

DEVELOPMENT CONTROL COMMITTEE

THURSDAY, 5TH APRIL 2018, 6.30 PM

COUNCIL CHAMBER, TOWN HALL, CHORLEY

AGENDA

APOLOGIES

1 DECLARATIONS OF ANY INTERESTS

Members are reminded of their responsibility to declare any pecuniary interest in respect of matters contained in this agenda.

If you have a pecuniary interest you must withdraw from the meeting. Normally you should leave the room before the business starts to be discussed. You do, however, have the same right to speak as a member of the public and may remain in the room to enable you to exercise that right and then leave immediately. In either case you must not seek to improperly influence a decision on the matter.

2 MINUTES OF THE MEETING TUESDAY, 27 MARCH 2018 OF DEVELOPMENT CONTROL COMMITTEE

(to follow)

3 PLANNING APPLICATIONS TO BE DETERMINED

The Director (Customer and Digital) has submitted (3) items for planning applications to be determined (enclosed).

Plans to be considered will be displayed at the meeting or may be viewed in advance by following the links to the current planning applications on our website.

<https://planning.chorley.gov.uk/online-applications/search.do?action=simple&searchType=Application>

- | | | |
|----------|---|-----------------|
| A | 18/00113/COU - ANN JAMES HOUSE, 31 - 34 ST. THOMAS'S ROAD, CHORLEY PR7 1HR | (Pages 3 - 10) |
| B | 18/00003/FUL - DOWER HOUSE, DAWBERS LANE, EUXTON, CHORLEY | (Pages 11 - 20) |
| C | 18/00060/FUL - HOLE HOUSE FARM, CHORLEY ROAD, HEATH CHARNOCK, CHORLEY | (Pages 21 - 32) |

4 **PLANNING APPEALS AND DECISIONS RECEIVED BETWEEN 23
FEBRUARY AND 26 MARCH 2018**

(Pages 33 - 36)

To consider the enclosed report from the Director (Customer and Digital)

5 **ANY URGENT BUSINESS PREVIOUSLY AGREED WITH THE CHAIR**

GARY HALL
CHIEF EXECUTIVE

Electronic agendas sent to Members of the Development Control Committee Councillor June Molyneaux (Chair), Councillor Christopher France (Vice-Chair) and Councillors Martin Boardman, Charlie Bromilow, Henry Counce, John Dalton, Gordon France, Danny Gee, Tom Gray, Keith Iddon, Alistair Morwood, Mick Muncaster, Richard Toon, Paul Walmsley and Alan Whittaker.

Electronic agendas sent to Development Control Committee reserves for information.

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk

To view the procedure for public questions/ speaking click here

<https://democracy.chorley.gov.uk/ecSDDisplay.aspx?NAME=SD852&id=852&rpId=0&sch=doc&cat=13021&path=13021>

APPLICATION REPORT – 18/00113/COU

Validation Date: 6 February 2018

Ward: Chorley North West

Type of Application: Change of Use Planning

Proposal: Change of use from offices (Use Class A2) to a GP surgery (Use Class D1).

Location: Ann James House 32 - 34 St Thomas's Road Chorley PR7 1HR

Case Officer: Mr Iain Crossland

Applicant: Dr Gora Bangi

Consultation expiry: 5 March 2018

Decision due by: 3 April 2018

RECOMMENDATION

1. It is recommended that the application is approved subject to conditions and a S106 Obligation.

SITE DESCRIPTION

2. The application site is a vacant office building located on St. Thomas Street, to the east of Chorley Town Centre. The property is located on a main highway and is a building of traditional character resembling a pair of Victorian villas that were merged at one time and have parking provision to the sides and rear. It is likely that the building was originally two separate semi-detached properties that were previously used as dwellinghouses, residential flats but more recently as an office.
3. The area is characterised by large Victorian and Edwardian villas that are in a variety of commercial and office uses, with residential properties along the streets radiating from the main road. It is noted that similar buildings in the locality have been recently converted to Houses in Multiple Occupation (HMOs) and that properties such as this are increasingly being converted to HMOs in this area.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. The application seeks planning permission for the change of use of the premises from offices (Use Class A2) to a GP surgery (Use Class D1). No external physical alterations are proposed as part of the conversion works.
5. The GP Surgery currently occupies 4 consulting rooms within Chorley Health Centre located on Collison Street. The proposed move to Ann James House would facilitate the provision of a reception area, waiting room, back office, six GP consulting rooms, two nurse rooms, a staff room, treatment room, conference/library room, staff gym and other associated rooms.
6. It is noted that a recent application by the same applicant (17/00841/COU) to change the use of the premises from an office to GP surgery was refused in January 2018. This was

refused on highway grounds due to the lack of on-site parking, combined with a lack of on street parking provision due to local parking restrictions and with no mitigation proposed.

REPRESENTATIONS

7. Representations have been received from 5 addresses citing the following grounds of objection:
 - Increase in traffic and insufficient parking provision.
 - Impact on amenity of local residents through increased traffic and inconsiderate parking.
 - The NHS should not be funding this needless relocation of the GP surgery.
 - There are already 4 GP surgeries in the area all of which are near pay and display car parks, yet they are not use.
8. Cllr Beaver has requested that the application be put before the members of the Development Control Committee in order that the issue of a lack of available car parking spaces in a mainly residents parking only area may be considered.

CONSULTATIONS

9. Lancashire Highway Services – Have no objection subject to the applicant entering into a S106 agreement to cover the costs of investigation and future changes to the existing waiting restrictions on the surrounding streets, to cover staff costs, the advertising and implementation of traffic regulation orders for the changes and introduction to the waiting restrictions

PLANNING CONSIDERATIONS

10. The National Planning Policy Framework (The Framework) sets out the three dimensions of sustainable development having an economic, social and environmental role. Paragraph 14 further identifies the presumption in favour of sustainable development. For plan making, that means that the needs of the population are taken into account and for decision taking, where the Local Plan is absent or out of date that any adverse impacts should significantly outweigh the benefits for permission to be refused.
11. Paragraph 17 of the Framework sets out 12 'Core Planning Principles' that should underpin plan-making and decision-taking. One of these principles establishes that planning should: *"take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs."*
12. Strategic Objective SO19 of the Central Lancashire Core Strategy (2012), amongst other things, seeks to improve access to healthcare. In addition, policy 23 of the Core Strategy seeks to integrate public health principles and planning, and help to reduce health inequalities by, amongst other things, working with health care commissioners to support health care infrastructure.
13. The application site falls within the settlement boundary of Chorley within the Chorley Local Plan 2012-2026 for which policy V2 is relevant. Policy V2 states that "Within the settlement areas excluded from the Green Belt, and identified on the Policies Map, there is a presumption in favour of appropriate sustainable development, subject to material planning considerations and the other Policies and Proposals within this Plan". The supporting text for policy V2 explains that development proposals will be judged by their compatibility with existing surrounding development and their ability to satisfy material planning criteria. This includes factors such as access, parking, servicing, design and amenity, which includes an assessment of noise, emissions, disturbance because of anti-social hours of operation and traffic generation.
14. Policy HW6 of the Chorley Local Plan 2012 – 2026 seeks to protect and support the provision of community uses such doctors surgeries.

15. The site is located on the edge of the Town Centre and the proposed use would make use of a currently vacant building in a prominent location. The facility would be relocated from one unit to another and so there would be no loss of a health care facility. The site is accessible and located in a sustainable location. The proposal is, therefore, considered acceptable in principle.

Provision of parking spaces and highway safety

16. Chorley Local Plan policy ST4 and Appendix A require that for uses falling within Use Class D1, developments should have 1 space per 2 staff plus 4 per consulting room. The proposed plans show 6 GP consulting rooms and 3 nurse consulting rooms. In addition to this, there are proposed offices, a counselling room, 3 visiting service rooms and a treatment room. This translates in the requirement set out below:

Class D1 use within Chorley Town Centre	10 fte staff	= 5
4 spaces per consulting room	6 GP rooms	= 24
4 spaces per consulting room	3 nursing rooms	= 12
Total		= 41 spaces

(this does not include the ancillary accommodation including visitor rooms, treatment room, counselling room, offices, storage and waiting area.)

