

PLANNING COMMITTEE

TUESDAY, 14TH JANUARY 2020, 6.30 PM

COUNCIL CHAMBER, TOWN HALL, CHORLEY

AGENDA

APOLOGIES

- 1 **MINUTES OF MEETING TUESDAY, 10 DECEMBER 2019 OF PLANNING COMMITTEE**

(Pages 3 - 6)

- 2 **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.

- 3 **PLANNING APPLICATIONS TO BE DETERMINED**

The Director (Customer and Digital) has submitted six 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 **19/00683/FUL - 31 - 33 CUNLIFFE STREET, CHORLEY, PR7 2BA**

(Pages 7 - 12)

- B **19/00830/REMAJ - LAND BOUNDED BY TOWN LANE (TO THE NORTH) AND LUCAS LANE (TO THE WEST), TOWN LANE, WHITTLE-LE-WOODS**

(Pages 13 - 30)

- C **19/01035/FULMAJ - FAIRPORT ENGINEERING, ADLINGTON MILL, MARKET PLACE, ADLINGTON**

(Pages 31 - 40)

- D **19/01036/FULMAJ - FAIRPORT ENGINEERING, ADLINGTON MILL, MARKET PLACE, ADLINGTON, CHORLEY**

(Pages 41 - 48)

**E 19/00904/REMAJ - THE STRAWBERRY FIELDS DIGITAL
HUB, EUXTON LANE, CHORLEY, PR7 1PS**

(Pages 49 - 62)

**F 19/00909/OUTMAJ - FORMERLY MORMON CHURCH,
WATER STREET, CHORLEY**

(Pages 63 - 76)

4 ANY URGENT BUSINESS PREVIOUSLY AGREED WITH THE CHAIR

GARY HALL
CHIEF EXECUTIVE

Electronic agendas sent to Members of the Planning Committee Councillor June Molyneux (Chair), Councillor Christopher France (Vice-Chair) and Councillors Aaron Beaver, Martin Boardman, John Dalton, Gordon France, Danny Gee, Tom Gray, Yvonne Hargreaves, Alex Hilton, Alistair Morwood, Neville Whitham and Alan Whittaker.

Electronic agendas sent to Planning 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>

**MINUTES OF****PLANNING COMMITTEE****MEETING DATE****Tuesday, 10 December 2019****MEMBERS PRESENT:**

Councillor June Molyneaux (Chair), and Councillors Aaron Beaver, Martin Boardman, John Dalton, Gordon France, Danny Gee, Tom Gray, Yvonne Hargreaves, Alex Hilton, Alistair Morwood, Neville Whitham and Alan Whittaker

RESERVES:

Councillor Steve Holgate

OFFICERS:

Adele Hayes (Service Lead - Planning), Iain Crossland (Principal Planning Officer), Alex Jackson (Legal Services Team Leader) and Philippa Braithwaite (Democratic and Member Services Officer)

APOLOGIES:

Councillor Chris France

OTHER MEMBERS:

Councillors Debra Platt, Julia Berry, Alistair Bradley and Margaret France

19.P.23 Minutes of meeting Tuesday, 12 November 2019 of Planning Committee

Decision – That the minutes of the Planning Committee meeting held on 12 November 2019 be approved as a correct record for signature by the Chair.

19.P.24 Declarations of Any Interests

There were no declarations of interest received.

19.P.25 Planning applications to be determined

The Director of Customer and Digital submitted eight items for consideration. In considering the applications, Members of the Planning Committee took into account the agenda reports, the addendum and the verbal representations and submissions provided by officers and individuals.

a 19/00825/REM - Land Adjacent 8 Miller Avenue, Abbey Village

Registered speakers: Michael Matulewicz (Objector), Councillor Margaret France (Ward Councillor) and Sophie Marshall (Agent).

After careful consideration, it was proposed by Councillor Martin Boardman, seconded by Councillor Gordon France and a decision was subsequently taken (10:2:1) **that the application be refused for the reasons set out below:**

1. The scale, massing and external appearance of the proposed dwellings would result in an unacceptable harmful impact on the character, appearance and setting of the Abbey Village Conservation Area and the grade II listed Abbey Mill, both of which are designated heritage assets, such that the development would fail to preserve the significance of these designated heritage assets, and is, therefore, considered to be contrary to S.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, policy 16 of the Core Strategy and policy BNE8 of the Adopted Chorley Local Plan 2012 - 2026.

2. The scale, massing and external appearance of the proposed dwellings would result in an unacceptable impact on the appearance of the street scene and character of the surrounding area. The proposed development is, therefore, contrary to policy BNE1 of the Adopted Chorley Local Plan 2012 – 2026.

b 19/00361/FULMAJ - Playing Field To Rear Of Houses, Greenside, Euxton

Registered speaker: Oliver Chan (Agent)

After careful consideration, it was proposed by Councillor Danny Gee that the decision be refused. The motion was seconded by Councillor Tommy Gray. A vote was taken, and the motion was lost (4:9:0).

It was proposed by Councillor Alex Hilton, seconded by Councillor Alistair Morwood and a decision was subsequently taken (9:4:0) **that planning permission be granted, subject to conditions set out in the addendum, and a S106 legal agreement to secure the provision of affordable housing and an off-site contribution to public open space.**

c 19/00683/FUL - 31 - 33 Cunliffe Street

Registered speaker: Malcolm Beverley (Objector)

After careful consideration, it was proposed by Councillor Steve Holgate, seconded by Councillor Gordon France and a decision was subsequently taken (unanimously) **that the decision be deferred to allow members of the Planning Committee the opportunity to visit the site of the proposals.**

d 19/00645/CLEUD - Land Adjacent To Wigan Lodge, Wigan Lane, Chorley, Duxbury Chorley PR7 4DB

Registered speakers: Emma Holt (Objector), Alistair Bradley (Ward Councillor), and Josh Hellawell (Agent).

After careful consideration, it was proposed by Councillor Alistair Morwood, seconded by Councillor Martin Boardman and a decision was subsequently taken (unanimously) **that the Lawful Development Certificate be granted.**

e 19/00375/FUL - Land Adjacent To Wigan Lodge

Registered speakers: Emma Holt (Objector), Alistair Bradley (Ward Councillor), and Josh Hellawell (Agent).

After careful consideration, it was proposed by Councillor Holgate, seconded by Councillor Yvonne Hargreaves and a decision was subsequently taken (unanimously) **that planning permission be refused for the reason set out below:**

The development is inappropriate development in the Green Belt, which is harmful by definition. It fails to preserve the openness of the Green Belt and conflicts with the third purpose of the Green Belt due to encroachment into the countryside. Other harm arises from the poor-quality design of the gate and fence which appear as prominent, incongruous features, which have an urbanising effect, to the detriment of the street scene and the rural locality. The development is, therefore, contrary to the National Planning Policy Framework at Chapter 13 and policy BNE1 (Design Criteria for New Development) of the adopted Chorley Local Plan 2012-2026.

f 19/00916/FUL - Lowe Farm Cottage, Leyland Lane, Ulmes Walton

Registered speaker: Nathan Tonge (Agent)

After careful consideration, it was proposed by Councillor Steve Holgate, seconded by Councillor Alistair Morwood and a decision was subsequently taken (unanimously) **that planning permission be granted, subject to conditions set out in the addendum.**

g 19/01007/FUL - 38 Park Road, Chorley

After careful consideration, it was proposed by Councillor Alistair Morwood, seconded by Councillor Alex Hilton and a decision was subsequently taken (unanimously) **that planning permission be granted, subject to conditions set out in the addendum.**

h 19/00906/REM - Land North of The Railway Public House, Wigan Road, Euxton

Registered speaker: Maurice Castle (Objector)

After careful consideration, it was proposed by Councillor Yvonne Hargreaves, seconded by Councillor Martin Boardman and a decision was subsequently taken (unanimously) **that planning permission be granted, subject to conditions set out in the report.**

19.P.26 Planning Appeals and Decisions Received Between 30 September 2019 and 30 November 2019

The Director of Customer and Digital submitted a report which set out planning appeals and decisions received between 30 September 2019 and 30 November 2019.

Chair

Date

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APPLICATION REPORT – 19/00683/FUL

Validation Date: 18 July 2019

Ward: Chorley South East

Type of Application: Full Planning

Proposal: Conversion of shop into 5no. apartments

Location: Chorley Domestic Supplies 31 - 33 Cunliffe Street Chorley PR7 2BA

Case Officer: Amy Aspinall

Authorising Officer:

Applicant: Mark Little, M&S Project Development Ltd

Agent: Ashall Town Planning

Consultation expiry: 21 November 2019

Decision due by: 17 January 2020 (Extension of time agreed)

UPDATE REPORT:

It is recommended that planning permission is granted, subject to conditions and a legal agreement to secure financial contributions for public open space (improvements to provision for children/young people)

Members will recall that this application was originally reported to Committee on 10th December 2019 and a decision was deferred so that members could undertake a site visit.

