

20 November 2012

Dear Councillor

**DEVELOPMENT CONTROL COMMITTEE - TUESDAY, 20TH NOVEMBER
2012**

The enclosed report provides an update of events that have taken place since the agenda was published.

Agenda No Item

Addendum (Pages 1 - 6)

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	20 November 2012

ADDENDUM

ITEM 4A 12/00435/FULMAJ - ST JOSEPH'S ROMAN CATHOLIC SCHOOL, RAILWAY ROAD, CHORLEY

The recommendation remains as per the original report.

No further letters of objection have been received.

No letters of support have been received.

With regards to the reduction in the commuted sum, as specified in the main report, the applicant is able to pay a total of £24,250.

The S106 originally sought to secure a sum of £50,851. This was split into a contribution of £23,271 towards 2 no. primary school places and a sum of £26,540 towards improvements to Harpers Lane Recreation Ground.

In terms of making meaningful upgrade works to the Harpers Lane Recreation Ground, the Head of Streetscene & Leisure Contracts advises that the existing play provision is broken into 3 distinct elements comprising under 6's provision, 6-12 year old provision and teenage provision. Each of these elements can be found in different locations within the Recreation Ground and have different types of surfacing. The 6-12 age group provision is considered to be particularly poor so it is suggested that an off-site contribution of £12,000 would allow a meaningful piece of work to be undertaken to improve provision for this age group.

This can be broken down as follows:

- Removal of existing large swing structure (located outside of the main toddler and under 6's play area) **£500**
- Supply of new multi play equipment/climbing structure **£9,000**
- Installation of equipment and making good wood chip safety surfacing **£2,500**

With regards to the originally sought education contribution of £23,271, this would have covered the cost of 2 no. primary school places. A single primary school place costs £11,635 so in light of the cost of meaningful improvements to the Harpers Lane Recreation Ground which would be £12,000 as outlined above, it is therefore recommended that the £24,250 contribution is split into a sum of £11,635, towards a single primary school place with the remaining £12,615 secured towards meaningful improvements to the Harpers Lane Recreation Ground.

It is therefore recommended that the application be approved on this basis.

ITEM 4B 12/00867/FUL - CROSTONS FARM, LUCAS LANE, WHITTLE-LE-WOODS, CHORLEY**The recommendation remains as per the original report**

No further letters of objection have been received. No letters of support have been received.

The following conditions and an informative have been added: -

Additional Condition: All trees adjacent to the building hereby permitted shall be adequately protected during works to move the building, in accordance with guidance set out in *BS5837: 2012*.

Reason: To ensure retained trees are adequately protected during construction and in accordance with Policy No. EP9 of the Adopted Chorley Borough Local Plan Review.

The above condition has been added to ensure that the trees are adequately protected whilst the building is being moved to the new position detailed on the site plan.

Additional Condition: The approved plans are:

Plan Ref.	Received On:	Title:
-----	23 October 2012	Location Plan, Site Plan & Elevations & Floorplans

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

The above condition is simply to clarify the approved plans.

Additional Informative: **Please Note:** The proposed development lies within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to The Coal Authority. Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority. Property specific summary information on coal mining can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com

The above informative is added to draw the applicant's attention to the fact that there may be unrecorded coal mines/workings within the site.

ITEM 4C-12/00981/FUL – CGS DESIGN, RAILWAY ROAD, ADLINGTON**The recommendation remains as per the original report**

The Parish Council have made the following comments:

- the application plans do not clearly show the number of parking spaces per flat, although the application states that only 4 in total are included. The Town Council feels that clarification is required to ensure that sufficient spaces are available. A similar development locally (Granville Street) had to provide 1.5 parking spaces per one bedroom flat as given in the guidelines
- if the plans were to go ahead with insufficient space for parking, overflow parking on the road may cause obstruction at the only access point for emergency vehicles to Grove Avenue
- it was felt that the development is inappropriate owing to its close proximity to older persons accommodation
- other developments in the close vicinity, both in progress and recently approved on the other side of Railway Road, need to be taken into account because of their impact on the highway and parking issues relating to this site.

Officers Response:

Three car parking spaces are proposed as part of the application and a plan has been submitted to show how these spaces will be arranged. The development is in a sustainable location, directly adjacent to Adlington Station and in close proximity to bus stops. Each application is considered on its own merits and due to the opportunities for alternative means of transport to be utilised it is considered that the reduction in spaces from the one space per dwelling is acceptable in this instance.

LCC Highways have been consulted on the proposals and are satisfied that the number of spaces proposed is acceptable given the development's location having taken into account the surrounding area and further development taking place in the surrounding area.