17. The applicant is proposing to provide off-road car parking for 14 cars, 20 secure bicycles and at the front of the building motorcycle and mobility scooter parking. There is also a drop off point within the site. This is below the maximum requirement set out in the Local Plan, however, it should be noted that the existing offices also fall short of the current requirement for 27 spaces for this use.
18. LCC requested a Transport Statement to show the expected number of trips and on-street parking expectation and any related issues, such as indiscriminate and obstructive parking. This states that an assessment of the traffic generation and parking accumulation for the proposed GP surgery has been carried out using the Trip Rate Information Computer System (TRICS), as requested by LCC. The TRICS data and the associated parking accumulation is shown in Appendix 4. The assessment shows that the maximum parking accumulation will occur between 9.00 a.m. – 11.00 a.m. with parking required for 22 cars. This includes staff and patient parking. The proposed GP surgery would have 14 parking spaces, as shown on the proposed car park layout and, therefore, there could be a shortfall in the amount of parking that is available at the proposed GP surgery at these times.
19. It is noted that the application site is located in a densely populated urban area of the town close to the town centre. As such, there is often pressure upon on street parking levels. Conversely, the fact that the GP surgery would be located in such a densely populated area means that it is accessible on foot to a large number of people, living in the area or working in the town centre.
20. Policy ST4 of the Local Plan does allow for some deviation above or below the standards having regard to local circumstances such as the quality of provision for pedestrians and cyclists and the distance to and quality of bus stops. The application site is located in a highly sustainable area, with excellent pedestrian and cycle links to a large number of residents and close proximity to public transport services.
21. It is recognised that the GP surgery currently operates from Collison Street, some 120m away and it is understood that the surgery currently shares spaces with a larger medical centre and so they are only allocated 2 GP parking spaces and share 22 visitor spaces with the medical centre. It is also understood that many of the applicant's patients walk to the surgery and following a survey the surgery has received positive feedback from their patients.
22. It must also be considered that residents of more densely developed areas of the borough should not be deprived of health care services due to the difficulties of providing on-site parking facilities in such areas, and that the welfare of local residents should not be prejudiced as a result.

23. LCC Highways is of the opinion that the proposed change of use from offices (Use Class A2) to a GP surgery (Use Class D1) would have a detrimental impact on highway safety and capacity in the immediate vicinity of the site, unless the applicant is to address the issues regarding the short fall in on-site and on-street parking.
24. While the applicant is proposing to provide off-road car parking for 14 cars, 20 secure bicycles and, at the front of the building, motorcycle and mobility scooter parking, which is below the standard, LCC Highways are of the opinion that revisions to the existing on street parking arrangements are required, to allow for more short stay parking provision in the vicinity of the development, in order to make the development acceptable.
25. LCC Highways, therefore, recommends that a S106 contribution of £7,500 is secured to cover the costs of investigation and future changes to the existing waiting restrictions on the surrounding streets, to cover staff costs, the advertising and implementation of traffic regulation orders for the changes and introduction to the waiting restrictions.
26. The applicant has confirmed that they accept the necessary requirement for these mitigation measures and has agreed to sign a S106 agreement to cover the mitigation.
27. LCC as the Highway Authority are satisfied that the proposed development would not be harmful to the efficient functioning of the highway network subject to a S106 agreement and conditions. Having regard to the fact that the Council's parking standards are expressed in maximum terms and that the application site is located in a highly accessible residential location, within a large catchment with good access for pedestrians and cyclists, and excellent access to public transport facilities, it is considered that the proposed development would comply with policy ST4 of the Chorley Local Plan. In considering this and the demand already generated by the existing use, it is considered that the proposed change of use would not have any unacceptable impact on highway safety or local parking arrangements.
28. In relation to the previous application (17/00841/COU) it is noted that this was refused for the following reasons, and in consideration of an objection from LCC as Highway Authority:
 1. The proposed development conflicts with policy ST4 of the Chorley Local Plan due to insufficient on-site parking and it is considered that the harm caused by the proposed development through the resultant increase in on-street parking would outweigh the benefits of the proposal.
 2. It is considered that the proposed development would result in additional vehicles visiting the premises and an increase in demand for on-street parking. The associated comings and goings of increased vehicles to the surgery seeking on-street parking would result in additional noise, disturbance and increased levels of general activity on nearby roads. The proposed development is, therefore, contrary to one of the twelve core planning principles of the National Planning Policy Framework that requires a good standard of amenity for all existing and future occupants of land and buildings and policy BNE1 of the Chorley Local Plan.
29. This application would only be approved on completion of a S106 legal agreement to cover the costs of investigation and future changes to the existing waiting restrictions on the surrounding streets, to cover staff costs, the advertising and implementation of traffic regulation orders for the changes and introduction to the waiting restrictions. LCC Highways do not, therefore, object on the basis of these works as they would alter the highway conditions in the area so that the proposed GP surgery could be accommodated with the level of parking proposed. This would reduce the impact on amenity for local residents as patients looking to park in the area would be more effectively controlled and accommodated.
30. In consideration of the commitment to cover the costs of reviewing parking restrictions in the area it is considered that, on balance, the benefits of providing improved healthcare facilities for local residents outweighs the harm through the likely increase in on-street parking.

Other matters

31. The NHS should not be funding this needless relocation of the GP surgery: This is not a material planning consideration.
32. There are already 4 GP surgeries in the area all of which are near pay and display car parks, yet they are not used: This suggests that adequate public parking provision exists for other nearby surgeries.

CONCLUSION

21. The proposed development would be located in a highly sustainable location and is not considered to result in any unacceptable harm to highway safety subject to alterations to local highway parking arrangements. On the basis of the above, it is recommended that planning permission be granted subject to a S106 agreement.

RELEVANT HISTORY OF THE SITE

- Ref:** 5/1/01134 **Decision:** PERFPP **Decision Date:** 4 November 1958
Description: Conversion of outbuildings to self contained flat with garages on ground floor.
- Ref:** 5/1/02554 **Decision:** PERFPP **Decision Date:** 9 December 1965
Description: Use of former chest clinic as offices
- Ref:** 5/1/02661 **Decision:** PERFPP **Decision Date:** 7 June 1966
Description: change of use from offices to flats
- Ref:** 5/1/02734 **Decision:** PERFPP **Decision Date:** 29 November 1966
Description: Change of use from dwellinghouse to office accommodation with car parking facilities
- Ref:** 79/00675/FUL **Decision:** PERFPP **Decision Date:** 20 August 1979
Description: Change of use to offices
- Ref:** 80/00472/ADV **Decision:** PERADV **Decision Date:** 9 June 1980
Description: Illuminated sign
- Ref:** 84/00519/FUL **Decision:** PERFPP **Decision Date:** 6 November 1984
Description: Conversion of two storey outbuilding (garage/storage) to office accommodation
- Ref:** 11/00858/FUL **Decision:** PERFPP **Decision Date:** 29 November 2011
Description: Construction of a disabled access ramp, provision of 2 No. parking spaces and the installation of a cycle store
- Ref:** 11/01095/ADV **Decision:** PERADV **Decision Date:** 10 February 2012
Description: Installation of external signage to housing office comprising of 1 No. projecting sign to front elevation, 2 No. fascia signs, one to each side elevation and 1 No. sign adjacent to the front entrance.
- Ref:** 17/00841/COU **Decision:** REFFPP **Decision Date:** 25 January 2018
Description: Change of use from offices (Use Class A2) to a GP surgery (Use Class D1).

RELEVANT POLICIES: In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National Planning Policy Framework (the Framework) and the development plan. The specific policies/guidance considerations are contained within the body of the report.