PREVIOUS REPORT**RECOMMENDATION**

1. It is recommended that planning permission is granted, subject to conditions and a legal agreement to secure financial contributions for public open space (improvements to provision for children/young people)

SITE DESCRIPTION

2. The application site lies just outside the Town Centre boundary, as defined by the Chorley Local Plan Policies Map. The existing building is comprised of a former retail unit at ground floor and offices on other levels.

DESCRIPTION OF PROPOSED DEVELOPMENT

3. The application seeks full planning permission to convert the existing building to 5no. flats. This includes alterations to the front elevation to remove the shop front and alterations to include the insertion of windows and doors and pitched roof to the existing flat roof to the rear.

REPRESENTATIONS

4. An objection has been received from Cllr Terence Brown due to the lack of parking provision.
5. 1no. representation has been received citing the following grounds of objection:
 - Residents pay for permits and sometimes are unable to park
 - Increase in parking / parking conditions will be made worse

CONSULTATIONS

6. Lancashire County Council (LCC) Highway Services: Have no objections and recommends that bike and bin stores are provided.
7. CIL Officers: Comment that the development is subject to the CIL Charge for Apartments as listed in Chorley Councils CIL Charging Schedule. Apartments are Charged at £0sqm.

PLANNING CONSIDERATIONS

Principle of development

8. Under Core Strategy policy 1, well located brownfield sites and Chorley Town are identified for the focus for growth and investment. The site is previously developed land, situated within the urban area of Chorley Town and lies just outside of the defined Town Centre boundary.
9. The National Planning Policy Framework (the Framework) is clear that the Government's objective is to significantly boost the supply of homes and that it is important that a sufficient amount and variety of land can come forward where it is needed.
10. At paragraph 68 the Framework recognises that small sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. Local Planning Authorities are advised to support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.
11. The proposed development is acceptable in principle, in planning policy terms, subject to other considerations as set out in the report below.

Design

12. The application proposes changes to the front of the property involving removal of the shop front and its replacement with two entrance doors and ground floor windows to serve the flats. The scheme has been amended since the application was originally submitted to improve the frontage and to incorporate traditional design features such as cills and lintels which would be more in-keeping with the character of the street scene. In design terms the proposal is considered to be acceptable and would not be harmful to the character and appearance of the areas.

Impact on amenity

13. The application has been amended since it was originally submitted and the proposed scheme has been reduced from 6no. flats to 5no, including changes to the position of windows in order to improve both the living conditions of future occupiers of the development and to safeguard the residential amenity afforded to adjacent neighbours. The proposal is considered to be acceptable in amenity terms.

Highway safety

14. Representations have been received in relation to the proposed development having no parking provision which the objectors consider would make the existing parking problems worse, particularly as residents pay for parking permits. LCC Highways advise that the residents parking scheme in this area is over-subscribed and that these properties would not be eligible to for residents parking permits.

15. The site is, however, situated within on the periphery of the Town Centre, which is a sustainable location with access to a range of amenities and well served by transport options, other than the car. LCC Highways do not raise any objections to the proposed development and advise that they are of the opinion that the proposal would not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

16. Cycle storage is identified on the submitted plans, with flats having storage areas where cycles could be kept securely. This would support sustainable transport options for future occupiers.

17. The proposal is considered to be acceptable in highways safety terms, having regard to Chorley Local Plan policy BNE1 (d).

Public open space

18. Policy HS4 of the Chorley Local 2012 - 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.

19. However, the National Planning Practice Guidance (NPPG) post-dates the adoption of the Local Plan and 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 1000 square metres.

20. In the determination of planning applications, the effect of the national policy, which was issued in 2016 following a Court of Appeal judgement, is that although it would normally be inappropriate to require social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances as compared with the new national policy.

21. The Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies and how much weight to give to the benefit of requiring a payment for 10, or fewer, dwellings. The Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less.

22. There is currently a surplus of provision in Chorley South East in relation to this standard and the site is within the accessibility catchment (800m) of an area of provision for children/young people. A contribution towards new provision in the ward is therefore not required from this development. However, there are areas of provision for children/young people within the accessibility catchment that are identified as being low quality and/or low value in the Open Space Study (Tatton Recreation Ground Ref. 1330.2). A contribution towards improvements to this site is therefore required from this development. The amount required is £134 per dwelling, which equates to a total of £670.00, and would be secured by way of a legal agreement.

CONCLUSION

23. The proposed development would deliver housing in a sustainable location within the key service centre of Chorley Town which is an area identified for growth and investment. The Framework is clear that significant weight should be afforded to the delivery of housing and that there is a presumption in favour of sustainable development. Although parking provision would not be provided to serve the development, sustainable transport options are available, and services and amenities are situated in close proximity to the site.

24. The application is recommended for approval, subject to conditions and a legal agreement to secure a financial contribution towards improvements to public open space (children/young people provision).

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.

RELEVANT HISTORY OF THE SITE

Ref: 5/1/01041 **Decision:** PERFPF **Decision Date:** 4 February 1958
Description: Change of use from motor repair shop and stores to private garages.

Ref: 5/1/01380 **Decision:** PERFPF **Decision Date:** 9 April 1960
Description: Sign

Ref: 77/00226/FUL **Decision:** REFFPF **Decision Date:** 3 May 1977
Description: Change of use of store room to Pool Hall

Ref: 82/00239/FUL **Decision:** PERFPF **Decision Date:** 25 May 1982
Description: Two storey extension to shop for storage purposes

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:

Title	Plan Ref	Received On
Block and Location Plans as Existing	PL 004	15 July 2019
Existing & Proposed Elevations	PL 003 C	14 November 2019
Plans as Proposed	PL 002 C	14 November 2019
Existing & Proposed Rear Elevations	PL 006	14 November 2019
Block & Location Plans as Proposed	PL 005 C	14 November 2019

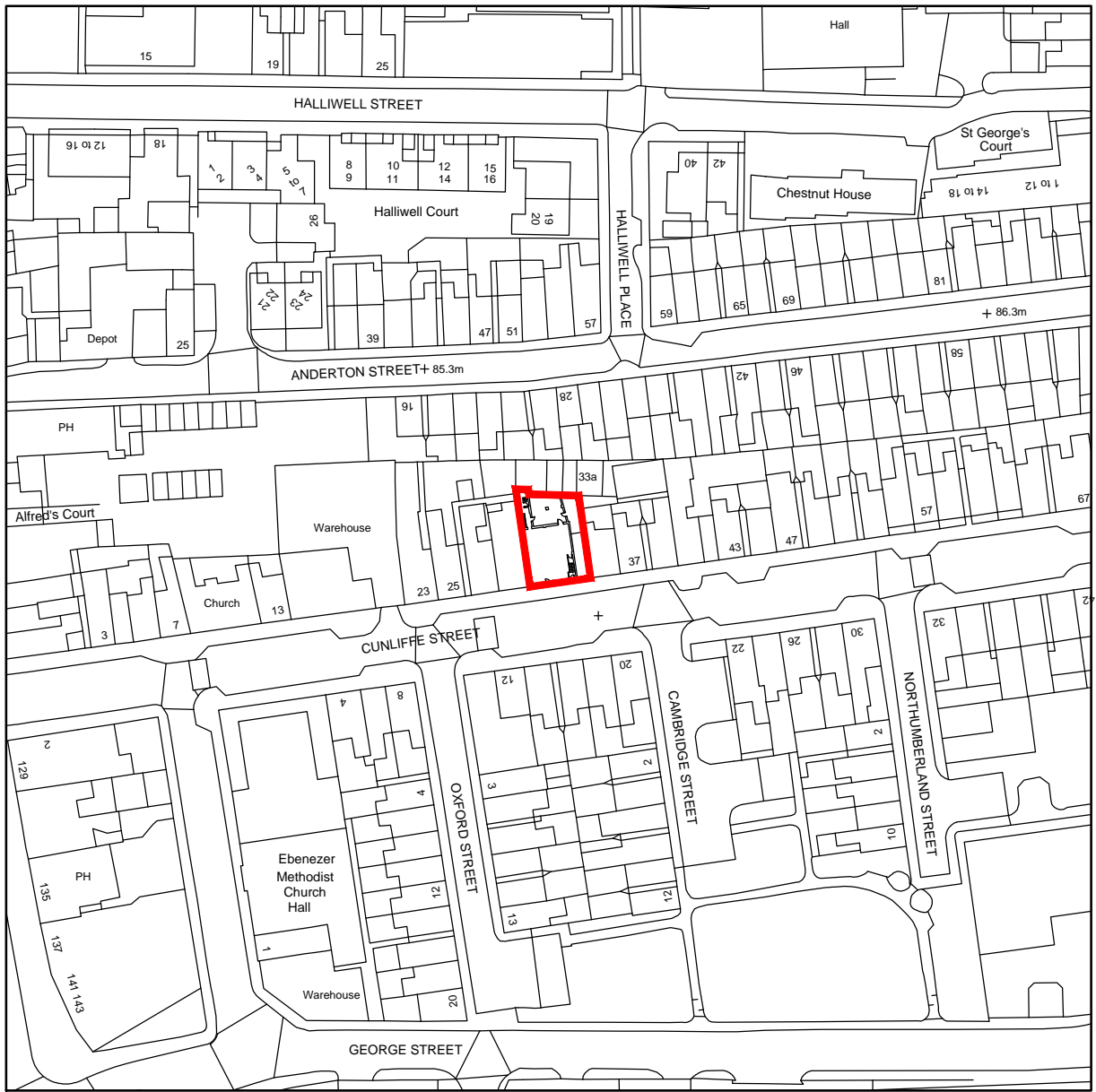
Reason: For the avoidance of doubt and in the interests of proper planning.

