

PLANNING COMMITTEE

TUESDAY, 13TH AUGUST 2019, 6.30 PM

COUNCIL CHAMBER, TOWN HALL, CHORLEY

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

Agenda No Item

6 **ADDENDUM**

| (Pages 3 - 10)

GARY HALL
CHIEF EXECUTIVE

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C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
Director (Customer and Digital)	Development Control Committee	13 August 2019

ADDENDUM

ITEM 3a - 19/00090/FULMAJ – Haslem Printers Ltd, Standish Street, Chorley

The recommendation remains as per the original report.

The original report has been amended as follows:

In the recommendation at paragraph 1 and conclusion at paragraph 109 it is recommended that planning permission be granted subject to conditions and a s106 legal agreement to secure the provision of affordable housing and a financial contribution towards the provision of public open space. However, as set out in paragraphs 96 to 98 there are critical viability factors that have been verified and therefore no contribution toward affordable housing can be made. As such it is recommended that planning permission be granted subject to conditions and a s106 legal agreement to secure a financial contribution towards the provision of public open space only.

The Central Lancashire Employment Skills Supplementary Planning Document (SPD) was adopted in September 2017. The SPD introduces Employment Skills Statements and provides clarity as to how this requirement relates to the relevant policies set out in the Core Strategy and Local Plan as well as the guidance set out in the Framework. The SPD goes on to state that one of Central Lancashire's priorities is to encourage economic growth within Central Lancashire that benefits the people and businesses in the three boroughs. The SPD seeks to;

- Increase employment opportunities by helping local businesses to improve, grow and take on more staff
- help businesses to find suitable staff and suppliers, especially local ones
- improve the skills of local people to enable them to take advantage of the resulting employment opportunities
- help businesses already located in Central Lancashire to grow and attract new businesses into the area

The SPD requires development over certain thresholds to be accompanied by an Employment and Skills Statement to ensure the right skills and employment opportunities are provided at the right time. This is to the benefit of both the developer and local population and covers the following areas:

- Creation of apprenticeships/new entrants/graduates/traineeships
- Recruitment through Job Hub and Jobcentre plus and other local employment vehicles.
- Work trials and interview guarantees
- Vocational training (NVQ)
- Work experience (14-16 years, 16-19 years and 19+ years) (5 working days minimum)
- Links with schools, colleges and university
- Use of local suppliers

- Supervisor Training
- Management and Leadership Training
- In house training schemes
- Construction Skills Certification Scheme (CSCS) Cards
- Support with transport, childcare and work equipment
- Community based projects

A condition is recommended requiring an employment and skills plan at condition 16. It is recommended that condition 16 is amended to apply prior to commencement “other than demolition” as follows:

The development shall not commence, other than demolition works, until an Employment and Skills Plan that is tailored to the development and will set out the employment skills opportunities for the construction phase of the development has been submitted to and approved by the council as Local Planning Authority (unless otherwise agreed in writing by the council). The development shall be carried out in accordance with the Employment and Skills Plan (in the interests of delivering local employment and skills training opportunities in accordance with Core Strategy Policy 15: Skills and Economic Inclusion).

Reason: In the interests of delivering local employment and skills training opportunities as per the Central Lancashire Core Strategy Policy 15: Skills and Economic Inclusion and the Central Lancashire Employment Skills Supplementary Planning Document September 2017. No Employment and Skills Plan was submitted with the application.

ITEM 3b - 19/00094/FULMAJ – The Laurels at Charnock, Preston Road, Charnock Richard

The recommendation remains as per the original report.

The applicant’s agent has provided a letter setting out more clearly the case that is advanced by the applicant in attempting to demonstrate the very special circumstances required to overcome the harm to the Green Belt by inappropriate development. The letter sets out the following (in summary):

As the site is currently a golf course with existing landforms, any harm caused to the Green Belt is more limited than if this site was purely agricultural grazing/mowing fields. Therefore, as the harm is less, the very special circumstances needed to justify approval are also lessened.