Suggested Conditions

No.	Condition									
1.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>									
2.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <table border="1" data-bbox="336 562 1318 663"> <thead> <tr> <th data-bbox="336 562 730 593">Title</th> <th data-bbox="730 562 1023 593">Drawing Reference</th> <th data-bbox="1023 562 1318 593">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="336 593 730 627">Site location plan</td> <td data-bbox="730 593 1023 627">N/A</td> <td data-bbox="1023 593 1318 627">06 February 2018</td> </tr> <tr> <td data-bbox="336 627 730 663">Proposed floor plans</td> <td data-bbox="730 627 1023 663">5918_SK02 Rev.S2</td> <td data-bbox="1023 627 1318 663">06 February 2018</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	Site location plan	N/A	06 February 2018	Proposed floor plans	5918_SK02 Rev.S2	06 February 2018
Title	Drawing Reference	Received date								
Site location plan	N/A	06 February 2018								
Proposed floor plans	5918_SK02 Rev.S2	06 February 2018								
3.	<p>Prior to the first occupation of the premises hereby approved details of secured cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The details shall accord with the current Chorley Council Parking standard and include a secure covered facility. The scheme shall be implemented in accordance with the approved details before the first occupation/use of the development. The facilities shall be retained at all times thereafter.</p> <p><i>Reason: To encourage sustainable transport modes.</i></p>									
4.	<p>The car parking and manoeuvring areas shall be marked out in accordance with the approved plan as set out in Appendix 3 of the Parking & Transport Statement received 06 February 2018 and shall be made available prior to premises hereby permitted becoming operative. The parking spaces shall be permanently retained thereafter and no spaces shall be reserved for individuals.</p> <p><i>Reasons: To allow for the effective use of the parking areas.</i></p>									



SITE LOCATION PLAN
AREA 2 HA
SCALE: 1:1250 on A4
CENTRE COORDINATES: 357985 , 417644



Supplied by Streetwise Maps Ltd
www.streetwise.net
Licence No: 100047474
11:24:35 04/09/2017

This page is intentionally left blank

APPLICATION REPORT – 18/00003/FUL

Validation Date: 5 January 2018

Ward: Euxton South

Type of Application: Full Planning

Proposal: Engineering works involving the laying of a concrete pad for the landing, taking off and storage of helicopters, siting of fuel store and installation of 2no. 5m high lighting columns (retrospective)

Location: Dower House Dawbers Lane Euxton Chorley PR7 6ED

Case Officer: Mr Iain Crossland

Applicant: Gleadhill House Stud Ltd

Agent: Mr David Forshaw

Consultation expiry: 16 February 2018

Decision due by: 2 March 2018

RECOMMENDATION

1. It is recommended that planning permission is granted subject to conditions and a Unilateral Undertaking to cease the use of the existing helipad.

SITE DESCRIPTION

2. The application site is located in the Green Belt, to the west of Euxton, and lies within part of a paddock that forms part of the wider Gleadhill House Stud site that is located immediately to the north of the garden curtilage at Dower House. The site is also located close the M6 Motorway to the west and A581 Dawbers Lane to the south.

DESCRIPTION OF PROPOSED DEVELOPMENT

3. This application seeks planning permission retrospectively for engineering works involving the laying of a concrete pad for the landing, taking off and storage of helicopters, siting of a fuel store and the installation of 2no. 5m high lighting columns.

REPRESENTATIONS

4. One letter of objection has been received relating to the following issues:
 - Noise disturbance.
 - Smells from aviation fuel.
 - Danger from storage of fuel in close proximity to dwellings.
 - Proximity to public rights of way.
 - It is also queried why the helicopter pad had to move from its previous position.
5. One letter has been received requesting that a condition is attached restricting landing and taking off to between the hours of 07:00 and 22.00.

CONSULTATIONS

6. Regulatory Services - Environmental Health – Comment that the acoustic report provided by the applicant is not conclusive in its assessment of the noise impacts on the nearest receptors, however, the Council has not received any complaints of noise disturbance in relation to the helicopter activities at the current location on Dawbers Lane.
7. Lancashire Highway Services – Have no objection.
8. Health & Safety Executive – Have no objection.
9. National Air Traffic Services – Have no objection.
10. Highways England – Have no objection.
11. Euxton Parish Council – Comment that this is a further example of this applicant's (Northern Trust) careless disregard for the Euxton Green Belt. The helicopter pad is already constructed and operational. It involves the covering of an area of green field with concrete and the installation of lights and fuel storage. Local residents have issues concerning the noise from the helicopters.
12. It is relevant that the Parish Council has, in recent years, opposed the casual concreting of the Green Belt at a nearby site (Application no 14/01187/FUL for “Retrospective planning application for the creation of an area of hardstanding associated with the agricultural land holding on the opposite side of Dawbers Lane”). This related to a farm on the west side of the M6 motorway about 350m away where a piece of Green Belt farmland, of similar size to that occupied by the helicopter pad at The Dower House, was concreted without planning approval.
13. CBC was alerted to this proposal and a retrospective planning application was submitted. This was refused and the applicant appealed. An issue was whether the land was used for agricultural purposes, as the appellant maintained, or in connection with a haulage business. The appeal was allowed, but only subject to a condition imposed by the Inspector “requiring the hardstanding to be used only in connection with the stated agricultural purposes and not in connection with the haulage business”.
14. The Parish Council cannot therefore see any good reason why the circumstances at The Dower House, which is clearly not required for agricultural purposes, should invite a different conclusion and requests that the application be refused and the concrete area removed.

PLANNING CONSIDERATIONS

Principle of development in the Green Belt

15. The application site forms part of a paddock falling within a commercial stud facility and as such is previous developed land located in the Green Belt. The National Planning Policy Framework (The Framework) states that there is a general presumption against inappropriate development in the Green Belt and The Framework advises that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.
16. National guidance on Green Belt is contained in Chapter 9 of the Framework which states:

79. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

80. Green Belt serves five purposes:

- *to check the unrestricted sprawl of large built-up areas;*
- *to prevent neighbouring towns merging into one another;*

- *to assist in safeguarding the countryside from encroachment;*
- *to preserve the setting and special character of historic towns; and*
- *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

17. In relation to the engineering operations involving the laying of a concrete pad, siting of a steel container for use as a fuel store and 2no. 5m high lighting columns, the Framework sets out a number of 'other exceptions' to inappropriate development in the Green Belt. Paragraph 90 of the Framework states that:

Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- *mineral extraction;*
- *engineering operations;*
- *local transport infrastructure which can demonstrate a requirement for a Green Belt location;*
- *the re-use of buildings provided that the buildings are of permanent and substantial construction; and*
- *development brought forward under a Community Right to Build Order.*

18. The area of hardstanding comprises an approximate 625m.sq. concrete pad. This represents an engineering operation and has enabled the siting of the storage container. The container is relatively small and measures 2.9m by 5.1m and is 3m high. It is not a building but is a pre-fabricated container that is a moveable structure which sits on the concrete pad. The lighting columns are both 5m high monopoles located at the edges of the concrete pad.

19. These elements of the proposal are considered to be engineering operations in accordance with paragraph 90 of the Framework. Engineering operations are not necessarily inappropriate development within Green Belt locations providing that they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.

20. As such there are two considerations in respect of the proposals and the appropriateness of the development in the Green Belt as follows:

1) *Will the development preserve the openness of the Green Belt?* Whilst the test for sites such as this relates to preserving openness it is important to note that the Framework contains no specific definition of 'openness'. The creation of the hardstanding effectively preserves the openness of the Green Belt. The siting of the steel container on the concrete pad is viewed in the context of the boundary hedge and trees and landscaping beyond. The floodlighting columns are narrow monopoles of modest height, lower than surrounding trees. Given the positioning and modest scale of these structures, they effectively preserve the openness of the Green Belt.

2) *Will the development conflict with the purposes of including land in the Green Belt?* Paragraph 80 of the Framework sets out the five Green Belt purposes which the scheme is assessed against as below:

Purpose 1 (to check the unrestricted sprawl of large built-up areas).

The proposals are small in scale and are contained within the site adjacent to the boundary with the domestic garden curtilage of Dower House. The application site is in a location surrounded by open land and is not of a scale or location that would result in urban sprawl.

Purpose 2 (to prevent neighbouring towns merging into one another)

Development of the site would not lead to the coalescence of neighbouring towns. In respect of the neighbouring villages the development would not lead to a coalescence of neighbouring villages.

Purpose 3 (to assist in safeguarding the countryside from encroachment;).