3. The external facing materials, detailed in the application, shall be used and no others substituted unless alternatives are first submitted to and agreed in writing by the Local Planning Authority, when the development shall then be carried out in accordance with the alternatives approved.

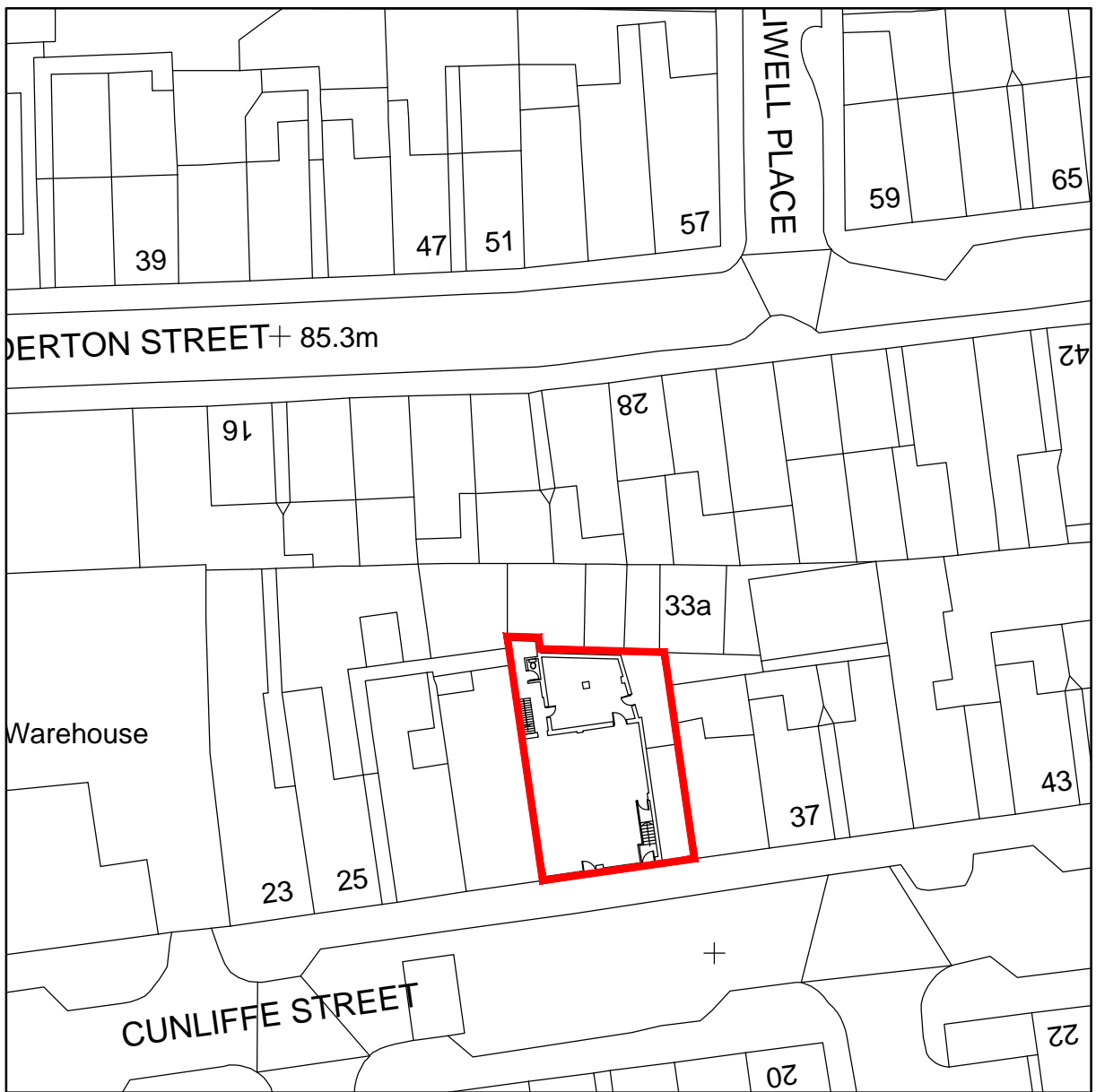
Reason: In the interest of the appearance of the development in the streetscene.



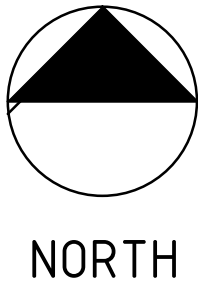
SITE PLAN AS EXISTING
SCALE 1:100



SITE PLAN AS EXISTING
SCALE 1:1250



SITE PLAN AS EXISTING
SCALE 1:500



For Planning Use Only



MS PROJECT DEVELOPMENT
12 REDWOOD
WESTBRIGHTON
BORSTEN
B15 2RU

PLANNING USE ONLY

SITE ADDRESS:
31-33 CUNLIFFE STREET
CHORLEY
PR7 2BA

DRAWING TITLE:
BLOCK & LOCATION PLANS
AS EXISTING

DATE: JULY 19
SCALE: AS SHOWN
PAPER SIZE: A1
DRAWING REF NO:
PL_004

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APPLICATION REPORT – 19/00830/REMAJ

Validation Date: 26 September 2019

Ward: Pennine

Type of Application: Major Reserved Matters

Proposal: Reserved matters application for the erection of 53 dwellings (appearance, landscaping, layout, and scale) pursuant to outline planning permission 13/01055/OUTMAJ (Outline application (specifying the access) for residential development comprising up to 83 dwellings with vehicular access to be taken from Royton Drive).

Location: Land Bounded By Town Lane (To The North) And Lucas Lane (To The West) Town Lane Whittle-Le-Woods

Case Officer: Mike Halsall

Applicant: Redrow Homes Ltd

Agent: Cass Associates

Consultation expiry: 20 December 2019

Decision due by: 17 January 2020

RECOMMENDATION

1. It is recommended that this application is approved, subject to conditions.

SITE DESCRIPTION

2. The application site is located to the south of Town Lane and east of Lucas Lane, in Whittle-le-Woods. The M61 bounds the site to the east and there is an existing housing estate located to the west and south, through which site access is gained via Royton Drive at the southern end of the site.
3. The site comprises a matrix of small, irregularly shaped fields. Field boundaries are formed of hedges and hedgerow trees. The woodland character is most mature along Lucas Lane which is contained by a continuous tree group. There is an unbroken corridor of trees situated between the eastern boundary of the site and the motorway.
4. Public Right of Way 9-22-FP-46 dissects the south eastern end of the site after emerging from the yard of Croston's Farmhouse (a grade II listed building). This crosses the M61 on a pedestrian bridge to link with routes leading to the Leeds- Liverpool canal towpath. To the west, footpath 9-22-FP-46 connects to Footpath 9-22-FP-45 to form a route onto Lucas Lane and Footpath 9-22-FP-47 which leads through the existing housing estate to the south. From Lucas Lane, footpath 9-22-FP-44 bisects the existing housing in the northern part of the urban expansion area to provide a direct link to Town Lane.
5. The levels of the site slope down gradually from the motorway, with steeper slopes at the north end of the site towards Town Lane and the east towards Lucas Lane East and Lucas House. The most southern part of the site where the existing riding school is located is relatively flat.

6. The site forms part of an allocated housing site within the Chorley Local Plan (2012-2026) and Planning Committee resolved to grant outline planning permission ref. 13/01055/OUTMAJ in September last year and it is to that planning permission that this reserved matters application relates.
7. The outline consent was granted subject to conditions and a S106 Obligation to secure the provision of 14 social rented units and £134 per dwelling towards public open space for children/young people.