1. Lancashire County Council Green Belt Land Statement 2017/2018 states Chorley has 14,580 hectares of Green Belt land. This is the second highest amount for any local authority in the entire Lancashire area. The Borough only has limited countryside outside the Green Belt that is capable of supporting a caravan site. All the none Green Belt rural land is also to the east of the M61. Almost all countryside west of the M61 and along the entire length of the strategic M6 corridor (gateway to the North – Lake District and the South) is Green Belt. Submissions state caravan holidays are increasing in popularity with high occupation rates. New sites need to be built to meet demand. There are also limited landowners who are willing to invest significant sums in caravan sites. This site offers the opportunity to increase tourism in the area rather than it be delivered outside the locality. It also delivers a caravan site on land that is already in non-agricultural use, rather than virgin agricultural land in the Green Belt.

2. Caravan sites require huge investment to deliver and the planning process has cost the applicant a lot to go through. The applicant is prepared to make that investment as he is a local business man who lives in the area and is passionate about seeing it thrive for future generations to also benefit.
3. Touring caravan sites are a means of attracting visitors to the Borough as they represent less formal and less permanent rural accommodation and therefore do not have a lasting impact on the countryside.
4. The concessionary footpath and the use of the site for caravans will open this Green Belt area up to more of the public to experience the outdoors.
5. When constructed, the use of the site will have knock on positive effects to the wider rural economy. The applicant has calculated the local economic advantages as follows:
 - Annual occupancy is 60 caravans over 40 weeks at £17 per caravan = site/business income of £285,600/annum.
 - On average 3 people per caravan at an average expenditure of £15/day/person in locality = income in the locality of £756,000/annum.
 - The site will employ 10 local employees - 2 grounds persons, 1 extra member of staff for the Laurels restaurant, 1 receptionist, 1 cleaner, 1 security person (24hour security), plus 4 employees in other local businesses, for example pubs, cafes, shops etc.
6. The Applicant is committed to planting 16,000 new trees on site.
7. Charnock Richard is running out of the ability to provide new electricity connections. The Applicant will invest around £120,000 to upgrade an existing ENWL substation so new future electricity connections can be made, in addition to that required for the proposal.
8. Similar (but less) very special circumstances were approved in the attached appeal decision for a caravan site in the Green Belt (APP/P2365/A/12/2181220).

The following consultee responses have been received:

LCC Highways have provided a further response setting out a range of measures that they consider would be required to be implemented in order to make the development acceptable in highway terms. These improvements would need to be secured by condition and through the section 278 process with LCC Highways. On the basis of the agreed highway improvement measures LCC Highways confirm that they have no objections to the proposed development.

ITEM 3c - 19/00145/FULMAJ – Alfreds Court, Market Street, Chorley

The recommendation remains as per the original report.

The following conditions are recommended:

No.	Condition
1.	The proposed development must be begun not later than three years from the date of this permission. <i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i>
2.	The development hereby permitted shall be carried out in accordance with the

	<p>following approved plans:</p> <table border="1" data-bbox="368 253 1351 535"> <thead> <tr> <th data-bbox="368 253 762 286">Title</th> <th data-bbox="762 253 1054 286">Drawing Reference</th> <th data-bbox="1054 253 1351 286">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="368 286 762 347">Location plan</td> <td data-bbox="762 286 1054 347">DSA-18017-PL-EX-01</td> <td data-bbox="1054 286 1351 347">19 February 2019</td> </tr> <tr> <td data-bbox="368 347 762 409">Proposed site layout and ground floor plan</td> <td data-bbox="762 347 1054 409">DSA-18017-PL-PRO-01A</td> <td data-bbox="1054 347 1351 409">02 August 2019</td> </tr> <tr> <td data-bbox="368 409 762 472">Proposed first floor and second floor plans</td> <td data-bbox="762 409 1054 472">DSA-18017-PL-PRO-02</td> <td data-bbox="1054 409 1351 472">19 February 2019</td> </tr> <tr> <td data-bbox="368 472 762 535">Proposed elevations</td> <td data-bbox="762 472 1054 535">DSA-18017-PL-PRO-03</td> <td data-bbox="1054 472 1351 535">19 February 2019</td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Drawing Reference	Received date	Location plan	DSA-18017-PL-EX-01	19 February 2019	Proposed site layout and ground floor plan	DSA-18017-PL-PRO-01A	02 August 2019	Proposed first floor and second floor plans	DSA-18017-PL-PRO-02	19 February 2019	Proposed elevations	DSA-18017-PL-PRO-03	19 February 2019
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3.	<p>Notwithstanding the approved plans, all proposals for external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the development of the superstructure of the building hereby approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>															
4.	<p>Prior to the development of the superstructure of the building hereby approved details of covered and secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The cycle store shall be installed prior to the occupation of the development and thereafter kept freely available for the storage of cycles at all times and shall not be used for any other purpose.</p> <p><i>Reason: To ensure adequate provision is made and maintained for the parking of cycles.</i></p>															
5.	<p>Prior to the development of the superstructure of the building hereby approved samples of all external facing and roofing materials (notwithstanding any details shown on previously submitted plan(s) and specification) shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>															
6.	<p>Prior to the development of the superstructure of the building hereby approved, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No building 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><i>Reason: To ensure a visually satisfactory form of development and to protect the amenities of occupiers of nearby property.</i></p>															
7.	<p>Prior to the commencement of development a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CTMP to include the following provisions:-</p> <ul style="list-style-type: none"> a) The parking of vehicles of site operatives and visitors; b) Loading and unloading of plant and materials used in the construction of the development; c) Storage of such plant and materials; d) Wheel washing and road sweeping facilities, including details of how, when and where the facilities are to be used; e) Periods when plant and materials trips should not be made to and from the site 															

