

8 March 2011

Dear Councillor

**DEVELOPMENT CONTROL COMMITTEE - TUESDAY, 8TH MARCH 2011**

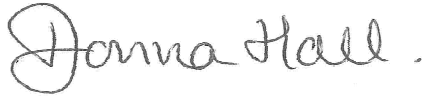
The following report was tabled at the above meeting of the Development Control Committee.

**Item**

**Addendum (Pages 141 - 146)**

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

Yours sincerely



Donna Hall  
Chief Executive

Cathryn Barrett  
Democratic and Member Services Officer  
E-mail: [cathryn.barrett@chorley.gov.uk](mailto:cathryn.barrett@chorley.gov.uk)  
Tel: (01257) 515123  
Fax: (01257) 515150

**This information can be made available to you in larger print  
or on audio tape, or translated into your own language.  
Please telephone 01257 515118 to access this service.**

આ માહિતીનો અનુવાદ આપની પોતાની ભાષામાં કરી શકાય છે. આ સેવા સરળતાથી મેળવવા માટે કૃપા કરી, આ નંબર પર ફોન કરો: 01257 515822

ان معلومات کا ترجمہ آپکی اپنی زبان میں بھی کیا جاسکتا ہے۔ یہ خدمت استعمال کرنے کیلئے براہ مہربانی اس نمبر پر ٹیلیفون  
کیجئے: 01257 515823

COMMITTEE REPORT			
REPORT OF	MEETING	DATE	ITEM NO
Director of Partnerships, Planning and Policy	Development Control Committee	8 March 2011	

<b>ADDENDUM</b>
-----------------

**ITEM 4a-10/01081/FUL- Land adjacent to Back House Barn, Mawdesley**

**The recommendation remains as per the original report.**

A request for the deferral of the application was received by the agent (Richard Percy) for the following reason:

'I can confirm that my client, Andrew Mawdesley, has been speaking to Mr Austin, owner of Back House Farm, regarding various ownership and rights of way issues of which you are aware. There is a good level of agreement between them regarding these issues and I understand that the other residents in the area around the application site are also in agreement with the substance of the discussions.

However, to protect the interests of all parties, it is likely that letters will need to be exchanged which will set out the agreement which have been, in principle, agreed. This is likely to take several days, particularly as Messrs Mawdesley and Austin cannot now meet again until the weekend. I have therefore been asked by the applicants to request that consideration of the application is deferred until the next meeting of the Committee at the end of March. This will allow all the loose ends to be cleared up and all parties will benefit from this deferral. As this process is clearly what the Government has in mind in terms of giving more power to local residents in relation to the planning process, I trust that the chairman of the Development Control Committee will agree to this deferral.'

*This request was forwarded to Cllr Heaton, where it was agreed that it would remain on the agenda with an update provided on the addendum. The request is not a material planning consideration and there are no other changes to the application.*

Mrs Tinsley, a local resident, requested that the comments provided by the Highways Engineer on the previous application (Ref: 10/00604/FUL which was withdrawn October 2010) are brought to the attention of the Committee.

The comments were:

'Thank you for the details of the above application. I will object to the application on highways grounds for the following reasons;

1. Hall Lane is a narrow unmade track which has no suitable passing places. The applicant must be able to show that he can provide sufficient passing places.
2. Existing sight lines from Hall Lane into New Street are poor with visibilities of 55 metres to the west and 65 metres to the east. The latter site line is further

if viewed over the hedge but I suspect the applicant will have no control over this.'

There has been further correspondence between Lancashire County Council (Highways) and Cllr Iddon, where it is stated:

'The speed limit in the vicinity of the junction with Hall Lane is 30mph. The concern of visibility at the junction, particularly in lead direction is still a concern for the safety of all road users including those already using the existing private road'

A further email was received:

'The speed limit on Hall Lane in the vicinity of its junction with the private road is 30mph and not 40mph as stated in the earlier comments provided by Uday. Taking this into account, the visibility at the junction, particularly in the lead direction (i.e to the right as you leave the site), is substandard and there is still concern for the safety of all road users including those already using the private road.'

The agent asked their highways consultants (Aecom) to look at the issue of the visibility splay, and their response is highlighted below:

'As per Andy's original text on the visibility...given that the proposed development will not see an intensification in movements, there is no recorded accident record, there is already a package of speed management measures and actual speeds are likely to be below 30mph it is considered reasonable to use the Manual for Streets (MfS1) 25mph relaxation of 33m (which includes a 2m uplift for bonnet length.

The change from 40mph to 30mph is around 120m to the East of the site access-it is therefore definitely within the Mawdesley 30mph area.

Manual for Streets 2 was released in November 2010 and essentially reduces the significance visibility as a safety concern. Considerable amounts of research has been carried out extracts of the most pertinent elements are included below:

Para 10.4.2 of MfS2 states: 'It has often been assumed that a failure to provide visibility at priority junctions in accordance with values in MfS1 or DMRB will result in an increased risk of injury collisions. Research carried out..for MfS2 has found no evidence of this...'

In a summary of the research findings p77 of MfS:

'A series of collision types at high-risk locations where Y distance was less than 45m were compared with locations with more than 45m visibility. There were no statistically significant differences between the two sets of data...'

MfS2 as a result does not have set visibility standards-indeed para 10.5.9 concludes this section with ...'unless there is local evidence to the contrary, a reduction in visibility below recommendation levels will not necessarily lead to a significant problem.'