Separation Distances

For clarity, the separation distances between the property and surrounding properties are as follows:

- 14m from front of property to Railway Road boundary of the club opposite.
- 25m from the rear elevation of the property to the side elevation of 2 Grove Avenue
- 10m from the side elevation of the property to the side elevation of 29 Railway Road

ITEM 4D- 12/00809/OUTMAJ - CHORLEY FIRE STATION, WELDBANK LANE, CHORLEY

The recommendation remains as per the original report.

Cllr Alistair Bradley asks that the following comments are raised for the committee to note.

- Concern over the number of parking spaces allocated on the drawing detail. If there are to be 14 properties there should be at least 28 spaces, and possibly more subject to number of bedrooms in the properties, to cater for residents parking. He would also like to see an amount of visitor parking allowed for, given that on road parking is already a significant problem in this area;
- Cllr Bradley would also echo the comments made by the Architectural Design & Crime Reduction Advisor, given on-going damage to vehicles in this area, and consider the points made should be added as conditions;
- There also appears to be no mention of affordable housing numbers, and given the existing mix of property in this area, he would like to argue for the highest % possible at this time.
- Whilst some (if not all) of the above may be matters for detailed application, Cllr Bradley believes it is important that these are raised and noted now, to better inform the committee's decision both now and in the future.

Officer Response:

The application is only made in outline, therefore the layout submitted is only indicative at this stage. The issue of parking spaces has been raised with the applicant and made it has been made clear what the Council's parking standards are in writing and it is not considered they can be relaxed on this site. It has advised that the standards will need to be met at any reserved matters stage. It is considered this can be achieved on the site while still achieving an acceptable layout.

The comments of the Architectural Liaison Officer have also been raised with the applicant and it has been advised that they will need to be addressed when any layout is designed. In addition the Architectural Officer states they have discussed the issues in depth with the applicant directly (the Head of Capital at Lancashire Constabulary, as the applicant is Lancashire Constabulary).

As the layout is not applied for the Council cannot require the above details to be shown at this stage, but as stated above they have set this out to the applicant in writing and it is considered that they can be accommodated at Reserved Matters stage.

Regarding affordable housing the application is for the principle of 14 dwellings. This is below the minimum threshold of 15 dwellings set out in the Core Strategy as to when sites have to provide affordable housing. In this case it is not considered that the applicant is providing less than 15 dwellings to get around the policy as the site would struggle to accommodate more than 14 and provide sufficient parking etc.

Additional Highways Comment:

Lancashire County Council Highways have updated their response to the application as they originally stated that Weldbank Lane has a 30mph speed limit, however this has been reduced to 20mph. They change in the speed limit from 30mph to 20mph has no bearing on their original recommendation which was for no overriding highway objection.

ITEM 4E - 12/00443/FUL – HIGH HEYS FARM, LANGTON BROW, ECCLESTON

The recommendation remains as per the original report

Members are advised that the objector has been involved directly in dialogue with the Environment Agency about his flood risk, bio security and Environmental Permitting concerns relating to existing and future activities.

The grant of planning approval does not remove the need for consent under separate legislation and the Environment Agency have confirmed that the applicant has contacted them directly to discuss the Environmental Permitting requirements.

The Environment Agency has also confirmed that the application has been identified as a low-risk application through their application screening process.

The Environment Agency have no objections to the proposal.

The bund wall will have a maximum height of 2.5 m above existing ground levels at the north west edge of the site adjacent to existing trees. Any impact on the openness of the Green Belt will be minimal.

The proposal has been advertised on site and letters have been sent to the occupiers of the two adjoining farms. This is considered to be sufficient given the location and nature of the proposal.

Concern has been expressed that extended periods of pumping out would cause noise pollution. The applicant has indicated that the pond will be drained 'naturally' when the need arises and it is not proposed to install any pumping equipment.

The following conditions have been amended (*include reason*):

Condition 3. Before the development hereby approved commences, a method statement shall be first submitted to an approved by the Local Planning Authority detailing measures that will be implemented during construction for the avoidance of impacts on amphibians.

Reason: To ensure that there is no adverse impact on amphibians and in accordance with Policy No. EP4 of the Adopted Chorley Borough Local Plan Review and the National Planning Policy Framework.

ITEM 4G-12/00694/PAR – CULBECK FARM, CULBECK LANE

The applicant has submitted further supporting information from the Environment Agency in response to the application, outlining in greater detail the benefits of covering silage clamps. This is outlined below:

'This proposal is recognised as good environmental practice and is something that the Environment Agency would encourage wherever appropriate.

Roofing silage clamps and dirty yard areas reduces the potential for effluent generation (silage effluent is 200 times more polluting than raw sewage) and in turn utilizing the clean roof water reduces demand on natural groundwater resources and mains supply. In addition separating clean and dirty water can dramatically reduce the burden on slurry storage facilities, reduce the volume of slurry to be spread and therefore reduce pollution potential.'

The recommendation remains as per the original report.

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