The hardstanding amounts to approximately 625m² in area and is located immediately adjacent to the domestic garden curtilage of Dower House. The hardstanding is a concrete pad typical of those found at agricultural holdings and is not uncommon in the context of a stud. The structures and surfacing are of modest scale and are screened from views being located at the edge of the site. Therefore, it is not considered that the scheme represents encroachment into the countryside

Purpose 4 (to preserve the setting and special character of historic towns;).

This does not apply as the site is not located near a historical town

Purpose 5 (to assist in urban regeneration, by encouraging the recycling of derelict and other urban land).

It is not considered that the proposal conflicts with this purpose as the proposals are not of a type that would be encouraged in urban areas, and are most suited to open areas of land.

21. It is considered that the proposed development preserves the openness of the Green Belt and does not conflict with the purposes of including land in Green Belt in accordance with paragraph 90 of the Framework. The proposal does not, therefore, represent inappropriate development within this Green Belt location.

Impact on character and appearance of the locality

22. The application site is not visually prominent and is only visible from rights of way crossing land to the south, to the west and to the north. In terms of the impact on the character and appearance of the locality and the landscape in this location, the development would not be prominent and would assimilate into the landscape with only a minor visual impact from the rights of way. Furthermore, existing trees filter of views of the proposed development.
23. The floodlights have been erected adjacent to the concrete pad and do not detract from the character or appearance of the rural landscape in this instance as they are 5m high monopoles that are slender in profile and of a lower height than surrounding trees to the south and east. This reduces the visual prominence in the landscape.
24. Although some sky glow may be visible from the public footpath, and to a lesser extent from Dawbers Lane, it is noted that the floodlights would only be operational during the landing and taking off of helicopters, which would constitute limited periods of time, particularly given that much of the activity would take place during the daytime. Further to this, two floodlighting columns of 5m in height would have a limited lighting impact in this location. It is, however, recommended that the hours of operation of the floodlights should be limited by condition to those occasions when helicopters are taking off and landing to reduce the impact from sky glow and light trespass on the landscape.
25. The structures themselves are of a modest scale and of an appropriate siting, and the light levels involved are not considered to impact on the character of this rural location in this instance. As such, it is considered that the development does not have an unacceptably detrimental impact on the character of the locality.

Impact on neighbour amenity

26. The application site is located approximately 115m away from the nearest dwellings on Dawbers Lane, other than the applicant's own dwelling. It is, therefore, considered that the landing and taking off of helicopters in this location would have some impact on the nearest neighbouring occupiers, and an acoustic assessment has been submitted in support of the application to address this impact.
27. The site is located approximately 215 metres to the east of the M6 motorway and 65m to the north of Dawbers Lane (A581), which are the dominant noise sources in the area at present and must be considered in relation to noise levels associated with the proposed use. The noise assessment concludes that the impact from noise upon the occupiers of properties in

Dawbers Lane, close to the application site, would be less than the impact upon those occupiers within close proximity of the helicopter landing site at Gleadhill House Stud.

28. This would be of benefit to those occupiers closer to Gleadhill House Stud, and the existing landing pad, however, it is clear that each helicopter take-off or landing at the application site would generate high noise levels at the nearest residential locations over and above current levels, albeit for short durations and for a limited number of times per day. These periods of activity would be noticeable to local residents, even in consideration of background noise levels, and would, therefore, have some impact on their amenity. However, given that the periods of noise generation would be short and would take place at sporadic intervals it is not considered that the impact would be so harmful as to warrant refusal of the application.
29. It is also noted that the application is retrospective and that the site is already being used for the landing, taking off and storage of helicopters, and that no noise complaints have been received by the Council's Environmental Health Department.
30. The impact of noise would be more noticeable and have a greater amenity impact at night, potentially interrupting sleep. It is, therefore, recommended that the use of the site for the landing and taking off of helicopters is limited by condition in order to control the use and protect residents from a noise impact that would be much more harmful to amenity at night.
31. The development is not visible from any nearby neighbouring properties and overall it is considered that the proposed development would not have so great an impact on neighbour amenity that the application should be refused.

Other matters

32. Smells from aviation fuel: It is not anticipated that smells would be particularly noticeable, and the storage of fuels within the proposed container would help to contain any smells.
33. Danger from storage of fuel in close proximity to dwellings: The fuel would be stored within a steel container, which would provide an appropriate level of security.
34. Proximity to public rights of way: It is not considered that the proposed development would have any impact upon the use of the public right of way.
35. Why did the helicopter have to move from its previous position? For the previous 40 years helicopters have landed at Gleadhill House Stud Farm. The concrete apron to the rear of the main stud complex was used for this purpose for the past 20 years. Since the demolition of Gleadhill House the owner and pilots now stay at Dower House and as such wish to land the helicopter in closer proximity to it.

CONCLUSION

36. The development is not considered to detrimentally harm the openness of the Green Belt or landscape character and there is a suitable distance between the site and the adjacent residential properties to ensure that living conditions do not suffer detrimental harm. It is, therefore, recommended that the application is approved.

RELEVANT HISTORY OF THE SITE

Ref: 94/00455/FUL **Decision:** PERFPP **Decision Date:** 2 August 1994
Description: Retrospective application for alterations to access and new boundary railings

Ref: 93/00824/COU **Decision:** WDN **Decision Date:** 14 June 1994
Description: Change of use from existing residential to administration and hospitality for Gleadhill House Stud Ltd

Ref: 93/00452/COU **Decision:** REFFPP **Decision Date:** 28 September 1993
Description: Change of use of part of building from residential to office use

Ref: 92/00715/COU **Decision:** REFFPP **Decision Date:** 9 March 1993
Description: Change of use of part of dwelling to offices

Ref: 91/00810/OUT **Decision:** REFOPP **Decision Date:** 29 October 1991
Description: Outline application for the erection of one detached house

Ref: 91/00797/OUT **Decision:** PEROPP **Decision Date:** 10 March 1992
Description: Outline application for two-storey rear extension

Ref: 87/00462/FUL **Decision:** PERFPP **Decision Date:** 20 July 1987
Description: Demolition of part of existing garage and construction of garage/utility and garden store

Ref: 75/00650/FUL **Decision:** PERFPP **Decision Date:** 29 September 1975
Description: Alterations and septic tank

RELEVANT POLICIES: In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National Planning Policy Framework (the Framework) and the development plan. The specific policies/guidance considerations are contained within the body of the report.

Suggested Conditions

No.	Condition									
1.	<p>The development hereby permitted must only be completed in accordance with the approved plans. The approved plans are:</p> <table border="1" data-bbox="339 1111 1319 1312"> <thead> <tr> <th data-bbox="339 1111 625 1144">Plan Ref.</th> <th data-bbox="625 1111 911 1144">Received On</th> <th data-bbox="911 1111 1319 1144">Title:</th> </tr> </thead> <tbody> <tr> <td data-bbox="339 1144 625 1218">141-4</td> <td data-bbox="625 1144 911 1218">02 January 2018</td> <td data-bbox="911 1144 1319 1218">Location plan</td> </tr> <tr> <td data-bbox="339 1218 625 1312">WJ_141_2</td> <td data-bbox="625 1218 911 1312">02 January 2018</td> <td data-bbox="911 1218 1319 1312">Proposed plans, elevations and site layout</td> </tr> </tbody> </table> <p><i>Reason: To define the permission and in the interests of the proper development of the site.</i></p>	Plan Ref.	Received On	Title:	141-4	02 January 2018	Location plan	WJ_141_2	02 January 2018	Proposed plans, elevations and site layout
Plan Ref.	Received On	Title:								
141-4	02 January 2018	Location plan								
WJ_141_2	02 January 2018	Proposed plans, elevations and site layout								
2.	<p>If the use of the helicopter landing pad hereby permitted ceases for a period of one year the container and floodlights shall be removed from the land and the land shall be restored to its former condition.</p> <p><i>Reason: To avoid the proliferation of works and structures in the Green Belt for which there is not a continuing need and in the interests of the visual amenity of the Green Belt.</i></p>									
3.	<p>The floodlights hereby permitted shall only operate between 16:00 and 21.00 and not at any other time.</p> <p><i>Reason: In the interests of the rural character of the area, the amenity of the area, adjoining and nearby residential properties.</i></p>									
4.	<p>The use of the land for the landing, taking off and storage of helicopters hereby permitted shall only operate between 07:00 and 22.00 and not at any other time, unless otherwise agreed in writing with the local planning authority, or in the event of an emergency.</p>									