DESCRIPTION OF PROPOSED DEVELOPMENT

8. The proposal seeks approval of reserved matters relating to the appearance, landscaping, layout and scale of 53no. dwellings. The outline consent allowed for up to 83 dwellings, however, this has been reduced significantly by the applicant due to various site constraints, as explained later within this report.
9. In terms of layout, the majority of the properties are set in from the site boundaries due to constraints such as site levels and the need to create an acoustic bund against the motorway (which is informed by a report that accompanies the application on the assessment and mitigation of road traffic noise from the M61). The indicative site layout shown with the outline planning application indicated some plots located close to Croston House, which is on the Council's list of locally important buildings and the grade II listed building of Croston's Farm. The Council raised concerns over the relationship shown on the indicative plans with these properties at outline stage. This has been reflected in the detailed site layout drawings accompanying the reserved matters submission as the separation distance has been significantly increased. These issues are discussed later in this report.
10. The applicant's Design and Access statement explains that the layout is characterised by a linked series of housing clusters which are arranged in the frame provided by trees and hedges. The development is placed on existing platforms of land so as to avoid any marked regrading of the land. A primary point of vehicular access is taken from Royton Drive. This crosses the track leading to Crostons Farm and runs along the western boundary to a mid-point before being aligned to bisect the site. This also gives access for pedestrians and cyclists. Linear hedges and hedgerow trees separate the house clusters and give them a distinct setting. Only a limited number of trees and a length of hedgerow are to be removed to accommodate the proposed development.
11. House types are grouped into clusters. The style or appearance of the houses resonates with the predominant house types and details in the Whittle-le-Woods urban expansion area as a whole. The dwellings are two storey with facing materials of brick walls and tiled roofs. There would be eight 2-bed dwellings, sixteen 3-bed dwellings, twenty-two 4-bed dwellings and seven 5-bed dwellings. There would be a mixture of detached and terraced properties spread throughout the development. There would be a pump station on the western side of the site access road, close to the entrance point to the new estate.
12. Along the eastern and southern boundaries of the site the front face of each house faces the main source of noise (M61). This is to give a degree of acoustic protection to rear gardens. Elsewhere houses are aligned to form streets or small groups of homes served off access ways and incorporated around the overarching framework provided by hedgerows and trees.
13. A sustainable approach to surface water drainage is incorporated by way of a detention pond in the north western sector of the site. This would allow the management of surface water run-off but, in turn, it provides landscape character and ecological benefit.
14. The interface with the motorway is addressed directly by an acoustic fence. The visual impact of the fence is tempered, where possible, by structural landscape which falls in the area between new housing and the fence.

15. The layout accommodates the public right of way along the southern boundary and this is proposed to be improved as part of the development. There are links between the public footpath and the routes threading through the housing development and a new footpath would be included to the north western corner of the site to provide a connection to Lucas Lane.

REPRESENTATIONS

16. Responses have been received from 14 individuals, Whittle-le-Woods Residents Association and Whittle-le-Woods Flood Action Group, raising objections to the application on the following grounds (summarised):
 - Traffic and pollution generation
 - Limited access for emergency vehicles
 - Royton Drive is too narrow
 - Danger to children playing out
 - No room to construct access road – parking of diggers / machinery
 - Access to driveways during construction period
 - Junction of Buckton Close and Royton Drive has poor visibility
 - Exiting onto A6 is already dangerous
 - Access should also be provided to Town Lane
 - The scheme does not encourage children to play out and adults to walk
 - Protected trees will be lost
 - Danger to pets from increased traffic
 - Footpaths will be lost
 - Air quality and noise from M61
 - GPs, schools and dentists are over-stretched, and infrastructure not updated
 - Construction noise
 - The 20mph speed limit on the estate through which access would be gained is not adhered to or policed
 - No need for any more houses
 - Increase in crime / anti-social behaviour
 - Reducing productivity of Lancashire
 - Increased flood risk
 - The access road will drive a wedge through the hamlet of Lucas Green by separating Crostons Farm from other properties
 - The application breaches Chorley design policy guidance
 - The properties are overbearing on and damage the viewing aspects of properties on both Berry Avenue and Town Lane
 - Harm to wildlife – biological heritage site is frequented with deer
 - Detention pond will not add suitable landscape character
 - Acoustic fence should be accompanied by planting to avoid visual impact and assist noise attenuation
 - Existing residents would be best served by building temporary access from Town Lane for the construction period
 - Harm to the setting of Croston's Farmhouse and Lucas House
 - Cumulative impacts with other developments
17. One individual responded to make comments neither in support nor objecting to the scheme, as follows:
 - Please consider putting grit bins on the entrance to the estate; making footpaths pram friendly - gates instead of styles, mitigation measures during construction; improved play area and a community garden.
18. All objections and comments listed above that are classed as material planning considerations are addressed within the following sections of this report.

CONSULTATIONS

19. Lancashire County Council Archaeology Service (LCCAS): Responded to state that the Heritage Statement submitted in support of the planning application has the results of a recent (May 2019) HER search and discusses the impact on the settings of the listed buildings in the area. LCCAS consider this will have been dealt with more fully by Chorley Council and offer no objections or advice other than on the basis of current knowledge, there is no requirement for any further archaeological interventions.
20. The Coal Authority: Responded with no comments as the development is not located within a Development High Risk Area.
21. British Telecommunications Open Reach: No comments have been received.
22. Environment Agency: Have responded with no comments. This is because the Environment Agency only respond to consultations on specific planning proposals, such as those located within Flood Zones 2 or 3 or those with critical drainage problems. This process has changed since the consultation process on the outline planning application for this site. It is now Lancashire County Council as Lead Local Flood Authority (LLFA) who are responsible for responding to consultations such as that being proposed here. Their comments are provided below.
23. Lead Local Flood Authority (LLFA): Responded to state that they have no objection to the proposed development, subject to the requirements of conditions 16 and 17 of the outline planning consent being satisfied in full. They also state that the submitted Flood Risk Assessment and Drainage Strategy provides a good assessment of flood risk of the site but questioned the methodology behind the estimations for calculating runoff rates. Following further exchanges of emails and revised drainage figures being produced by the applicant, the LLFA confirmed to the Council that they have reached a common understanding on the discharge rate issue and confirm the LLFA would be happy to accept the rate based on a green-field run-off rate of 4.33 l/s/ha.
24. Greater Manchester Ecology Unit (GMEU): Responded to state that in terms of the planting proposals that have been provided they are generally satisfied with the species choices. GMEU also identified that further information was required in the form of a bat survey of a tree to be removed as part of the proposed development and a Landscape and Environmental Management Plan. The bat survey was supplied by the applicant following the request from GMEU and was confirmed as being to their satisfaction. The Landscape and Environmental Management Plan (LEMP) is required to be submitted by a condition attached to the outline planning consent, prior to the commencement of development. It is a requirement that the LEMP identifies a net gain in on-site biodiversity.
25. Highways England: Responded to state that they welcome the provision of the substantial buffer between individual properties and the motorway boundary. They have requested that a pre-commencement condition be attached to any grant of consent so Highways England can review and approve the design of the earth bund to be located adjacent to the highway verge. Similarly, Highways England have requested a condition be attached so they can review the applicant's proposed working methods to ensure that the motorway is protected during construction from aspects such as site runoff, dust, fire, etc. and a condition in relation to the design of fencing.
26. Ramblers' Association (Chorley Branch): Responded to request that Public Rights of Way be a minimum of 1.5m wide and not crowded in that they can continue to enjoy the rural ambience and view and appreciate the heritage of Lucas Lane Hamlet and Croston's Farm. They also requested that the existing Rights of Way are not diverted onto proposed estate roads.

As noted above, the proposal would improve the existing Public Right of Way that crosses the site, and this would not be diverted. Additional footpaths would be introduced to improve connectivity through the site.

27. Lancashire County Council Highway Services (LCC Highways): Initially responded to state that the highways layout and level of off-road car parking conforms to current guidelines and the proposed development would not have a severe impact on highway safety within the site and a safe and suitable access to the site has been provided for all road users. That said, LCC Highways requested the plans be amended to provide the following;
- improved sustainability and interconnectivity across the site in terms of including a 3m wide pedestrian /cycle link onto Lucas Lane to the north of the site to reduce walking and cycling distances by 550m to access Whittle-le-Woods facilities such as the convenience store, primary school, sports facilities and play areas, church, pubs, community centre etc.
 - the upgrading of Public Right of Way 9-2-FP45 from Mottram Close to the bridge over the M61 to ensure that other future development opportunities can be catered for and ensure future sustainability and interconnectivity opportunities are not missed;
 - the site layout be revised to improve access for refuse collection vehicles and fire appliances to comply with Manual for Streets and Approved Document B (Fire Safety) with regards to reversing distances etc.

The applicant submitted amended plans to the Council which reflect the above recommendations. LCC Highways were consulted on the revised plans and responded to state that the details are acceptable apart from a hedgeline which is shown at the end of vehicle turning heads which needs to be set-back 2m from the back edge of the turning head and 1m from the sides to allow overhanging of the vehicle. LCC Highways have confirmed that this issue could be conditioned as the required changes would not affect the shown layout and can be fully achievable within the site.

