

7 March 2012

Dear Councillor

**DEVELOPMENT CONTROL COMMITTEE - TUESDAY, 6TH MARCH 2012**

I am now able to enclose, for consideration at the above meeting of the Development Control Committee, the following reports that were unavailable when the agenda was printed.

**Addendum (Pages 1 - 2)**

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

Yours sincerely



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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

C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
Director of Partnerships, Planning and Policy	Development Control Committee	6 March 2012

<b>ADDENDUM</b>
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**ITEM 4a - 11/00919/FUL - Bluebell Cottage, Trigg Lane, Heapey, Chorley.**

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

Approve subject to conditions

**Councillor Marie Gray:**

An email has been received from Councillor Marie Gray raising issue with regard to an application permitted in 1994 for the nearby livery business now formally known as Bluebell Livery Stables (planning ref: 9/94/352).

Councillor Gray's concerns relate to planning conditions imposed with the application 9/94/352 which required various highway improvements in the area and whether the approved highway works were implemented.

The pre-commencement highway conditions relating to the application 9/94/352 were discharged, however, it is not known whether the works were carried out in accordance with the approved details. Notwithstanding this, it is important to note that the period of time to enforce against compliance with a planning condition is 10 years and so the Council would be unable to take enforcement action in this case.

With regard to the current application, the highway issues raised are considered to have been appropriately mitigated through the proposed highway condition.

**Planning Policy**

Members should be aware that the proposed development finds support in both regional and local planning policy which has not been addressed within the committee report.

In regional terms, the North West Sustainable Energy Strategy (ES) published in 2006 provides supporting information to the North West Regional Spatial Strategy (RSS). The RSS indicates that in line with the ES's recommendations, the proportion of the region's electricity supplied from renewable sources should rise from 10% in 2010 to at least 20% by 2020. The ES also points to the importance of offshore and onshore wind energy to meeting the North West's renewable energy targets.

As such, it is considered the proposed development will make a modest, but valuable contribution to meeting the challenging target for the production of energy from renewable sources in the region and will play a part in helping to off-set the impact of climate change.

The proposed development finds support at a local level in the Adopted Chorley into 2016: Sustainable Resources Development Plan Document (DPD) through Policy SR2 which states that proposals for renewable energy schemes will be supported and planning permission will

be granted where a number of criteria are met. In essence these include the impact on landscape character; the impact on local amenity (including noise, odour and traffic); the impact on ecology; and that the local affects of the development are outweighed by wider environmental, social and economic benefits. The proposed development is considered to accord with the criteria of Policy SR2.

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**ITEM 4b - 11/01060/CB3 - Land between Carr Road and Manor Road and south of 83 Manor Road, Clayton-le-Woods, Chorley.**

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

1 further email has been received from a resident of Preston Road who had also commented previously. The email set out the following six points: -

- 1 The agenda from the last Development Control Meeting included 38 items. Of these items, eight of them referred to drainage or water management. I feel that this suggests that this is one of the more serious concerns even though experts have been used by CBC to consider these issues.
- 2 With reference to water management, only 9,928 square metres are included in data for the calculations. This area is the area of the proposal and the Manor Road car park. The data does not identify the reality of surrounding areas that will be affected by changes to the terrain and that we already have a serious issue with the flooding of gardens, paths, drives and Carr Road itself.
- 3 A catchment pit is shown on drawings. This appears to have a solid base. Given the water flow in the area it would be full in a short space of time.
- 4 A pond is shown on drawings. No reference is made as to how the water from its containment will penetrate the dense clay that exists in this area.
- 5 The 'Scope of Works' mentions that no allowance is made for accumulation due to preceding or subsequent rainfall events. I consider this to be unrealistic.
- 6 The surface water from the car park to Manor Road School is to be allowed to continue to drain onto the area it enters currently. Should this not be managed separately as I feel should have been done when the park was extended.

A further email has also been received from an other objector:

I put forward the need for allotments Lancashire wide at Central Lancashire PCT's Health Question Time in 2009 which was in itself a follow up of my more reasonably argued case for allotments, hitting all the national health and wellbeing indicators at the earlier Health Mela morning joint workshop between Central Lancashire PCT and Lancashire Teaching Hospitals of which I was a Governor. I also put in a paper to Chorley Equality Forum stating the case for use of land again that was being held for development but not yet being used for that purpose. However, this is not the case here and there are other problems.

What are your processes for ensuring those allotment owners that come into contact with vulnerable young children are not going to endanger them?

5 parking spaces as a percentage (presumably the 33% assumed to be required when allotments are up and running) are not going to be sufficient during the allotment's setting up period. This problem needs immediate attention.

They will not thereafter be adequate unless there are clear guidelines that allotment users should try to avoid school peak times but how this is to be managed without violating civil liberties do not know. Can not expect residents to put up with yet more interference with their civil rights to peaceful enjoyment of their street, homes and gardens!

