until:</p> <ul style="list-style-type: none"> a) a methodology for investigation and assessment of ground contamination has been submitted to and agreed in writing with the Local Planning Authority. The investigation and assessment shall be carried in accordance with current best practice including British Standard 10175:2011 'Investigation of potentially contaminated sites - Code of Practice'. The objectives of the investigation shall be, but not limited to, identifying the type(s), nature and extent of contamination present to the site, risks to receptors and potential for migration within and beyond the site boundary; b) all testing specified in the approved scheme (submitted under a) and the results of the investigation and risk assessment, together with remediation proposals to render the site capable of development have been submitted to the Local Planning Authority; c) the Local Planning Authority has given written approval to any remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of remediation works a validation report containing any validation sampling results shall be submitted to the Local Authority. <p>Thereafter, the development shall only be carried out in full accordance with the approved remediation proposals.</p> <p>Reason: To protect the environment and prevent harm to human health, by ensuring the site is suitable for the proposed end-use, in accordance with Paragraph</p>

	121 of the National Planning Policy Framework (DCLG, 2012).
14.	<p>Should, during the course of the development, any contaminated material other than that referred to in the investigation and risk assessment report and identified for treatment in the remediation proposals be discovered, then the development should cease until such time as further remediation proposals have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To protect the environment and prevent harm to human health, by ensuring the site is suitable for the proposed end-use, in accordance with Paragraph 121 of the National Planning Policy Framework (DCLG, 2012).</p>
15.	<p>If any plants listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) occur on the site, such as Himalayan balsam, Japanese knotweed, rhododendron and giant hogweed, then they shall be eradicated from the site and working methods shall be adopted to prevent their Spread in accordance with Environment Agency guidance and codes of practice.</p> <p>Reason: to ensure the eradication and control of any invasive species which are found on the site</p>
16.	<p>Prior to the commencement of the development full details to measures to reduce dust and particulate matter resulting from the construction works shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall detail the mitigation measures to be employed at the site during the construction activities. The development thereafter shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority</p> <p>Reason: To reduce the amount of dust and particulate matter created as a part of the development of the site, in order to minimise the air quality impacts and to provide adequate mitigation measures to reduce dust production.</p>
17.	<p>Each application for approval of reserved matters, pursuant to Condition 2, shall be accompanied by full details of the position, height and appearance of all fences and walls to be erected for that Phase or Sub-Phase (notwithstanding any such detail shown on previously submitted plan(s). No building/ dwelling for that Phase or Sub-Phase shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.</p> <p>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents</p>
18.	<p>Each application for approval of reserved matters, pursuant to Condition 2, shall be accompanied by samples of all external facing materials to the proposed buildings (notwithstanding any details shown on previously submitted plans and specification) for each Phase or Sub-Phase. The development of each Phase or Sub-Phase shall only be carried out using the external facing materials for that Phase or Sub-Phase approved pursuant to this Condition, unless otherwise agreed in writing by the Local Planning Authority</p> <p>Reason: To ensure that the materials used are visually appropriate to the locality.</p>
19.	Each application for approval of reserved matters, pursuant to Condition 2,