	<p>(mainly peak hours but the developer to identify times when trips of this nature should not be made)</p> <p>f) Routes to be used by vehicles carrying plant and materials to and from the site;</p> <p>g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.</p> <p><i>Reasons: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.</i></p>
<p>8.</p>	<p>No part of the development hereby approved, other than demolition, shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.</p> <p><i>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.</i></p>
<p>9.</p>	<p>No part of the development hereby approved shall be occupied until the approved scheme for the construction of the site access and the off-site works of highway improvement have been constructed and completed in accordance with the scheme details.</p> <p><i>Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.</i></p>
<p>10.</p>	<p>No development shall commence, other than demolition, until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.</p> <p>Those details shall include, as a minimum:</p> <p>a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;</p> <p>b) In accordance standard S3 and S5 of the Non-statutory technical standards for sustainable drainage systems 2015, the drainage strategy should demonstrate that the surface water run-off must be as close as reasonable practicable to greenfield runoff rate from the development. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</p> <p>c) A plan showing flood water exceedance routes, both on and off site;</p> <p>d) A timetable for implementation, including phasing as applicable;</p> <p>e) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;</p> <p>f) Details of water quality controls, where applicable.</p> <p>The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.</p> <p><i>Reasons:</i></p> <p><i>1. To ensure that the proposed development can be adequately drained.</i></p>

	<p><i>2. To ensure that there is no flood risk on or off the site resulting from the proposed development.</i></p>
<p>11.</p>	<p>No development shall commence, other than demolition, until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:</p> <p>a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by Management Company</p> <p>b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:</p> <ul style="list-style-type: none"> i. on-going inspections relating to performance and asset condition assessments ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime; <p>c) Means of access for maintenance and easements where applicable.</p> <p>The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.</p> <p><i>Reasons:</i></p> <ul style="list-style-type: none"> <i>1. To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development</i> <i>2. To reduce the flood risk to the development as a result of inadequate maintenance</i> <i>3. To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.</i>
<p>12.</p>	<p>The parking and associated manoeuvring and access facilities shown on the plans hereby approved shall be surfaced or paved, drained and marked out and made available in accordance with the approved plan prior to the occupation of any of the dwellings hereby approved; such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) (England) Order 2015).</p> <p><i>Reason: To ensure provision of adequate off-street parking facilities within the site.</i></p>
<p>13.</p>	<p>Due to past processes and activities at or adjacent to the above site, there is a potential for ground contamination. Due to the proposed sensitive end-use, no development, other than demolition, shall take place until:</p> <p>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;</p> <p>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;</p> <p>c) the Local Planning Authority has given written approval to any remediation</p>

	<p>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> <p>Thereafter, the development shall only be carried out in full accordance with the approved remediation proposals.</p> <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><i>Reason: To ensure the site is suitable for the proposed end-use.</i></p>
<p>14.</p>	<p>A scheme for the landscaping of the development and its surroundings shall be submitted prior to the commencement of the development, other than demolition. These details shall include the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should 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>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, 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><i>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</i></p>

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