*Paragraphs 47 & 48 of the committee report discuss the issue of the access road and visibility with Hall Lane. It is acknowledged that there may be restricted visibility, however, this is an existing access for a number of properties. It would not be any different for cars using the access, from the application site, therefore it would not be reasonable to refuse the application on highways grounds.*

Building Control checked the structural appraisals and have put their comments in writing. They conclude that:

‘Significant structural alterations and major conversion work would be required to convert the buildings in their present state up to an acceptable standard which would need to comply fully with current regulations.’

A lot of work would be required, but it is possible that the works can be completed, to the existing buildings, to bring the buildings up to the acceptable standard. A condition is also suggested:

‘The permission hereby granted is for the conversion of the existing buildings only and does not imply or grant consent for any demolition and rebuilding of any external walls of the building’

*This will ensure that only the existing buildings are used and remain in the position that they are located, therefore retaining the openness of the Greenbelt.*

**ITEM 4c- 11/00059/FULMAJ- Land Adj Fairview Farm (incl Land Bounded By Chorley Rd Eller Brook And Railway), Fairview Drive, Adlington**

**The recommendation remains as per the original report**

The following consultee responses have been received:

**Lancashire County Council (Ecology):** have confirmed that they are happy with the changes to the mix of species for the landscaping and amendments to the Habitat and Management Plan

The following conditions have been amended as follows:

11) The development hereby permitted shall be implemented in accordance with the Habitat Creation/Enhancement and Management Plan undertaken by Bowland Ecology dated March 2011.

*Reason: To ensure that the retained and established habitats that contribute to the Biodiversity Action Plan targets are suitably established and managed. In accordance with Policy EM1 of the North West Regional Spatial Strategy.*

This follows confirmation from the Ecologist that they are happy with the amended document.

19) The approved plans are:

Plan Ref.	Received On:	Title:
2640 02 08	10th September 2009	Location Plan
2640GM02/001 Rev E	25 <sup>th</sup> January 2011	Proposed Site Layout
SSL:13037:100:1:1:LEV	2nd October 2009	Threshold Level Survey
2640GM02/005 Rev A	7th October 2009	House Types B
2640GM02/006 Rev A	7th October 2009	House Types D
2640GM02/002 Rev A	7th October 2009	Proposed Street Elevations 1

2640GM02/003 Rev A	7th October 2009	Proposed Street Elevations 2
2640GM02/007 Rev A	7th October 2009	House Types G & H
2640GM02/008	7th October 2009	House Types B5, B6, G2 & G3
2640GM02/004	10th September 2009	Proposed Cross Sections
2640 02 07	18th November 2009	Existing Landscape
1110_05 Rev B	23 <sup>rd</sup> February 2011	Landscape Proposals-Final
1110_06 Rev A	23 <sup>rd</sup> February 2011	Planting Details for Environmental Areas
Rev D	28 <sup>th</sup> February 2011	Landscape Proposals
27-28-31 Rev D	18 <sup>th</sup> February 2011	Planting Schedules
		Site Plan showing roads, sewers, land drain and watercourse layouts.
27-28-38 Rev B	18 <sup>th</sup> February 2011	Redirected Existing Watercourse
27-28-45	18 <sup>th</sup> February 2011	Details of land drain adjacent to rear western boundary

*Reason: To define the permission and in the interests of the proper development of the site.*

This is to incorporate the additional and amended plans.

#### **ITEM 4d- 11/00080/DIS- Group 1, Euxton Lane, Euxton**

##### **The recommendation remains as per the original report**

The Design Code and Framework documents has been amended, as referred to in the original report, as follows:

- The document has been amended in accordance with comments received from the Planning Officers and Conservation Officer
- A bin storage section has been added to chapter 05 with a cross reference made within each character area chapter
- An additional chapter (17) has been inserted into the framework details section of the document setting out the structural landscape detailed planning drawings, specifically the south boundary and the A49 boundary
- The Sustainability chapter has been amended in accordance with the comments received from Planning Policy
- The documents have been amended to accommodate the comments raised by the Highway Engineer

**The Highway Engineer** has confirmed that *The Development Support Section (Area South) is satisfied with the contents of the recently revised design code*

**United Utilities** have confirmed *The drainage details submitted are acceptable in principle to United Utilities and therefore I have no objection to the removal of any previous wastewater conditions attached to this application.*

**Paragraph 30** of the original report stated that further details in respect of condition 9 would be reported on the addendum. Chapter 17 has been added to the Framework document which deals with the structural landscaping. All of the existing trees along the railway will be removed due to the need for extensive remediation within this part of the site. This tree removal has been approved and will be a phased removal. A number of the trees will be removed imminently to allow for a temporary drainage solution at the site. The second phase of the tree removal (the part of the site adjacent to Central Avenue) will be part of the second phase of remediation which is expected to be this year and the third phase (the part of the site immediately visible from Central Avenue) will form part of the third phase of remediation expected next year.

The trees will be replaced by a 3 metre high earth bund with a 10 metre strip of tree planting on top which includes a mix of Ash, Oak, Wild Cherry and Rowan trees which will act as a screen along the railway. This bund and planting strip will form part of the garden areas of the future properties. The replacement trees will be planted to the south boundary in line with the remediation strategy for the site starting in the east in 2012 and completing in the west by March 2014. The heights of each of the proposed trees when they are planted are 250-300cm high. As such condition 9 can be discharged.

**Paragraph 41** of the original report stated that the spine road plan has been forwarded to LCC Highways for comment and their comments will be included on the addendum. The Highway Engineer has now reviewed this plan and has confirmed that *The Development Support Section (Area South) has no objections to the highway layout shown on Singleton and Clamp drawing SCP/09287/SK08 rev B "Proposed on site spine road layout"*. As such condition 30 can be discharged.

---

This page is intentionally left blank