	<p>shall be accompanied by full details of the colour, form and texture of all hard ground- surfacing materials (notwithstanding any such detail shown on previously submitted plans and specification) for each Phase or Sub-Phase. The development of that Phase or Sub-Phase shall only be carried out using the approved materials. The development shall only be carried out in conformity with the approved details.</p> <p>Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area.</p>
20.	<p>Notwithstanding the details shown on the submitted plans, the private driveway/hardsurfacing areas to the front of the all the dwellinghouses shall be constructed using pervious paving subject to suitable ground conditions. Where ground conditions are not suitable for infiltration then underdrained pervious paving shall be utilised. Full details shall be submitted with each reserved matters application.</p> <p>Reason: In the interests of highway safety and to prevent flooding</p>
21.	<p>All dwellings commenced after 1st January 2013 will be required to meet Code Level 4 of the Code for Sustainable Homes and all dwellings commenced after 1st January 2016 will be required to meet Code Level 6 of the Code for Sustainable Homes. Within 6 months of occupation of each dwelling a Final Certificate, certifying that the relevant Code for Sustainable Homes Level for that dwelling has been achieved, shall be submitted to the Local Planning Authority.</p> <p>Reason: In the interests of minimising the environmental impact of the development</p>
22.	<p>Prior to the commencement of each phase or sub-phase of the development, a 'Design Stage' assessment and related certification shall be submitted to and approved in writing by the Local Planning Authority. The assessment and certification shall demonstrate that the dwellings within that phase/ sub-phase will meet the relevant Code Level of the Code for Sustainable Homes. The development shall be carried out entirely in accordance with the approved assessment and certification.</p> <p>Reason: In the interests of minimising the environmental impact of the development</p>
23.	<p>No dwelling shall be occupied until a letter of assurance, detailing how that plot has met the necessary Code Level, has been issued by a Code for Sustainable Homes Assessor and submitted to the Local Planning Authority.</p> <p>Reason: In the interests of minimising the environmental impact of the development</p>
24.	<p>Prior to the commencement of each phase or sub-phase of the development a Carbon Reduction Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall demonstrate that either appropriate decentralised, renewable or low carbon energy sources will be installed and implemented to reduce the carbon dioxide emissions of the development by at least 15% or additional building</p>

	<p>fabric insulation measures are installed beyond what is required to achieve the relevant Code Level rating. The development shall only be carried out in accordance with the approved Carbon Reduction Statement.</p> <p>Reason: In the interests of minimising the environmental impact of the development</p>
25.	<p>Each application for approval of reserved matters pursuant to Condition 2 shall be accompanied by full details of existing and proposed ground levels and proposed building slab levels (all relative to ground levels adjoining the site), notwithstanding any such detail shown on previously submitted plans. Each Phase or Sub-Phase of the development shall only be carried out in conformity with the approved level details.</p> <p>Reason: To protect the appearance of the locality, in the interests of the amenities of local residents.</p>
26.	<p>Any application for approval of reserved matters of a Phase or Sub-Phase pursuant to Condition 2 (above) shall include the submission for approval of a detailed arboricultural impact assessment and Tree Constraints Plan. The information shall include:</p> <ul style="list-style-type: none"> • an individual tree assessment of all trees with a canopy of more than 750mm in diameter which gives full details of all existing trees • Detail those trees which are proposed to be retained in accordance with the overlaid Build Platform Analysis Plan (ref: STOR130110 BPA-01 received 25th June 2014), representing the base case scenario in respect of tree removal at the site. Any tree losses over above those shown and identified in yellow on the 'best case scenario' drawing (overlaid Build Platform Analysis Plan (ref: STOR130110 BPA-01 received 25th June 2014)) will have to be robustly justified. • The measures which will be implemented in order to secure their protection during the course of the development and retention thereafter. <p>No development in any phase or sub-phase shall commence until the approved tree protection measures have been put in place and the development of the relevant Phase or Sub-Phase shall thereafter proceed in full accordance with the approved Tree Constraints Plan for that Phase or Sub-Phase, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To safeguard the trees to be retained and directly related to the visual impact assessment which has been undertaken when assessing the impacts of the development hereby approved.</p>
27.	<p>Prior to the commencement of each phase/ sub-phase, including any works of demolition, a Construction Method Statement shall be submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ul style="list-style-type: none"> • the parking of vehicles of site operatives and visitors • loading and unloading of plant and materials • storage of plant and materials used in constructing the development • the erection and maintenance of security hoarding including