28. Lancashire Fire and Rescue Service: No comments have been received.
29. Natural England: Responded to state they have no comments.
30. Waste & Contaminated Land: Responded to recommend a condition be attached to the reserved matters consent. The recommended condition is already attached to the outline planning consent and so it is considered unnecessary to repeat this condition on any reserved matters consent.
31. Lancashire County Council Public Rights of Way: No comments have received. LCC Highways' response, summarised above, provides comments on Public Rights of Way.
32. United Utilities: Responded to state that further to their review of the submitted Drainage Strategy, the plans are acceptable in principle. They have no objection to the overall drainage proposals i.e. surface water from the site draining to the nearby watercourse and foul flows being pumped into a nearby public foul sewer. A condition has been recommended by UU to be attached to the reserved matters consent. Such a condition with the same objective is already attached to the outline consent and so it is considered unnecessary to repeat this condition on any reserved matters consent.
33. Lancashire Constabulary Architectural Liaison: Responded with some recommendations for the developer in relation to measures to reduce crime, such as fence heights, security lights and intruder alarms.
34. National Grid UK Transmission: No comments have been received.
35. Council's Tree Officer: Responded to state that the loss of two trees at the site entrance would be a loss to the area as they are good specimens with high amenity value. One of the trees is protected with a Tree Preservation Order. All retained trees should be safeguarded by adherence to tree protection measures and BS 5837:2012. As compensation for the loss of the two trees, the Tree Officer recommended the planning of six semi-mature oak trees on site, which was later incorporated into a revised landscaping proposal from the applicant.

36. Regulatory Services - Environmental Health Officer: Initially responded to state that the submitted acoustic report is acceptable and the required mitigation measures should seek to protect prospective residents and recommends that the measures outlined in the report are followed. Further information was requested with regard to the internal ventilation systems which are required if windows remain closed to reduce noise. A revised report was submitted by the applicant to include the required details and the Council's Environmental Health Officer has recommended a condition be attached to require the mitigation measures to be implemented.
37. Whittle le Woods Parish Council: Responded raising objections to the reserved matters application, on the following grounds (in summary)
- Flood risk – proposals need to include committed and enforceable flood risk management
 - Access via Royton Drive - there are concerns of safety and of the impact upon the local infrastructure of additional vehicles exiting the estate onto the A6 and of the additional impact upon the already stretched local infrastructure.
 - Impact to a green field site
 - Loss of historic sites
 - Trees should not be removed
 - Impact upon the historic hamlet of Lucas Green
 - Impact upon Lucas Lane Pasture Local Wildlife site and enhanced boundary treatments are required
38. Lancashire Wildlife Trust: Responded with a precautionary objection on the basis that at the time of responding, no response had yet been received by the Council's ecological advisors. The response from the wildlife trust stated the following concerns/requests (in summary);
- The fencing proposed should protect Lucas Lane Pasture BHS's important flora from damage by major physical disturbance consequent on the increase of the local human population.
 - Any necessary avoidance, mitigation or compensation measures should be proposed for any loss of bat and barn owl foraging habitat.
 - If some form of collective biodiversity offsetting could secure such management, and maintenance of identified grassland ecological networks, in association with losses of lower quality grassland habitat as a result of ongoing housing development along the A6 corridor in Whittle-le-Woods, that would be welcome

The above issues have been covered by the Greater Manchester Ecology Unit's consultation response, mainly with regards to the requirement for the applicant to submit a Landscape and Environment Management Plan demonstrating a net-gain in biodiversity on-site.

PLANNING CONSIDERATIONS

Principle of the development

39. The acceptability of the principle of the development has been established by the grant of outline planning permission for 83no. dwellings on this site.

Housing density

40. The application site area is 6.51ha which is smaller than the Local Plan HS1.43B allocated site, which is 7.1 ha. The allocation includes Croston's Farmhouse (grade II listed) and barn and the field that lies to the east, but these are not included as part of the application site. 107 dwellings are allocated on HS1.43B, which relates to a density of 30 dwellings per hectare on a net developable area of 50% (or a gross density of 15 dwellings per hectare).
41. This reserved matters application is for 53 dwellings, which equates to a gross density of 8 dwellings per hectare. This is lower than the outline application, which was for 83 dwellings and had a gross density of 13 dwellings per hectare.

42. The net developable area of this allocation is relatively low because of a significant number of constraints on site. The applicant has explained that the number of proposed dwellings at the site has been influenced by the site's features and constraints. The result is a relatively low density. The valuable site features and constraints influencing the density of development at the site can be summarised as follows:
- Variable topography across the site;
 - The retention of trees and hedgerows where possible;
 - The incorporation of a significant surface water attenuation pond;
 - The imperative of incorporating the public right of way;
 - The mitigation measures to address noise from the M61; and
 - The need to respect the nearby heritage assets.
43. It is considered that a density lower than that set out in the Local Plan for this site is justifiable due to significant amount of constraints on this site, the need to secure development in keeping with the local area and the fact that the site is accessed through an existing residential area.

Flood risk

44. The application site is not located within an area at risk of flooding, i.e. Flood Zones 2 or 3. That said, Section 14 of The National Planning Policy Framework (the Framework) requires that, when determining any planning application, local planning authorities should ensure that flood risk is not increased elsewhere. Further, paragraph 165 of the Framework states that:
- “Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:*
- a) take account of advice from the lead local flood authority;*
 - b) have appropriate proposed minimum operational standards;*
 - c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*
 - d) where possible, provide multifunctional benefits.”*
45. Paragraph 080 of National Planning Practice Guidance: Flood Risk and Coastal Change sets out the following hierarchy of drainage options: into the ground (infiltration); to a surface water body; to a surface water sewer, highway drain or another drainage system; to a combined sewer.
46. Policy 29 of the Central Lancashire Core Strategy (2012) seeks to reduce risk of flooding by, amongst other things, appraising, managing and reducing flood risk in all new developments, encouraging the adoption of Sustainable Drainage Systems; and seeking to maximise the potential of Green Infrastructure to contribute to flood relief.
47. The risk of flooding is a key concern of local residents. The proposal includes sustainable drainage measures in the form of an attenuation pond in the north western corner of the site which is designed to hold water and restrict the flow into an existing watercourse. This was selected by the applicant as the most suitable option as initial site investigations revealed that the underlying site deposits are likely to have poor infiltration and so are unlikely to be suitable for soakaways. The unnamed watercourse bordering the western boundary of the site enters and exits the site in the north-western extent, therefore, a connection to the unnamed watercourse in this location appears the most practical option and provides the closest connection from the proposed pond.
48. The pond would have multifunctional benefits in the form of biodiversity enhancements and would be managed throughout the lifetime of the development (see condition 17 below).
49. The scheme has been assessed by the Lead Local Flood Authority who have no objections to the proposed development, subject to the requirements of conditions 16 and 17 attached to the outline planning permission, which were originally recommended by the Environment Agency. The conditions are as follows:

16. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), Ref: w1350-130311-FRA & Drainage Strategy, and the following mitigation measures detailed within the FRA:

1. Finished floor levels are raised to 150 mm above ground levels.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

17. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change critical storm will not exceed 4.32 l/sec/ha. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, both on and off site and reduce the run-off to the properties on Town Lane.

50. In light of the above, the proposed development incorporates the most suitable sustainable drainage option available to its location and would reduce the risk of surface water flooding. It is noted that the Lead Local Flood Authority has no objection to the scheme. The proposal, therefore, accords with national and local planning policy with regards to flood risk and surface water drainage and is acceptable in this regard.

Impact on designated heritage asset

51. Paragraph 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the PLBCA) are relevant to the 'Special considerations affecting planning functions'.

52. Section 66 states:

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

53. Without prejudice to section 72, in the exercise of the powers of appropriation, disposal and development (including redevelopment) conferred by the provision of sections 232, 233 and 235(1) of the principal Act, a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings.

54. Section 16 of the Framework refers to conserving and enhancing the historic environment. The following paragraphs contained therein are considered to be pertinent in this case:

189. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

190. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

192. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

193. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

195. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

196. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

55. The Central Lancashire Core Strategy (2012) (the Core Strategy), policy 16 refers to Heritage Assets. This policy mirrors that given in the Framework and states that it seeks to:

'Protect and seek opportunities to enhance the historic environment, heritage assets and their setting by safeguarding heritage assets from inappropriate development that would cause harm to their significances.'