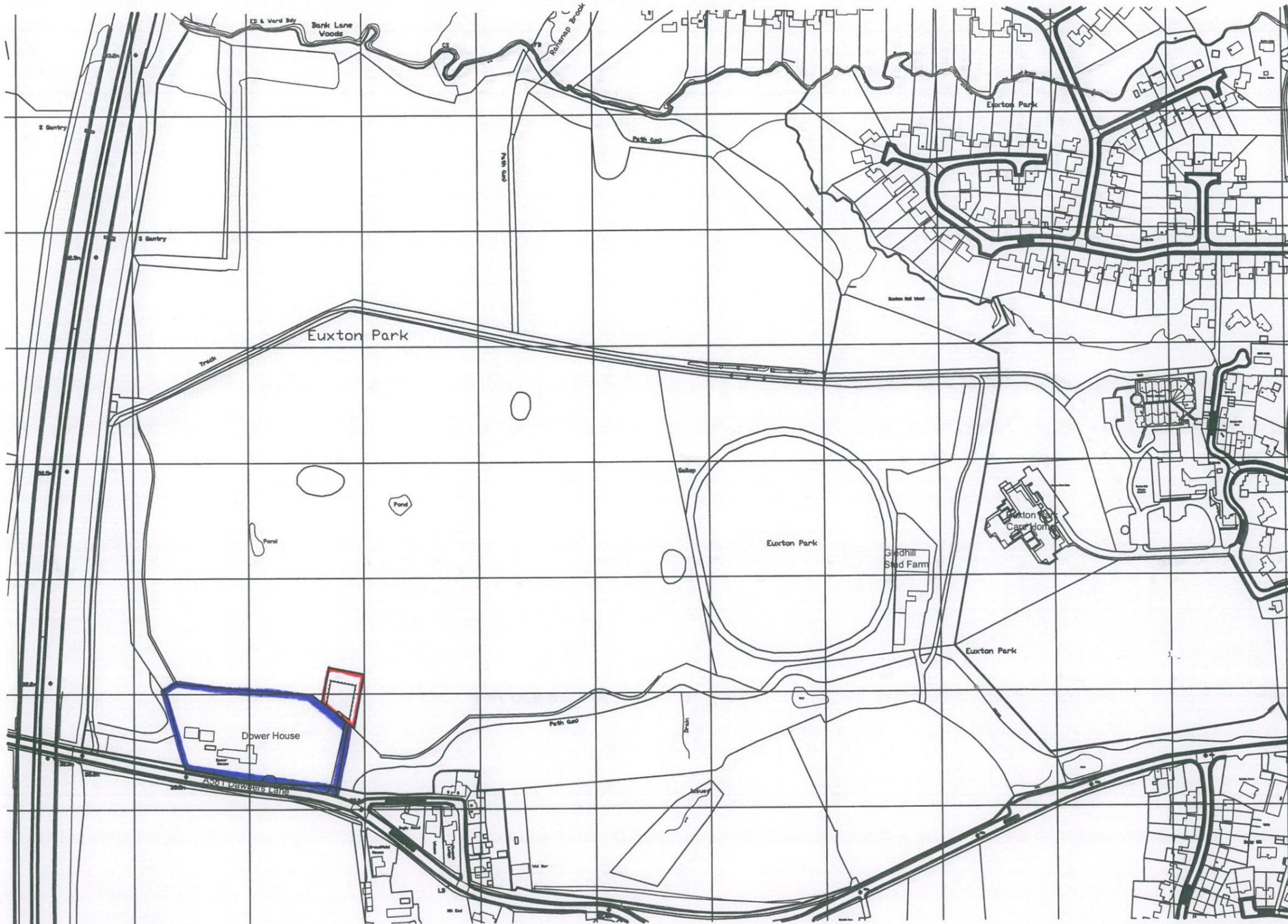
	<p><i>Reason: In the interests of the rural character of the area, the amenity of the area, adjoining and nearby residential properties.</i></p>
--	--

This page is intentionally left blank

All site dimensions shall be verified by the contractor on site prior to work commencing

Do not scale from this drawing
Only work to written dimensions

This drawing is the property of Whittle Jones and copyright is reserved by them. The drawing is not to be copied or used without their prior written consent.
Notes



Agenda Page 19

Agenda Item 3b

WHITTLE JONES
CHARTERED SURVEYORS

WHITTLE JONES NORTH WEST
LYNTON HOUSE, ACKHURST PARK, CHORLEY PR7 1NY.
Tel: 01257 238 666 Fax: 01257 238 667
Email: northwest@whittlejones.co.uk

Project
Helicopter landing pad and associated fuel store.

Drawing
Location Plan
Dawbers Lane, Euxton, Chorley, PR7

Client

NORTHERN TRUST
INVESTMENT / DEVELOPMENT / REGENERATION

Drawn By	de	Date	October 17
Checked By	de	Date	October 17
Scale	1/1250		@A3

Rev.	Date	Details	By
Issued for:			

Drawing No.	Rev.
141-4	

electronic path to this drawing-WJ 141/current dwg

This page is intentionally left blank

APPLICATION REPORT – 18/00060/FUL

Validation Date: 30 January 2018

Ward: Heath Charnock And Rivington

Type of Application: Full Planning

Proposal: Demolition of existing farmhouse and outbuildings and erection of 6 no. detached houses, associated garages and access improvements

Location: Hole House Farm Chorley Road Heath Charnock Chorley PR6 9LD

Case Officer: Amy Aspinall

Applicant: Mr Gordon Seymour

Agent: Mr Bob Margerison

Consultation expiry: 29 March 2018

Decision due by: 27 March 2018

RECOMMENDATION

1. Approve subject to conditions and s106 legal agreement to secure financial contributions in relation to open space.

SITE DESCRIPTION

2. The application site site comprises 2no. residential dwellings and various outbuildings across the site. Vehicular access is gained via Chorley Road. Surrounding land uses are predominantly residential, however industrial premises exist to the east, with the site being bound to the north by the designated Green Belt. The site falls wholly within the settlement boundary of Adlington, as defined by the Chorley Local Plan Policies Map.

DESCRIPTION OF PROPOSED DEVELOPMENT

3. The application seeks full planning permission for the demolition of the existing dwellinghouses and outbuildings and the erection of 6no. detached dwellings. Plots 1 and 2 would be 4 bedroom properties, with plots 3-6 being 5 bedroomed. The proposed development also include alterations to the site access.

RELEVANT HISTORY OF THE SITE

5. Ref: 15/00556/OUT **Decision:** PEROPP **Decision Date:** 2 September 2015
Description: Outline application for the demolition of the existing farmhouse and outbuildings and the erection of 6no. houses, associated detached garages and access road (all matters reserved save for access and layout)

REPRESENTATIONS

6. At the time of report preparation 1no. neighbour objection has been received. This is summarised below:

Amenity:

- The distance between 33 Waterford Close and the proposed development is 21.5 metres, but 25 metres is required.
- Cannot assess impact on 33 Waterford Close as heights of plots 4 and 5 have not been provided, including boundary treatments – unsure if fence will be replaced
- Object to the loss of trees G27 close to the border with 33 Waterford Close due to separation distance of 21.5 metres, overbearing impact, loss of outlook, loss of privacy
- Loss of trees – detrimental impact on local area and countryside. No economic benefit. No additional garden space. Additional noise and disturbance to 33 Waterford Close.

Notification:

- No neighbour notification to 33 Waterford Close - only notified by site notice.