There will be the need for a lot of extra journeys during the set up period and for a lot of extra street cleaning too; manure and other soil improvement materials can be very invasive. Has money been set aside for this by CBC which must bear this cost rather than seeking to place it on residents or allotment holders?

There has already been concerns raised that Manor Road should have speed restraints put in place because of the access/egress requirements made upon it by Manor School. Perhaps chicanes of the type used at Clayton Brook Road? Anyway this should be discussed with residents, parents and LCC's Road Safety Officers as there is already a need for Road safety measures which would only be exasperated by this type of development.

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**ITEM 4c-11/01086/FUL – Ridgeway Arms, 176 Chorley Road, Adlington, Chorley, Lancashire, PR6 9LQ.**

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

The following consultee responses have been received:

Following the completion of the committee report representations on this application have been received from Lancashire County Council (LCC) Highways and Adlington Parish Council.

**LCC Highways** have made the following comments:

LCC Highways have requested that the applicant provided more details on the existing and proposed public floorspace. LCC Highways have also noted that, as intimated in the applicant's Design & Access Statement, the building could be converted to Use Class A1, A2 or A3 without planning permission. LCC Highways therefore requested further clarification on the eventual proposed use of the site and consider that this would influence both traffic patterns and the appropriate level of car parking that would be required.

As noted in the Committee Report, the applicant has frequently stated that the end user of the site is presently unknown. Notwithstanding this, the application does not seek planning permission to change the use of the building and instead the application solely seeks permission for a single storey rear extension and a number of physical alterations to the building.

Following requests additional information on the amount of existing and proposed public floorspace has been provided by the applicant. The existing public floor space of the building is 2843sqft and the total proposed public floor space following the extension of the building would be 3070sqft. These figures are based on the indicative pub layout which has been submitted as part of the application.

Further comments are being awaited from LCC Highways with respect to the additional information submitted on the existing and proposed floor space levels.

**Adlington Parish Council** have made the following comments:

The further comments received from Adlington Parish Council reiterate concerns raised in their earlier response. Specifically, it is commented that a more specific “permitted use” should be included in the application as there may be concerns in relation to access, loading and unloading, and timing of deliveries if, for example, there is a future intention to use the property as a retail premises.

However, as noted above and in the Committee Report, the application does not seek planning permission to change the use of the building and instead the application solely seeks permission for a single storey rear extension and a number of physical alterations to the building. It is noted that the existing use of the building as a public house falls within Use Class A4 of the Town and Country Planning (Use Classes) Order 1987 (as amended). As such, planning permission would not be required to change the use of the building to a restaurant (Use Class A3), an office for financial or professional services (Use Class A2) or a shop (Use Class A1). Consequently, as planning permission is not sought to change the use of the building and nor would it be required for certain uses including a shop, objections to the proposed development on the grounds that it would be converted into a shop are not considered to be material to the present application.

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**ITEM 4e- 12-00043-OUT Park Road Methodist Church, Park Road, Chorley**

**This application has been withdrawn from the agenda by officers due to the fact that the Certificates of Ownership are not accurate.**

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**ITEM 4g -11/01105/REM– Land Opposite Junction Of Regiment Drive And Old Worden Avenue (Parcel Q), Old Worden Avenue, Buckshaw Village**

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

A further letter of objection has been received from a resident on Regiment Drive on the following grounds:

- They object to the planning application for reasons mentioned on the public forum to date. Additionally, there is no provision for low cost retirement homes on village. Specifically bungalows for those aged 55 and over. They state they have made enquiries at the Retirement village and they don't believe that most senior citizens could afford the service charges. Additionally not all senior citizens want to live in a flat. There is currently 1 bungalow on the village. This parcel of land would be most suitable for retirement bungalows and appropriate landscaping, and would ensure that senior citizens are not excluded.

It is not considered that bungalows would be appropriate for this parcel as they would be single storey and therefore more at odds with the original Masterplan for a landmark building on the site than the two-storey houses currently proposed.






An amended plan has been received in response to the comments of LCC Highways (attached as part of this addendum pack). The layout of the properties remains the same (although plot 2 has been changed from a Winchester house type to a Canterbury) but the access road in front of them is now a through road rather than two cul-de-sacs and it has been widened. This will therefore allow service vehicles to be able to access the properties without having to reverse. The layout also allows for a pedestrian refuse on Old Worden Avenue (although this aspect is outside the application boundary). LCC Highways have reviewed the amended plan and state that it is acceptable and therefore withdrawn their original objection. It was not considered necessary to reconsult on the amended plan as the position and levels of the proposed properties remain the same and the change to the road layout is within the application site and will only be used by the proposed properties and so the change will not prejudice any adjacent dwellings.