56. Policy BNE1 of the Chorley Local Plan 2012 – 2026 requires that proposals do not adversely affect the character or setting of a listed building and/or the character of a conservation area and/or any heritage asset including locally important areas.
57. Policy BNE8 of the Chorley Local Plan 2012 – 2026 refers to the Protection and Enhancement of Heritage Assets. Essentially this policy mirrors the Framework. Paragraph b, states that, 'Applications will be granted where they sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the surrounding historic environment and where they show consideration for the following: iii, The Conservation and, where appropriate, the enhancement of the setting of heritage assets.'
58. The nearest proposed built feature to the locally listed building of Lucas House would be a pump station, located approximately 30m to the south east. Lucas Green is located further from the application site, behind Lucas House. The pump station would be located at a much lower land level than these historic buildings, thus limiting the level of intervisibility, and additional vegetation planting is proposed between them. The nearest dwellings would be located approximately 55m to the east of Lucas House. These relationships are considered acceptable. The nearest proposed buildings to Croston's Farmhouse are a garage located approximately 20m to the north, a dwelling located approximately 30m to the north and a further garage located approximately 30m to the north east. Again, it is considered that these relationships are acceptable and are assisted by the location of existing vegetation between the listed building and the proposed development, most of which is proposed to be retained.
59. In light of the above, it is considered that the proposed development would preserve the appearance of the adjacent grade II listed building and locally listed buildings and thus also sustain the significance of these designated heritage assets. Accordingly, the proposed development would be in conformity with S.66 and S.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, S.16 of the National Planning Policy Framework, Core Strategy Policy 16 and the Chorley Local Plan 2012 – 2026, policies BNE1 and BNE8.

Impact on character and appearance of locality

60. The Framework attaches considerable importance on achieving good design and a high quality built environment. It states that planning policies and decisions should respond to local character and history and seek to reinforce local distinctiveness. The importance of high quality design is reflected in the Central Lancashire Core Strategy (policy 17) and the Chorley Local Plan 2012 – 2026 (policy BNE1). It is considered that detached dwellings of the design proposed on this plot would be appropriate to the character of the area.
61. The prevailing dwelling types within the vicinity of the application site are detached two storey dwellings and it is considered that the proposed dwellings would assimilate with the built form of existing dwellings on the housing estate to the south and would act as a logical extension to those existing dwellings. Similarly, the appearance of the proposed houses resonates with the predominant house types and details in the Whittle-le-Woods urban expansion area as a whole.
62. In light of the above, the proposal would not cause harm to the character and appearance of the locality. The development, therefore, complies with policy BNE1 of the Chorley Local Plan 2012 – 2026 in this regard.

Residential amenity, including noise and air quality

63. The application site is located adjacent to the M61 motorway, with the nearest proposed dwelling located approximately 80m away. Paragraph 180 of the Framework requires that planning decisions should ensure that new development is appropriate for its location,

taking into account the likely effects (including cumulative effects) of pollution on health and living conditions.

64. With regards to air quality, it is considered that the separation distances, differing land levels and natural buffer provided by trees would offer adequate mitigation with regards to air emissions from the M61. It is worth noting that the borough does not contain any Air Quality Management Areas, which are areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
65. With regards to noise, the applicant has submitted an acoustic report in support of the planning application which is to the satisfaction of the Council's Environmental Health Officer. The report identifies mitigation measures in the form of acoustic glazing, internal alternative ventilation in dwellings and an acoustic bund and fencing between the dwellings and the motorway. These measures can be controlled by a suitably worded condition attached to a reserved matters consent.
66. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact.
67. Other than the buildings of historic importance noted above, the nearest existing dwellings to the application site would be those on Royton Drive. There would be approximately 70m separation distance between the nearest of those dwellings and the nearest of the proposed dwellings.
68. The proposed dwellings have been designed in such a way so as to be compatible with each other without creating an amenity impact of adjacent plots. There would be an adequate degree of screening around the plots.
69. In light of the above, it is considered that the proposal would be acceptable in terms of amenity impacts and accords with policy BNE1 in this regard.

Highway safety

70. Policy BNE1 of the Chorley Local Plan 2012 – 2026 requires that the residual cumulative highways impact of the development is not severe and would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction.
71. The vehicular access to the site would be provide from Royton Drive to the south, as approved by the outline consent.
72. (LCC) Highways are of the opinion that the highways layout and level of off-road car parking conforms to current guidelines and the proposed development would not have a severe impact on highway safety within the site and a safe and suitable access to the site has been provided for all road users.
73. Adequate parking spaces are proposed to serve the dwellings, by way of garages and/or driveway space. This would ensure that the proposal complies with the Council's parking standard set out at policy ST4 of the Chorley Local Plan 2012 - 2026.
74. It is considered that the surrounding highway network could accommodate the uplift in traffic associated with the delivery of the dwellings and that the residual cumulative impacts on the road network would not be severe. It is also noted that LCC Highways have no objection to the proposed development subject to the imposition of conditions. The proposal conforms to national and local planning policy with regards to highway safety and is therefore acceptable.

Ecology

75. Section 170 of the Framework states that the planning system should contribute to and enhance the natural and local environment. Policy BNE1 of the Chorley Local Plan 2012 – 2026 requires that proposals do not have a detrimental impact on important natural habitats and landscape features such as historic landscapes, mature trees, hedgerows, ponds and watercourses. In some circumstances where on balance it is considered acceptable to remove one or more of these features then mitigation measures to replace the feature/s will be required either on or off-site. Policy BNE9 of the Chorley Local Plan 2012 – 2026 explains that biodiversity and ecological network resources will be protected, conserved, restored and enhanced.
76. A Biological Heritage Site is located approximately 10m to the west of the development site. It is however well buffered from the development by trees and no housing is proposed at the nearest point to the BHS. The Greater Manchester Ecological Unit are satisfied with the proposal and a condition is attached to the outline consent that requires a net gain in biodiversity value to be demonstrated by the development. It is, therefore, considered that the proposal accords with national and local policy in this regard.

Community Infrastructure Levy

77. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

Public open space

78. The existing S106 obligation includes the provision of £134 per dwelling towards public open space for children/young people.

CONCLUSION

79. The details of the proposed dwellings are considered to be acceptable and the reserved matters application is recommended for approval, subject to the conditions identified below.

RELEVANT HISTORY OF THE SITE

Ref: 13/01055/OUTMAJ **Decision:** PEROPP **Decision Date:** 10.09.2019
(Resolution to grant outline planning permission)
Description: Outline application (specifying the access) for residential development comprising up to 83 dwellings with vehicular access to be taken from Royton Drive.

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 Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of the outline planning permission or this approval of reserved matters.

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

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

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

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

Title	Plan Ref	Received On
Location Plan	n/a	30 August 2019
Detailed Site Layout	DSL-001 Rev D	23 December 2019
RETAINING WALLS & LEVELS PLAN	4422 /Eng/125	30 August 2019
TREE PROTECTION PLAN	4079.15 Rev A	30 August 2019
PROPOSED S38 STREET LIGHTING DESIGN	n/a	12 December 2019
Land Disposal Layout	LDL-001 Rev B	29 November 2019
Boundary Treatment Layout	BTL-001 Rev B	29 November 2019
HIGHWAY MATERIALS	4422 /Eng/116 Rev A	29 November 2019
S38 - Plan	4422 /Eng/110 Rev B	29 November 2019
PROPOSED DRAINAGE LAYOUT	4422 /Eng/101 Rev B	29 November 2019
Waste Management Layout	WML-001 Rev B	29 November 2019
Swept Path Analysis Refuse Vehicle	SCP/190353/ATR01 Rev B	30 August 2019
Cycle Storage Layout	CSL-001	29 November 2019
Cycle Store 2	n/a	29 November 2019
Site Cross Sections Sheet 1 of 3	19228 / 902	29 November 2019
Site Cross Sections Sheet 2 of 3	19228 / 903	29 November 2019
Site Cross Sections Sheet 3 of 3	19228 / 904	29 November 2019
Landscape Proposals Sheet 1	4079.18 Rev A	12 December 2019
Landscape Proposals Sheet 2	4079.19 Rev A	12 December 2019
Landscape Proposals Sheet 3	4079.20 Rev B	12 December 2019
Landscape Proposals Sheet 4	4079.21 Rev B	12 December 2019
Oxford Elevations and Plans	EF_OXFO_DM.3 Rev A	30 August 2019
Oxford Lifestyle Elevations and Plans	EF_OXFOQ_DM.3 Rev A	30 August 2019
Marlborough Premium Elevations	EF_MARBP_DM.6 Rev A	30 August 2019
Marlborough Premium Plans	EF_MARBP_DM.6 Rev A	30 August 2019
The Avon 3 Block Elevations	EF_AA3_M.2	30 August 2019
The Avon 3 Block Elevations	EF_AA3_M.2	30 August 2019
The Stour Avon Elevations	EF_SA_M.1.0	30 August 2019
The Stour Avon Plans	EF_SA_M.1.0	30 August 2019
Balmoral Premium Elevations	EF_BALMP_DM.6.0	30 August 2019
Balmoral Premium Plans	EF_BALMP_DM.6.0	30 August 2019
The Blenheim Elevations	EF_BLENP_DM.1	30 August 2019
The Blenheim Plans	EF_BLENP_DM.1	30 August 2019
Henley Premium Elevations	EF_HENLP_EM.6 Rev A	30 August 2019
Henley Premium Plans	EF_HENLP_EM.6 Rev A	30 August 2019
Leamington Lifestyle Elevations and Plans	EF_LEAMQ_DM.2 Rev A	30 August 2019
Garage SGS_002 Elevations and Plans	EF_GAR_SGS2	30 August 2019
Garage DGD_001 Elevations and Plans	EF_GAR_DGD1	30 August 2019
Triple Garage 1 Elevations and Plans	n/a	30 August 2019

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

4. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the appearance of the locality.