CONSULTATIONS

7. Lancashire County Council Highways – Has no objection to amended plans (Drawing Number 17/068/P01 rev. D). Various conditions and informatives are recommended.
8. Heath Charnock Parish Council - No comments have been received.
9. CIL - Development is subject to the CIL Charge for 'Dwelling Houses' as listed in Chorley Councils CIL Charging Schedule
10. Waste & Contaminated Land – Comment that due to sensitive end use and proximity to a former cotton mill, land contamination conditions are required.
11. Council's Tree Officer - States that the Arboricultural Impact Assessment, Method Statement and plans submitted accurately describe the location and condition of the trees on site; and that the removal of 1T, 2T, 3T, 4T, 5T and 6G is understandable as the trees are almost exclusively rooted in or very near to the wall. The Tree Officer does, however, advise that these trees combined have a relatively high value as a public amenity, screening the site from the road.
12. United Utilities – Have no objections subject to the development being carried out in accordance with the submitted Drainage Strategy
13. Greater Manchester Ecology Unit – Have no objection subject to conditions in relation to tree protection; the submission of a construction management plan to protect the small watercourse from harm; and restriction on the removal of vegetation during bird nesting season.

PLANNING CONSIDERATIONSPrinciple of development

15. The principle of residential development for 6No dwellinghouses has already been established as being acceptable on this site under outline consent 15/00556/OUT. This also included means of access to the site and the layout.
16. The principle of the development is therefore acceptable, subject to other considerations which are assessed below.

Design

17. The proposed layout is similar to that approved under the outline planning permission (15/00556/OUT) albeit the arrangement of plots 3, 4 and 5 differs in that the current proposal has a linear arrangement fronting the internal road. This would provide a more attractive streetscene within the site. Plot 3 would be dual fronted, providing visual interest when viewed from Chorley Road and on the approach into the site.
18. Plots 1 and 2 would be two storeys in height, whereas the remaining plots would be part two storey / part three storeys of modern housing style. The immediate area is characterised by two

storey traditional terraced properties adjacent to the site, and more modern style housing at Waterford Close and Fairview Drive. Whilst the proposed development would contain three storey dwellings, they are set back from Chorley Road and would integrate with the levels changes across the site.

19. The alterations to the access would result in the demolition of part of the boundary wall to the front of the site; however the plans show that the remainder would be retained and would continue to provide an attractive frontage to Chorley Road.

20. The proposed development would result in an overall enhancement of the site and subject to appropriate materials and a suitable landscaping scheme; the proposal would be acceptable in design terms having regard to Chorley Local Plan policy BNE1 criterion (a) and (c).

Amenity

21. Chorley Local Plan policy BNE1 seeks to ensure, among other things, that development would not cause harm to any neighbouring property by virtue of overlooking, overshadowing or by creating overbearing impacts; and that proposals would not cause an unacceptable degree of noise and disturbance to surrounding land uses.

22. The principle of a small-scale housing development of 6no. dwellings has already been established on this site, and would be a compatible land use with its surroundings. Noise and disturbance has been raised in a neighbouring objection from 33 Waterford Close, however as the application proposes a small-scale residential use, any activity would be domestic in nature. As such, it is not considered that the proposed development would be harmful to neighbouring residential amenity be reason of noise and disturbance.

23. 1 Chorley Road is situated adjacent to the application site and the existing access points serving the rear of the terraced row and the existing Hole House Farm. The proposal would entail that the existing access is moved further away from 1 Chorley Road, and the access to the rear of this property would be unaffected. Plot 1 would be situated approximately 15 metres at its nearest point to the side elevation of 1 Chorley Road, and would be orientated at an angle thereby avoiding a direct relationship between principal windows. In addition, Plot 1 would be set at a lower ground level with the finished floor level illustrating a difference of over 2 metres. The relationship would be acceptable would avoid adverse impacts of overlooking and loss of privacy to the neighbouring property and future occupiers of Plot 1.

24. The proposed dwellinghouse of Plot 3 would be situated approximately 20 metres from 1 Chorley Road, with no direct relationships between principal windows and, therefore, no overlooking or loss of privacy impacts. The proposed garage of Plot 3 would be situated approximately 10 metres from 1 Chorley Road, and due to the single storey nature of the garage and the slightly lower finished floor level, the garage would not be overbearing or visually intrusive to this neighbouring property.

25. Plot 3 would also face the rear elevation of 36 Waterford Close and would have a separation of approximately 20 metres from first floor principal windows. To the rear, Plot 2 would be two storeys in height due to level changes, albeit three storeys to the front, Given the separation distances achieved and the lower levels afforded to plot 3, it is not considered that residential amenity of this neighbouring dwelling or future occupiers of Plot 3 would be adversely harmed, having regard to overlooking, loss of privacy or overbearing impacts.

26. Similar relationships would also exist for Plots 4 and 5 with properties 35 to 33 Waterford Close which are situated to the rear, with an interface distance of approximately 21 metres at first floor. The occupier of the neighbouring property, 33 Waterford Close, has raised an objection to the application due to the loss of trees to the boundary (group G27) and the separation distance to the proposed dwellings causing overbearing impact, loss of outlook and loss of privacy. Whilst Plots 4 and 5 are three storeys in height to the front, they are split level properties which are two storeys to the rear and would be set at a slightly lower level. In addition, the habitable windows are located in excess of 7 metres from the facing rear garden boundaries. Accordingly, the relationships between the existing and proposed dwellings are

considered to be acceptable and would not give rise to adverse impacts of overlooking, loss of privacy or overbearing effect.

27. The garage of Plot 6 is situated close to the boundary in proximity to 32 Waterford Close which would be an acceptable relationship given the low finished level of the application site and the single storey nature of the garage. There would be no directly facing windows between neighbouring principal windows and no overlooking or loss of privacy impacts.

28. The proposed dwellings would have sufficient garden areas to carry out every day domestic activities and the relationships between each dwellinghouse would be acceptable.

29. The proposal would not have an unacceptable impact on the residential amenity enjoyed by the occupiers of neighbouring properties and future occupiers of the development would have satisfactory levels of amenity, having regard to Chorley Local Plan policy BNE1 (b).

Highways

30. Revised plans have been submitted since the application was originally made in order to address the comments of LCC Highways in relation to a number of matters including alterations to the site access, provision of footways and the turning of refuse and service vehicles. LCC Highways are now satisfied with the proposal as shown on drawing number 17/068/P01 REV D and raise no objection subject to various conditions. Whilst a phasing / completion plan has been requested, it is not however considered necessary given the scale of the development.

31. Parking provision is provided with the domestic curtilage of each dwellinghouse and accords with the parking standards as set out in Appendix A of the Local Plan.

32. Works to the public highway to facilitate the proposed access and associated highways works would require a S278 agreement with LCC Highways Authority.

33. In the absence of an objection from LCC Highways, the proposed development is considered to be acceptable in highways safety terms and accords with Chorley Local Plan policy BNE1

Public right of way

34. A Public Right of Way (Footpath 71) Heath Charnock) runs through the site. The submitted plan shows the location of the proposed footpath diversion which follows the route of the internal road.

35. As this planning application would not grant consent for the footpath diversion, it is the responsibility of the Applicant to ensure that the footpath is diverted under the relevant legislation i.e. under section 257 of the Town and Country Planning Act 1990 or under Section 119 of the Highways Act 1980.

Ecology

36. The application is accompanied by ecological reports which have been assessed by Greater Manchester Ecological Unit. There are no objections on ecological grounds and, therefore, the proposed development is considered to be acceptable having regard to nature conservation interests. Conditions are recommended in relation to tree protection; a Construction Environmental Management Plan; and a restriction on vegetation removal during bird nesting season.

Trees

37. The application is accompanied by an Arboricultural Survey and Tree Protection Plan. A number of individual trees and groups are identified for removal in order to facilitate the development or due to the poor condition of the trees. The loss of trees has been raised in a

neighbouring objection for various reasons, including the impact on the local area and countryside.

38. It should be noted however that none of the trees are afforded protection under a Tree Preservation Order. The trees positioned in proximity to the boundary with Chorley Road are identified for removal, which includes 5no. individual trees and 1no. group; and these range from moderate value to poor condition. The Tree Officer advises that these particular trees in combination do have high value as public amenity; however their loss is understandable due to the trees being almost exclusively rooted in or very near to the wall. Given the position of these trees and the proposed siting of Plots 1 and 2, it is unlikely that the loss could be mitigated through replacement planting in the same location.