	<p>decorative displays and facilities for public viewing, where appropriate</p> <ul style="list-style-type: none"> • wheel washing facilities • a scheme for recycling/disposing of waste resulting from demolition and construction works <p>Reason: in the interests of highway safety and to protect the amenities of the nearby residents.</p>
<p>28.</p>	<p>Prior to the commencement of the development full details of the 2 access junctions onto Park Hall Road shall be submitted to and approved in writing by the Local Planning Authority. The details shall broadly accord with the Site Access plans (ref: ITM8191-GA-016 Rev A) received 25th June 2014, shall include full details of tree/ hedgerow removal (in accordance with the overlaid Build Platform Analysis Plan (ref: STOR130110 BPA-01 received 25th June 2014) representing the base case scenario in respect of tree removal at the site) and the Primary Access Tree Removal Plan (received 4th June 2014), and shall include a programme for implementation of both access junctions. The development thereafter shall be carried out in accordance with the approved details.</p> <p>Reason: In the interests of highway safety and to ensure the continued protection of the trees and hedgerows within this part of the site.</p>
<p>29.</p>	<p>Prior to the commencement of each phase/ sub-phase of the development details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be 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.</p> <p>Reason: To ensure that the estate streets serving the development are maintained to an acceptable standard in the interest of residential / highway safety.</p>
<p>30.</p>	<p>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.</p> <p>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.</p>
<p>31.</p>	<p>The construction works and deliveries associated with the development hereby permitted shall not take place except between the hours of:</p> <ul style="list-style-type: none"> • 0800 hrs to 1800 hrs Monday to Friday • 0800 hrs to 1300 hrs on Saturdays. <p>No construction activities shall take place on Sundays or Bank Holidays. These construction hours shall be adhered to during the development of the whole site unless otherwise agreed in writing by the Local Planning Authority.</p>

	<p>Reason: To safeguard the amenities of local resident/ businesses and to protect nearby noise sensitive buildings</p>
<p>32.</p>	<p>Prior to the marketing of the first residential phase of the site full details of the marketing documentation/ publications as far as it relates to the status of the equipped play area(s) which fall in the site shall be submitted to and approved in writing by the Local Planning Authority. This part of the marketing information shall include full details of the approved equipped play area(s) including an annotated plan detailing the approved siting. Prior to the occupation of the dwellings sited within 25 metres of the equipped play area(s) the future occupants shall be provided with a copy of marketing documentation detailing the approved siting and specification of the equipped play area(s) and evidence from the vendor shall be submitted to and approved in writing by the Local Planning Authority that the purchasers for each property within 25 metres of the equipped play area(s) are aware of the play space provision. Thereafter the equipped play area(s) shall be constructed and completed in accordance with the approved plans (submitted as part of the relevant reserved matters application) prior to practical completion of 100 dwellings.</p> <p>Reason: To ensure the provision of equipped play space to benefit the future occupiers of the site</p>
<p>33.</p>	<p>Prior to the commencement of the development and the submission of reserved matters a scheme for the provision of public open space and equipped play areas shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of all play and other equipment to be provided. The development thereafter shall be carried out in accordance with the approved details prior to the practical completion of 100 dwellings.</p> <p>Reason: To ensure adequate provision for public open space and play areas within the development</p>
<p>34.</p>	<p>Within 12 months of the date of this planning approval a Habitat Management Plan for the area of Woodland within the red edged application site and the blue edged land shall be submitted to and approved in writing by the local Planning Authority. As well as nature conservation management methods, the management plan shall address measures to control and off-set potential long-term impacts on habitats, including impacts that may result from recreational pressure, measures to protect, manage and maintain habitats for the benefit of biodiversity (including protected and priority species known/ likely to be present such as bats, birds, amphibians, badgers); mitigation for recreational/ operational impacts; detailed management objectives and prescriptions; timescales for implementation; measures of success; and proposals for monitoring, reporting and review. The management plan shall also include a monitoring scheme and periodic review of management prescriptions. The Management Plan shall cover a period of 25 years following the completion of the remediation and reclamation works. The Management Plan thereafter shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure the satisfactory management, maintenance and</p>