5. The new estate road for the approved development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road.

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

6. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before any development commences and a suitable turning area is to be maintained thereafter.

Reason: Vehicles reversing to and from the highway are a hazard to other road users, for residents and construction vehicles.

7. No part of the development shall be occupied or brought into use until the sustainable off-road footpaths and shared cycle path links have been constructed in accordance with the approved details and are available for use and maintained thereafter.

Reason: In the interests of highway safety and sustainability of the site.

8. No development shall be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.

Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

9. No dwelling within each phase shall be occupied until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Estate Street Development Plan.

Reason: 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.

10. 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 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. 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 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.

12. The private car parking and manoeuvring areas to be marked out in accordance with the approved plan, before occupation of the associated dwelling and permanently maintained thereafter.

Reason: To allow for the effective use of the parking and turning areas.

13. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority.

Reason: To allow for the effective use of the parking areas.

14. All vegetation planting at the end of vehicle turning heads shall be set-back 2m from the back edge of the turning head and 1m from the sides to allow overhanging of the vehicle.

Reason: To allow for the effective use of the parking and turning areas.

15. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. hours of operation (including deliveries) during construction
- iii. loading and unloading of plant and materials
- iv. storage of plant and materials used in constructing the development
- v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- vi. wheel washing facilities
- vii. measures to control the emission of dust and dirt during construction
- viii. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: in the interests of highway safety and to protect the amenities of the nearby residents.

16. No development pursuant to this application shall commence until a detailed construction plan working method statement relating to site development earthworks and drainage alongside the motorway has been submitted to and accepted by Highways England and the Local Planning Authority. Earthworks detail for the earth bund shall accord with the requirements of the Design Manual for Road and Bridges Standard CD 622 'Managing Geotechnical Risk'.

Reason: To ensure that the safety and integrity of the M61 motorway is maintained.

17. No development shall take place until:

- (a) A plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected along the eastern boundary of the development site (or at least one metre from any part of the existing motorway fence where the boundary lies within one metre of this) has been submitted to and agreed in writing by the local planning authority in consultation with Highways England; and
- (b) The fence approved by part (a) of this condition has been erected in accordance with the agreed details.

Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition. The applicant should contact Highways England (HE) to arrange a pre-start site inspection to agree the state of HE's assets and alignment of the new fence as specified in the list of conditions.

Reason: To protect highway land from construction activities and to prevent any access between the site and strategic road network for safety reasons. This needs to be a pre-commencement condition as it deals with safeguards associated with both the construction phase and use of the development.

18. No drainage from the proposed development shall connect into the motorway drainage system.

Reason: To ensure that the safety and integrity of the M61 motorway is maintained.

19. During the construction period, all trees to be retained shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standards.

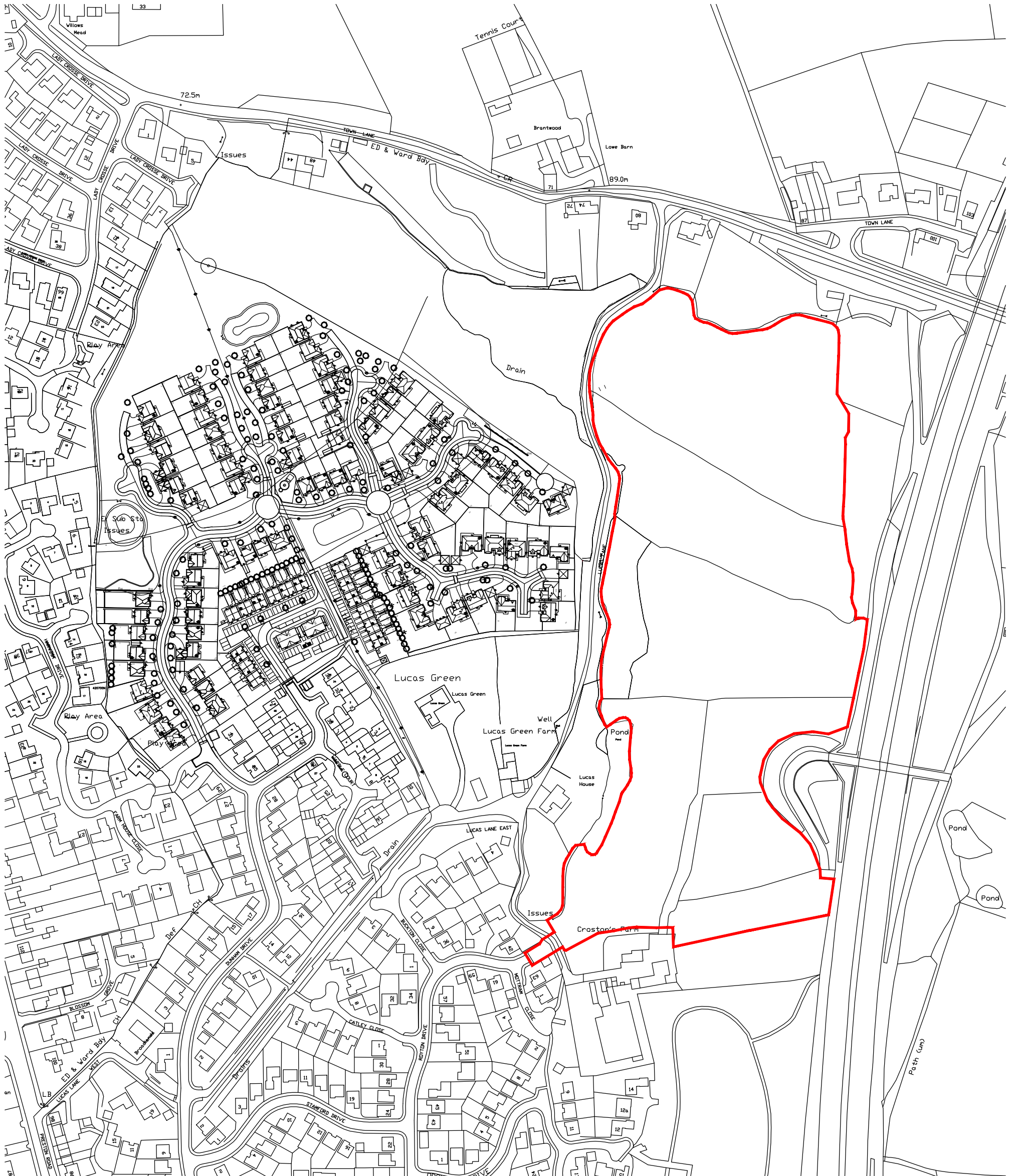
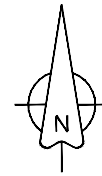
Reason: To safeguard the trees to be retained.

20. The development shall be implemented in accordance with the noise mitigation measures identified at Section 5.0 of the submitted Noise Impact Assessment (document reference AC107460-2R1), received on 09 December 2019.

Reason: To protect the amenities of future occupiers of the dwellings.

21. Prior to the commencement of development of the pump station to be located to the west of the access road, details of its design and appearance shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the Council may be satisfied with the details of the proposal.



Development		Croston Farm	
Location		WHITTLE-LE-WOODS	
Marketing Name			
Drawing Title		Location Plan	
Drawing Number			
Revision		Scale @ A3	1:2500
Drawn By JS		Date Started	29.05.19
Checked by			Date



REDROW HOMES

Redrow Homes Ltd - Lancs Division

Redrow House, 14 Eaton Ave, Buckshaw Village, Chorley, Lancs PR7 7NA
Tel: 01772 643700 Fax: 01772 643701 Web: www.redrow.co.uk

Legal Disclaimer TBC

This layout has been designed after due consideration of our Context & Constraints Plan

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APPLICATION REPORT – 19/01035/FULMAJ

Validation Date: 14 November 2019

Ward: Adlington And Anderton

Type of Application: Major Full Planning

Proposal: Reconstruction of industrial building at bays 1-5 and bays 1A-3A following demolition of existing fire damaged structure, with composite cladding to be applied to all external elevations.