39. The group of trees (29G) proposed for removal in proximity to the boundary with 33 Waterford Close are assessed as being of low value and are identified as a Cypress Hedge. The removal is necessary in order to facilitate the development and due to the site level changes. They are not protected and the Tree Officer has raised no objection to their removal, as such it is not considered necessary to secure their retention for public amenity reasons.

40. A high number of trees are to be retained on site, albeit mainly along the eastern boundary, and these will continue to offer a level of public amenity and attractive backdrop to the development. Overall, it is not considered that the removal of the trees identified in the application would have harmful effect on the character of the local area or the setting of the site. Nonetheless, in the interests of biodiversity enhancement and to provide some form of mitigation to compensate the loss of trees, replacement planting would be secured by way of a suitable landscaping scheme. Having regard to the above, the proposal is considered to accord with Local Plan policies BNE1 and BNE10 in respect of trees.

Drainage and flood risk

41. Although the site is in proximity to an ordinary watercourse, Eller Brook, this is not defined as a main river. Due to the nature of the development i.e. not major development and not within flood zones 2 or 3 or over 1 hectare in size; the application falls outside the consultation criteria of the Lead Local Flood Authority (LLFA) and the Environment Agency. Accordingly, no comments have been received.

42. United Utilities have assessed the application and raise no objection and advise that the surface water drainage strategy is acceptable. As this is not a detailed drainage scheme, a condition would be applied for full details to be submitted. If the scheme involved the discharge of surface water into Eller Brook, consent would be required from the Lead Local Flood Authority as a separate matter.

Open space

43. Planning Practice Guidance states that planning obligations should not be sought from developments of 10 or less dwellings and which have a maximum combined floorspace of no more than 1,000 square metres. This proposal is for 6 dwellings however the combined gross floorspace exceeds 1,000 square metres and, therefore, contributions towards open space are required, as set out below:

44. Provision for children / young people:

Contribution of £134 per dwelling towards improvements to 1291.1 King George V Play Area which is identified in the Open Space Study as being low quality and/or low value.

45. Allotments:

Contribution of £15 per dwelling towards new allotment provision at the proposed new allotment site at Harrison Road, Adlington (HW5.3)

46. Playing Pitches

Contribution of £1,599 per dwelling towards the improvement of existing playing pitches.

47. No contributions are required in relation to Amenity Greenspace, Parks and Gardens, and Natural / Semi-Natural Greenspace.

48. Total financial contributions required:

Amenity greenspace	= £0
Equipped play area	= £804
Parks/Gardens	= £0
Natural/semi-natural	= £0
Allotments	= £90
Playing Pitches	= £9,594
Total	= £10,488

Other Matters

49. Publicity:

The application was publicised by way of site notice and neighbour notification letters. Whilst the neighbouring objection from 3 Waterford Close states that no notification letter was received, the Council's system identifies that the property was sent a letter. Nonetheless, the objection states that they were made aware of the development due to the site notice.

CIL

50. The development is CIL liable.

CONCLUSION

51. The proposed development is considered in the context of the presumption in favour of sustainable development and would result in an overall visual enhancement of the site in the streetscene. The proposed development accords with the relevant policies of the Development Plan and is recommended for approval accordingly, subject to conditions and a S106 legal agreement to secure the relevant financial contributions in relation to open space.

RELEVANT POLICIES: In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National Planning Policy Framework (the Framework) and the development plan. The specific policies/guidance considerations are contained within the body of the report.

Suggested Conditions

1. The proposed development must be begun not later than three years from the date of this permission.

Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans below:

Plan Ref	Received On
17/068/L01	19 January 2018
17/068/P04 REV A PLOTS 4 AND 5	19 January 2018
17/068/P02 REV A PLOTS 1 AND 2	26 February 2018
17/068/P01 REV E PROPOSED SITE L	26 March 2018
17/068/P03 REV B PLOT 3	26 March 2018
17/068/P05 REV B PLOT 6	26 March 2018

17/068/G01 REV A PROPOSED DOUBLE	26 March 2018
230713CP-01	19 January 2018

Reason: For the avoidance of doubt and in the interests of proper planning

3. Prior to the commencement of development 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.

Reason: To ensure that the materials used are visually appropriate to the locality.

4. No development shall be commenced, including any site works or demolition until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The plan shall include as a minimum:

- The method and details of demolition and construction, including vehicle routing to the site, construction traffic parking and any proposed temporary closing of roads or streets.
- No construction traffic or deliveries to enter/exit during traffic peak periods or to wait on the public highway.
- Measures to protect the watercourse from harm during demolition, site works and construction
- Hours of operation (including deliveries) during construction and demolition
- Loading and unloading of plant and materials wholly within the application site
- Storage of plant and materials used in constructing the development wholly within the application site
- Measures to control the emission of dust and dirt during construction

The Construction Environmental Management Plan shall be adhered to at all times during any site works, demolition and construction.

Reason: In the interests of highways safety to maintain the operation of local streets and through routes in the area during site works and construction, particularly during peak periods; and to protect the watercourse.

5. No development shall be commenced until a scheme for the construction of the site access and the off-site works of highway improvement including structural technical specification of the retaining wall has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: To secure detailed design of the highway scheme/works in the interests of highways safety.

6. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been 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.

Reason: To ensure that the estate streets are managed and maintained in the interests of highways safety.

7. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests 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.

8. The new estate road/access between the site and Chorley Road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before the construction of the development hereby approved takes place within the site.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

9. Wheel wash facilities shall be provided on site and made available for use for the full duration of the construction of the development hereby

Reason: In the interests of highways safety to avoid the public highway being affected by the deposit of mud and/or loose materials thereby creating a potential hazard to road users.

10. No dwelling or dwellings shall be occupied until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Lancashire County Council Specification for Construction of Estate Roads and made available for use.

Reasons: To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, 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.

11. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.

Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.

12. Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.

Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate.

13. No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code

Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.

14. No tree/vegetation removal shall be undertaken during the bird nesting season (March to July inclusive) unless a survey for nesting birds has been first undertaken, submitted to and approved in writing by the Local Planning Authority which demonstrates the absence of nesting birds.

Reason: To ensure the protection of any birds which may be nesting within trees/ vegetation which will be felled/ removed as part of the proposals.

15. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plan(s) or as may otherwise be agreed in writing with the Local Planning Authority before any development is first commenced.

Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.

16. Prior to the commencement of development full details of the colour, form and texture of all hard landscaping (ground surfacing materials) (notwithstanding any such detail shown on previously submitted plans and specification) shall have been submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved, and shall be completed in all respects before the final completion of the development and thereafter retained.

Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area.

17. Surface water must drain separate from the foul and no surface water will be permitted to discharge to the foul sewerage system.

Reason: To secure proper drainage.

18. No development shall take place until a scheme for the provision and implementation of a surface water regulation system has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the scheme has been implemented in accordance with the approved plans.

Reason: To secure proper drainage and to prevent flooding.

19. Due to past processes/activities at this site (former site use), there is a potential for ground contamination. Therefore the development hereby permitted shall not commence until the applicant has submitted to and had approved in writing by the Local Planning Authority a report to identify any potential sources of contamination on the site and where appropriate, necessary remediation measures.

The report should include an initial desk study, site walkover and preliminary risk assessment and if the initial study identifies the potential for contamination to exist on site, the scope of a further study must then be agreed in writing with Local Planning Authority and thereafter undertaken and shall include details of the necessary remediation measures.