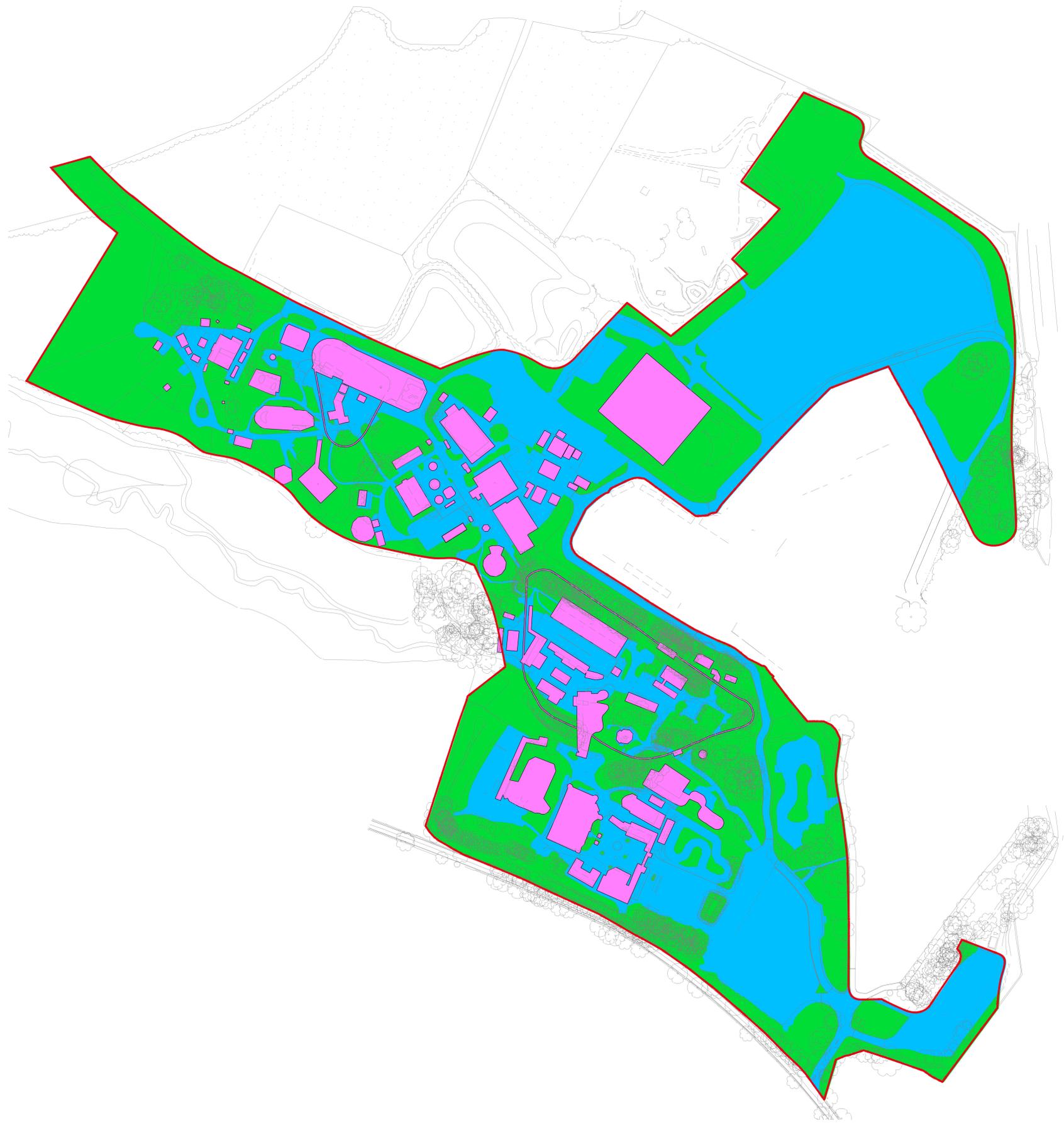
	retention of habitats.
35.	<p>The measures outlined within the submitted Noise Assessment Report (ref: 048/2013 dated January 2014) shall be implemented in full as part of the proposed development. This includes:</p> <ul style="list-style-type: none"> • A sound insulation performance of at least 35 dB Rw+Ctr from the building envelope construction and associated elements for dwellings within 50 metres of the M6. • Acoustically enhanced constructions (e.g. using an acoustic laminate) • Alternative ventilation strategies for windows to habitable rooms within 200 metres of the M6. • The creation of a new earth bund (4.5 metres high), along the motorway/ agricultural land <p>With the submission of reserved matters for any dwelling proposed within 200 metres of the motorway details of the proposed noise mitigation measures shall be provided. The approved measures shall be maintained in perpetuity thereafter.</p> <p>Reason: To ensure that any future residents of domestic dwellings, on the application site, benefit from the mitigation of noise</p>
36.	<p>AS part of the first the reserved matters application, a Construction Environment Management Plan in respect of aquatic and terrestrial habitat protection, creation and enhancement shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be limited to:</p> <ul style="list-style-type: none"> • Full details of habitat retention and protection, loss, creation and enhancement in respect of woodland and trees, hedgerows, ponds and watercourses, marshy grassland and open mosaic habitats, including planting schedules. • Full details of pond creation including landscaping and sections. • Details of proposals to enhance opportunities for bio-diversity in the site to include measures recommended in the Ecological Assessment report (TEP Ref 3772.008 version 4 dated May 2014): use of native species in proximity, retention and reinforcement of wildlife corridors with native and wildlife-friendly planting, native planting on the noise bund, bat and bird boxes and the range of enhancement measures to be implemented within the built development itself. • Methods for the translocation of native orchids and bluebells, where these species are to be affected by development, including habitat creation and timescales. • Methods for the control and eradication of species listed on Schedule 9 of the Wildlife and Countryside, including Japanese knotweed, Himalayan balsam, giant hogweed and rhododendron. • Details of measures for the protection of retained habitats (and of the habitat of protected and priority species) during site preparation,