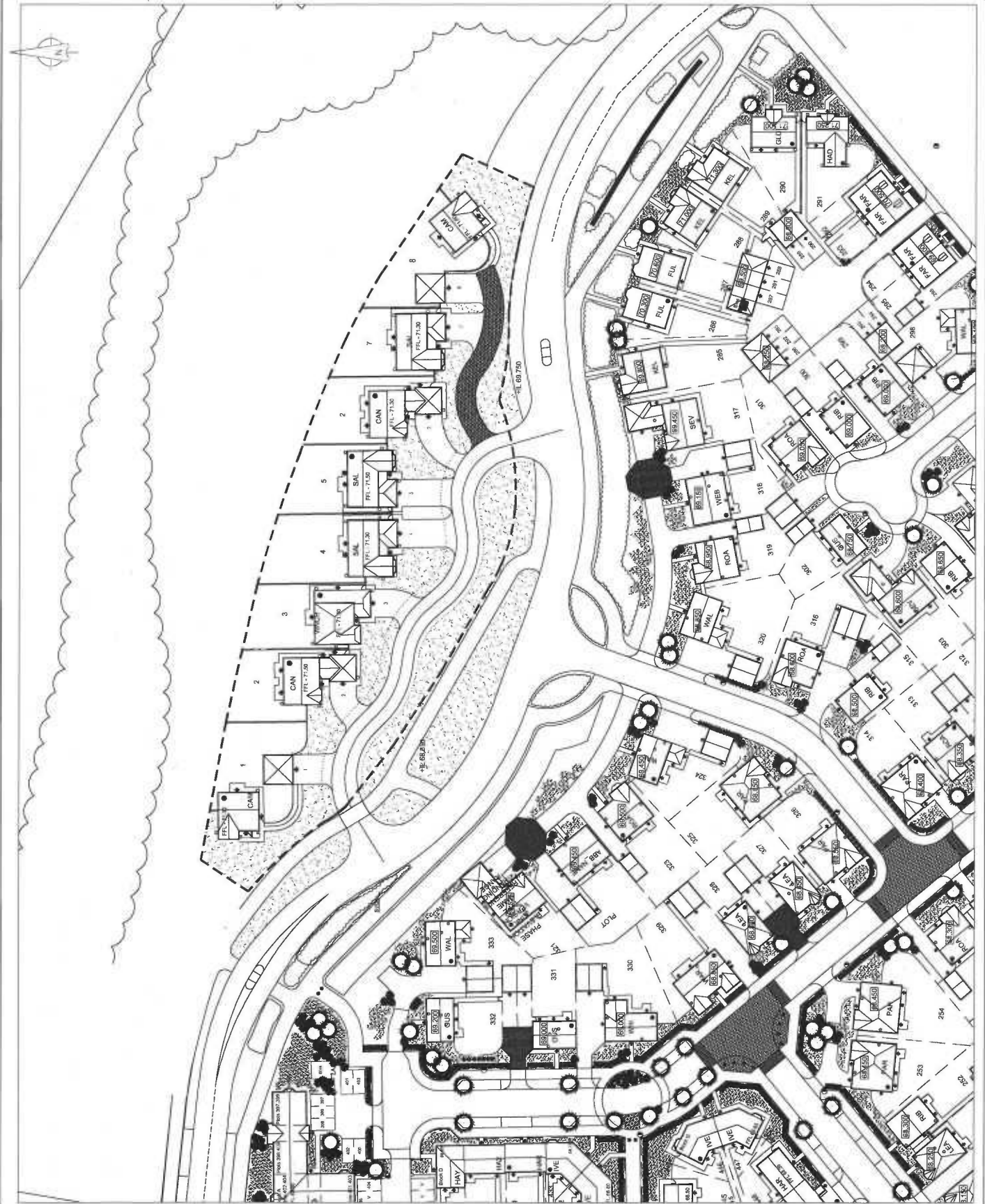
**The following conditions have been amended:**

- Condition 2 relating to levels to refer to the latest layout plan (the levels remain the same);
  - Condition 6 which lists the approved plans to refer to the latest layout plan.
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<p><b>Inclusion (Shaded) areas. Refer to Landscape Layout for further details.</b></p> 	<p><b>Proposed Mooring. Refer to Engineer's Mooring Plan for further details.</b></p> 	<p><b>Proposed 1.5m High (Close boarded) fences. Please refer to Boundary Treatment Layout and Details.</b></p> 	<p><b>Proposed 1.5m High (Close boarded) fences to Boundary Treatment Layout and Details.</b></p> 																								
<p><b>Location Scheduling. Refer to Landscape Layout for further details. Also refer to the Planning Application Boundary.</b></p> 																											
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**REDROW HOMES**

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