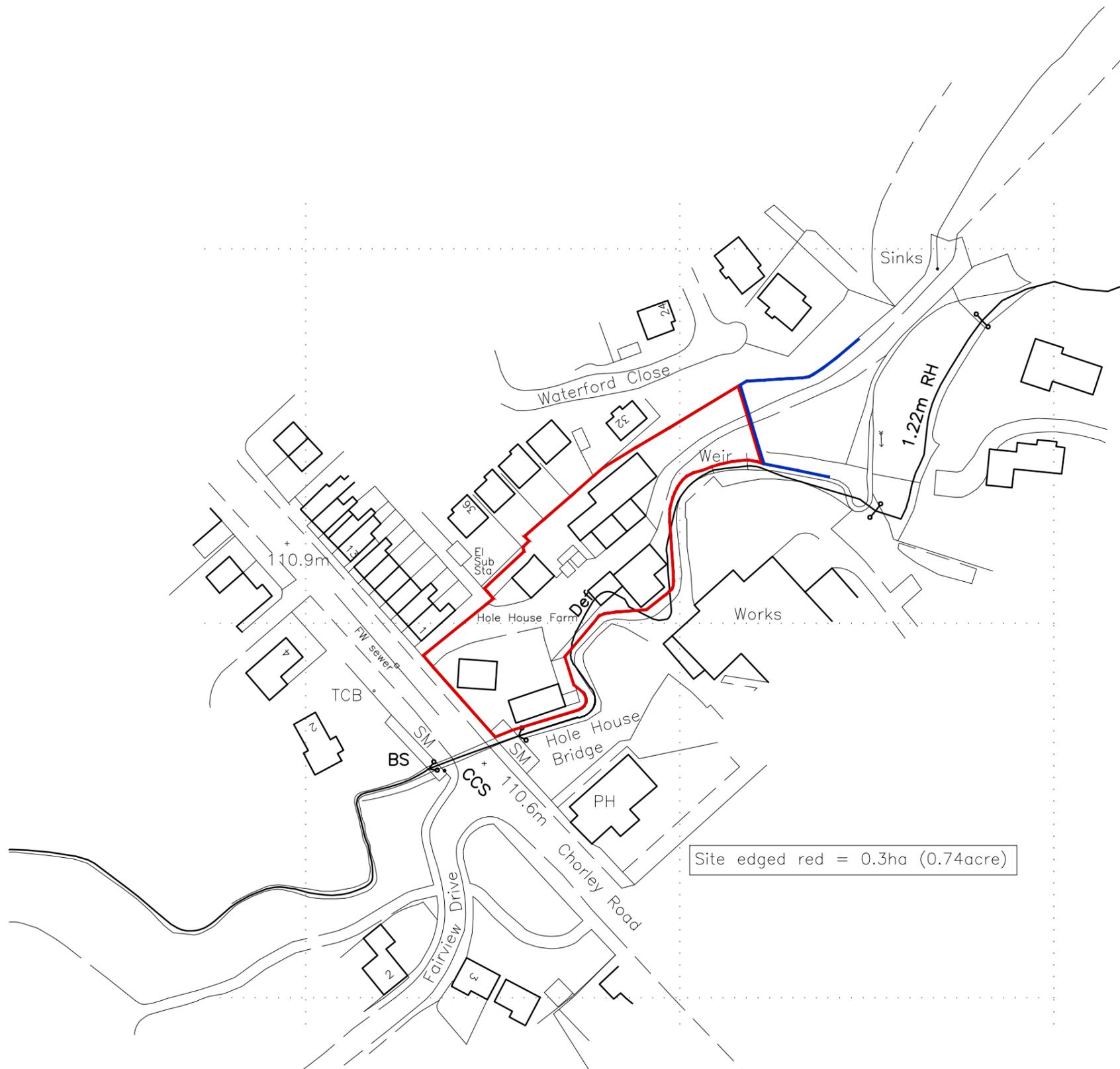
The development shall thereafter only be carried out following the remediation of the site in full accordance with the measures stipulated in the approved report.

Reason: To protect the environment and prevent harm to human health by ensuring that the land is remediated to an appropriate standard for the proposed end use.

20. Before the development hereby permitted is first commenced, full details of the alignment, height and appearance of all fences and walls (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 dwelling shall be occupied until all fences and walls shown in the approved details to bound its plot have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.

Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.





CLIENT
Gordons (Bolton) Ltd.

PROJECT NAME
Proposed Residential Development at

Hole House Farm, Heath Charnock, Chorley, PR6 9LD.

DRAWING NAME
Location Plan

SCALE	DRAWN BY	DATE	DRAWING NUMBER	REVISION
1:1250 @ A3	JRM	06:07:2017	17/068/L01	-

This page is intentionally left blank



Report of	Meeting	Date
Director (Customer & Digital)	Development Control Committee	5 April 2018

PLANNING APPEALS AND DECISIONS RECEIVED BETWEEN 23 FEBRUARY 2018 AND 26 MARCH 2018

PLANNING APPEALS LODGED

Planning Application: 16/01021/OUT - Inspectorate Reference: APP/D2320/W/18/3197535

Appeal by Mr Hibbert against the Development Control Committee decision to refuse outline planning permission for the means of access to an agricultural workers dwelling.

Higher Healey Farm, Higher House Lane, Heapey, Chorley, PR6 9BT

Inspectorate letter confirming appeal valid received 15 March 2018.

Planning Application: 17/00997/P3PAO - Inspectorate Reference: APP/D2320/W/18/3195998

Appeal by Mr D Mitchell against the delegated decision to refuse the prior approval application submitted under Part 3, Class Q (a and b) of The Town and Country Planning (General Permitted Development) (England) Order 2015 for the proposed change of use of an agricultural building to one dwelling.

Stoat Hall Fisheries, Back Lane, Bretherton, Leyland, PR26 9BE.

Inspectorate letter confirming appeal valid received 20 February 2018.

APPEAL DECISIONS

Planning Application: 17/00781/FULHH - Inspectorate Reference: APP/D2320/D/17/3188786

Appeal by Mr & Mrs Duncan against the delegated decision to refuse full planning permission for a single storey rear and side extension and partial demolition of existing detached rear garage.

5 Tennyson Avenue, Chorley, PR7 3HX.

Appeal dismissed.

Inspectorate letter received 26 February 2018.

Planning Application: 17/00626/FULHH - Inspectorate Reference: APP/D2320/D/17/3188443

Appeal by Mr Stuart Hiron against the delegated decision to refuse full planning permission for the erection of front gable, front porch and front dormer extension, the demolition of attached flat roofed rear garage and replacement with a brick built pitched roof garage, demolition of rear conservatory, erection of three rear dormer extensions and raising of the existing roof height.

Rosewood, 19 Oakmere Avenue, Withnell, Chorley.

Appeal dismissed.

Inspectorate letter received 27 February 2018.

Planning Application: 17/00533/OUT - Inspectorate Reference: APP/D2320/W/17/3191596

Appeal by Nina Thistlethwaite against the Development Control Committee decision to refuse outline planning permission for the means of access to and layout of 4no. dwellings following demolition of existing dwelling and detached garage.

Land at Baysbrown, Copthurst Lane, Whittle-Le-Woods, Chorley, PR6 8LR.

Appeal dismissed.

Inspectorate letter received 9 March 2018.

Planning Application: 17/00468/FUL - Inspectorate Reference: APP/D2320/W/17/3187932

Appeal by Mr Peter Hindle against the Development Control Committee decision to refuse full planning permission for the erection of a free standing building to increase child places from 55 to 71.

The Little Acorns Nursery, 34 Sheep Hill Lane, Clayton-Le-Woods, Chorley, PR6 7JH.

Appeal allowed – application for an award of costs against the Council successfully defended and refused

Inspectorate letter received 21 March 2018

Planning Application: 17/00625/FUL - Inspectorate Reference: APP/D2320/W/17/3188344

Appeal by Mr Stephen Nolan against the Development Control Committee decision to refuse full planning permission for the erection of stables building following removal of existing stables.

Laneside Farm, Brown House Lane, Higher, Wheelton, Chorley, PR6 8HR.

Appeal dismissed.

Inspectorate letter received 26 March 2018.

Planning Application: 17/00647/OUT - Inspectorate Reference: APP/D2320/W/17/3189781

Appeal by Mrs Jenny Taylor against the Development Control Committee decision to refuse outline planning permission for the erection of a dormer bungalow (all matters reserved save for access).

Appeal dismissed.

Inspectorate letter received 26 March 2018.

PLANNING APPEALS WITHDRAWN

None

ENFORCEMENT APPEALS LODGED

None

ENFORCEMENT APPEAL DECISIONS

None

ENFORCEMENT APPEALS WITHDRAWN

None

Report Author	Ext	Date	Doc ID
Adele Hayes	5228	26 March 2018	***

This page is intentionally left blank