	<p>site clearance and construction.</p> <p>The approved scheme will be implemented in full and maintained thereafter. Appropriate implementation of approved protection measures will need to be evidenced and monitored by an appropriately experienced and qualified ecological professional.</p> <p>Reason: in the interests of protecting and enhancing biodiversity and protected species at the site.</p>
37.	<p>Prior to the commencement of the development/ the submission of the first reserved matters application, details of the lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate avoidance of light pollution of wildlife habitat, including retained and replacement bat roosts, bat foraging and commuting habitat. The lighting scheme shall be in accordance with guidance issued by the Bat Conservation Trust and Institute of Lighting Engineers. The approved mitigation measures shall be implemented in full and maintained in perpetuity.</p> <p>Reason: in the interests of ensuring the bat roosts are not adversely impacted upon through any proposed lighting.</p>
38.	<p>Prior to the commencement of the development/ the submission of the first reserved matters application, a detailed mitigation method statement (bats) shall be submitted to and approved in writing by the Local Planning Authority. The Method Statement shall expand upon the mitigation proposed as part of the outline application and shall demonstrate that the population of bats will be maintained at a favourable conservation status. Details shall include timing of works, mitigation methods and specifications (replacement roosts), protection of retained roosts/ roosting opportunities, maintenance (and management) of foraging and commuting habitat and any new roost habitats created. Mitigation proposals shall be informed by appropriately current/ updated survey results. The approved mitigation measures shall be implemented in full and maintained in perpetuity. (subject to any changes required by Natural England at the licensing stage).</p> <p>Reason: to ensure that the bat population of protected and maintained as part of the development hereby approved.</p>
39.	<p>Prior to the commencement of the development/ submission of the first reserved matters application an updated and fully detailed mitigation method statement for great crested newts and their habitat shall be submitted to and approved in writing by the Local Planning Authority . The approved mitigation measures shall be implemented in full (subject to any changes required by Natural England) and maintained in perpetuity.</p> <p>Reason: In the interests of maintaining the populations of Great Crested Newts at the site and to ensure their continued protection.</p>
40.	<p>Prior to the commencement of the development/ submission of the first reserved matters application, an updated assessment of potential impacts upon common toads and their habitat shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall establish the presence or absence of common toads within water bodies in and</p>

	<p>adjacent to the site (including the Dam) and, if present in any significant numbers, shall establish terrestrial habitat usage and migration routes. If indicated by survey results, adequate and proportionate proposals for mitigation/ compensation shall also be submitted for approval in writing and subsequent implementation in full. Mitigation will include measures for avoidance of impacts during construction, maintenance of habitat and habitat connectivity, and operational mitigation (including dropped kerbs, amphibian friendly gully pots, etc). The approved mitigation measures shall be implemented in full and maintained in perpetuity. Reason: In the interests of maintaining the populations of common toads at the site and to ensure their continued protection.</p>																					
<p>41.</p>	<p>Prior to commencement of any works to implement any phase of the development to be carried out between 1st March and 31st August in any year, a detailed survey shall be carried out by an ecologist to check for nesting birds within the area relating to that phase of the proposed works. Where nests are found in any building, hedgerow, tree or other habitat to be removed or disturbed, a minimum 4m exclusion zone shall be left around the nest until breeding is complete. Completion of nesting shall be confirmed by a suitably qualified person and a report submitted to and approved in writing by the Local Planning Authority. Reason: to ensure that the development does not impact on nesting birds</p>																					
<p>42.</p>	<p>Prior to the commencement of the development/ submission of the first reserved matters application an updated survey and assessment of impacts on badgers, together with mitigation proposals informed by the updated survey and impact assessment, shall be submitted to and approved in writing by the Local Planning Authority. Mitigation proposals shall demonstrate: avoidance of impacts on badgers and their setts during construction or if this is not possible, adequate mitigation; long term maintenance of the badger population; maintenance of badger habitat and habitat connectivity; and long-term management of the site for the benefit of badgers (including measures to avoid post-construction sett interference and persecution, etc). The approved measures shall be implemented in full and maintained in perpetuity thereafter. Reason: to ensure that the development does not adversely impact on badgers at the site.</p>																					
<p>43.</p>	<p>The development shall be limited to no more than 420 dwellings and shall be carried out in accordance with the following plans:</p> <table border="1" data-bbox="320 1541 1302 2018"> <thead> <tr> <th data-bbox="320 1541 635 1576">Title</th> <th data-bbox="635 1541 979 1576">Drawing Reference</th> <th data-bbox="979 1541 1302 1576">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 1576 635 1644">Location Plan -03</td> <td data-bbox="635 1576 979 1644">STOR130110 LP-03 Rev C</td> <td data-bbox="979 1576 1302 1644">25th June 2014</td> </tr> <tr> <td data-bbox="320 1644 635 1749">Topographical Survey Arrangement Layout</td> <td data-bbox="635 1644 979 1749">STOR130110 SUR 07</td> <td data-bbox="979 1644 1302 1749">31st January 2014</td> </tr> <tr> <td data-bbox="320 1749 635 1816">Topographical Survey Sheet 1</td> <td data-bbox="635 1749 979 1816">STOR130110 SUR 01</td> <td data-bbox="979 1749 1302 1816">31st January 2014</td> </tr> <tr> <td data-bbox="320 1816 635 1883">Topographical Survey Sheet 2</td> <td data-bbox="635 1816 979 1883">STOR130110 SUR 02</td> <td data-bbox="979 1816 1302 1883">31st January 2014</td> </tr> <tr> <td data-bbox="320 1883 635 1951">Topographical Survey Sheet 3</td> <td data-bbox="635 1883 979 1951">STOR130110 SUR 03</td> <td data-bbox="979 1883 1302 1951">31st January 2014</td> </tr> <tr> <td data-bbox="320 1951 635 2018">Topographical Survey Sheet 4</td> <td data-bbox="635 1951 979 2018">STOR130110 SUR 04</td> <td data-bbox="979 1951 1302 2018">31st January 2014</td> </tr> </tbody> </table>	Title	Drawing Reference	Received date	Location Plan -03	STOR130110 LP-03 Rev C	25th June 2014	Topographical Survey Arrangement Layout	STOR130110 SUR 07	31st January 2014	Topographical Survey Sheet 1	STOR130110 SUR 01	31st January 2014	Topographical Survey Sheet 2	STOR130110 SUR 02	31st January 2014	Topographical Survey Sheet 3	STOR130110 SUR 03	31st January 2014	Topographical Survey Sheet 4	STOR130110 SUR 04	31st January 2014
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	Topographical Survey Sheet 5	STOR130110 SUR 05	31st January 2014
	Topographical Survey Sheet 6	STOR130110 SUR 06	31st January 2014
	Reason: For the avoidance of doubt and in the interests of proper planning		
44.	<p>A scheme of landscaping for each Phase or Sub-Phase shall be submitted as part of each reserved matters application. The scheme shall indicate the types and numbers of trees and shrubs to be planted, their distribution on the site, those areas to be seeded, paved or hard landscaped and detail any changes of ground level. Landscaping and restoration schemes should also aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>Reason: In the interests of the amenity of the area.</p>		
45.	<p>Prior to the commencement of the development the landscaping scheme for the approved earth bund and former paintball site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall indicate the types and numbers of trees and shrubs to be planted, their distribution on the site, those areas to be seeded, paved or hard landscaped and detail any changes of ground level. Landscaping and restoration schemes should also aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>Reason: In the interests of the amenity of the area.</p>		
46.	<p>All planting, seeding or turfing comprised in the approved details of landscaping pursuant to the 2 conditions above shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development within the relevant Phase or Sub-Phase, whichever is the earlier , and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species..</p> <p>Reason: In the interest of the appearance of the locality.</p>		

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NOTES

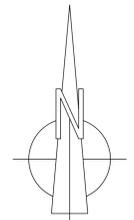
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Contractors, Sub-Contractors and Suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect.

Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

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REV	DESCRIPTION	DATE	AUTHOR	CHECKED
A	Land uses updated following comments from Barton Wilmore	06/06/14	CY	AW
B	Footprint amended and areas updated	25/06/14	RDP	



scale 1:1250

- Existing Footprints From Survey = 26476.107 sqm
- Green Land = 103922.666 sqm
- Hardstanding Area = 89704.434 sqm
- Boundary Line Area = 213137.333 sqm

TETLOW KING
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 TEL: 01794 367703 Fax: 01794 315517 Web: www.tetlowking.co.uk

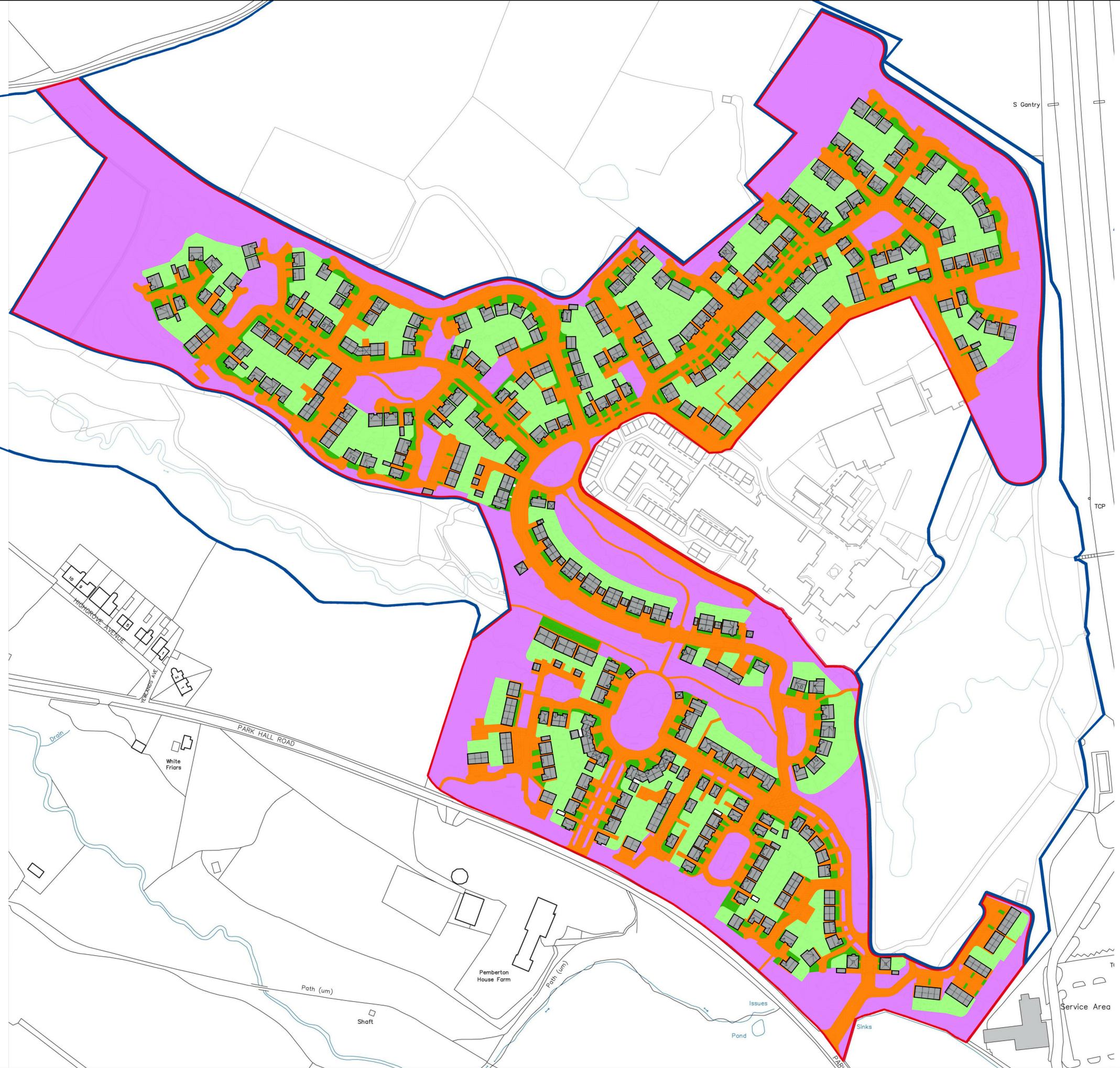
PROJECT

Former Camelot Theme Park Site
 Chorley, Lancashire
 For : Story Homes

DRAWING

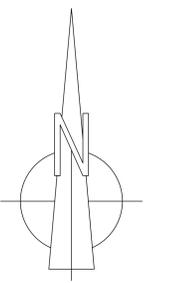
Existing Area Check

SCALE	DATE	AUTHOR	CHKD
1:1250 @ A0	29.05.2014	LV	
JOB NO.	DRAWING NO.	REV	
STOR130110	EAC.01	B	



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REV	DESCRIPTION	DATE	AUTHOR	CHECKED
A	Proposed footprint areas added	06/06/14	RDP	AW
B	Redline updated. Areas amended 25/06/14		RDP	



scale 1:1000

- Proposed Front Amenity = 11324.802 sqm
- Proposed Floor Amenity = 42443.412 sqm
- Proposed PDS = 80135.688 sqm
- Proposed Hard Standing = 56113.162 sqm
- Proposed Building Footprints = 29526.954 sqm

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PROJECT
 Former Camelot Theme Park Site
 Chorley, Lancashire
 For : Story Homes

DRAWING
Proposed Area Check

SCALE	DATE	AUTHOR	CHKD
@ A0	May 2014	RDP	RT

JOB NO.	DRAWING NO.	REV
STOR130110	PAC.01	B