Location: Fairport Engineering Adlington Mill Market Place Adlington Chorley PR7 4EZ

Case Officer: Mr Iain Crossland

Applicant: Mr Andrew Porter, Fairport Holdings Ltd

Agent: Mr Mark Percival, ArchitectureM

Consultation expiry: 9 December 2019

Decision due by: 13 February 2020

RECOMMENDATION

1. It is recommended that this application is approved subject to conditions.

SITE DESCRIPTION

2. The application site is located within the settlement area of Adlington. Part of the site to the south has been allocated for mixed use housing and employment in the Chorley Local Plan 2012 - 2026, whilst the remaining area is designated as a part of the District and Local Centre.
3. The site is occupied by a mixture of industrial uses and associated administrative functions that have been established on the site for some considerable time. The building consists of 7 industrial warehouse bays adjoined to a buff brick entrance and administration office frontage. The industrial site is situated on Market Place, one of the major transportation routes through the town centre, which comprises of a number of commercial sites. The site is located approximately 150m away from Adlington Rail Station and no more than 100m from bus stops with services in both a northern and southern direction to other local neighbourhoods and towns.
4. The building is not in a usable condition following a disastrous fire that has completely demolished bays 1A/3A and bays 1/5 to the floor slab level. Bay 4 has been heavily damaged but is still standing, however the damage is severe to the point that it cannot be salvaged and is due to be demolished to floor slab level. Bay 5 has remained intact and is structurally integral, however, the outer cladding has been damaged. Further to an inspection of feasibility, it has been decided that bay 5 is to be demolished to slab level and reconstructed. The brick administrative offices and other bays have survived for the most part with the exception of smoke damage in some areas, which is purely cosmetic. The external areas that surround the site, such as the workplace car park to the front of the building and the goods delivery and loading areas to the rear of the site are undamaged and can be re-utilised.

DESCRIPTION OF PROPOSED DEVELOPMENT

5. This application seeks planning permission for the reconstruction of industrial buildings at bays 1-5 and bays 1A-3A following the demolition of the existing fire damaged structure, with composite cladding to be applied to all external elevations.
6. The new structure would match the previously existing bays and includes the extension of bay gables 2A and 3A to match the existing gable of bay 1A. All bays would be stripped of their external cladding and re-clad in two tone horizontal/vertical composite cladding panels.
7. Access to the site already exists via two entrances to the front of building from both Market Street and Back Railway View. Goods vehicles enter the site from the Back Railway View side road and travel around a one way system, which exits on the main road of Market Street. No changes to the access or parking arrangements are proposed.

REPRESENTATIONS

8. Representations have been received from 12 addresses citing the following grounds of objection:
 - Residents of Railway View have a legal right of access through the site to their homes.
 - Businesses that operate within the site are blocking the access making it unsafe for domestic vehicles and pedestrians.
 - The proposed development would increase the potential for blockages to the access.
 - The access difficulties and any increase in traffic movements would have an adverse impact on amenity of nearby occupiers.

CONSULTATIONS

9. Regulatory Services - Environmental Health: Have no objection but recommend details of method of construction are provided in line with the Chorley Council document "Code of Practice for Construction and Demolition" due to proximity to dwellings.
10. Waste & Contaminated Land: Have confirmed that they have no comments to make.
11. Lancashire County Council Highway Services: Have no objections subject to conditions.
12. Environment Agency: Have no objection subject to conditions.
13. Lead Local Flood Authority: No comments have been received.
14. Adlington Town Council: Considered this application at its meeting on 9 December 2019 together with application 19/01036/FULMAJ. The Town Council is concerned about:
 1. The impact of the proposed building works on neighbouring properties which are very close to this site and by the suggestion that some works may already have been carried out, although some of this activity may be linked to the aftermath of the fire.
 2. The scale and size of the proposed development. The Town Council believes that the proposed work should fit into the existing footprint of these premises, so be no bigger in size than the development which existed before the fire. This is to protect the residential amenity of those who live in close proximity to this site.
 3. The implementation of these works, assuming planning consent is granted. Due consideration should be given to minimise any adverse impact to the residents in neighbouring properties throughout the construction process.

PLANNING CONSIDERATIONSPrinciple of the development

15. The National Planning Policy Framework (The Framework) is strongly in support of proposals that sustain and enhance economic growth. It states in paragraph 80 that significant weight should be placed on the need to support economic growth through the planning system. The proposed development would replace the facilities that were lost as a

result of the recent fire and would enable the existing business to continue operating, which would support its future.

16. This is complemented by Central Lancashire Core Strategy Policy 10, which seeks to protect existing employment premises and sites.
17. It is noted that Adlington is identified as an Urban Local Service Centre in Policy 1(d) of the Central Lancashire Core Strategy, where some growth and investment is encouraged.
18. Part of the site is allocated for mixed use housing and employment under Chorley Local Plan 2012 – 2026 policy EP1.14/HS1.26, whilst the remaining area is designated as a part of the District and Local Centre under policy EP7. The proposed development does not, however, seek to deviate from the existing use of the land and therefore these policy designations are not applied to the assessment of this application.
19. The Chorley Local Plan 2012-2026 policy EP3 provides guidance for the development of new industrial units and extensions to existing industrial units. This policy sets out a number of criterion to be satisfied by such proposals. An assessment against these criteria is set out as follows:

a) they are of a scale and character that is commensurate with the size of the settlement;

The development is of a scale that is commensurate with the area of the application site and size of the settlement, with the scale of the development replicating that which existed previous to the fire. The design and character would be in keeping with the character of the industrial estate.

b) the site is planned and laid out on a comprehensive basis;

The site has been previously laid out on a comprehensive basis and the proposed development would replace that which has been lost through recent fire damage.

c) the proposal will not prejudice future, or current economic activities within nearby areas;

The proposal would enable the present business to continue operating from the site to the same capacity as it did prior to the fire.

d) the proposal will not cause unacceptable harm e.g. noise, smells to surrounding uses;

The proposed development would not result in any greater impact on noise than was previously the case prior to the buildings being damaged by fire.

e) the site has an adequate access that would not create a traffic hazard or have an undue environmental impact;

The existing access would be retained and unaltered and the scale of the industrial development would be no greater than it was previous to the fire.

f) the proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;

The application site is well served by public transport with a railway station within 150m. The site is also accessible to a reasonably large catchment by walking or cycling.

g) open storage areas should be designed to minimise visual intrusion;

The application site has historically operated with widespread open storage and the business would continue to operate in the same manner as it did previously. This proposal simply seeks to replace the capacity that was lost in the fire and does not seek to expand.

h) adequate screening is provided where necessary to any unsightly feature of the development and security fencing is located to the internal edge of any perimeter landscaping;

There is very little screening around the perimeter of the site with walls and railings already in situ that would be retained. There is an established strip of landscaping between the car park and Market Place that softens the frontage of the site. Although the development would

be visible and industrial in appearance it would not be out of character in the context of the existing industrial site and would replicate the previous situation in any event.

i) on the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;

The industrial site is already well established and has limited space for landscaping. The application seeks consent to replace existing buildings that were damaged by fire and therefore the status quo would essentially be maintained, therefore peripheral landscaping cannot be insisted upon in this instance.

j) the development makes safe and convenient access provision for people with disabilities;
The proposed development would have level access.

k) the buildings are designed, laid out and landscaped to maximise the energy conservation potential of any development, and to minimise the risk of crime;

The buildings are designed, laid out and landscaped in the same way as they were previously in order to meet with the terms of the company's insurance cover.

l) the proposal will not result in surface water, drainage or sewerage related pollution problems; and

There would be no greater impact on surface water, drainage or sewerage related pollution problems than existed previously.

m) the proposal incorporates measures which help to prevent crime and promote community safety.

The buildings are designed, laid out and landscaped in the same way as they were previously in order to meet with the terms of the company's insurance cover.

Impact on neighbour amenity / noise

20. The proposed development would be located just over 20m from the nearest residential properties at Railway View and just over 30m from those at Meadow Street, which is a very close relationship between industrial and residential uses that is not generally desirable. However, such a relationship is not uncommon in more historic employment areas dating back to the times when residential buildings were positioned in amongst factory buildings as a way of accommodating the workforce close to the employer. In this particular situation the industrial site has been in situ for some considerable time and the buildings that did exist have been irreparably damaged by a recent fire. The proposed development simply seeks to replace what was lost, with some improvements to materials. As such the proposed development would have no greater impact on the amenity of the nearby residents over and above that of the historic arrangement.

Impact on character and appearance of the locality

21. The proposed development would be commensurate in the context of the existing site and buildings and in consideration of what existed prior to a recent fire. The proposed development would replicate the previous situation. Following the demolition of any damaged material, the new structure would be built to match the previously existing bays and would include the extension of bay gables 2A and 3A to match the existing gable of bay 1A, which is flush with the external brickwork at ground floor level. This would essentially remodel that part of the roof to consolidate the main roof structure in place of the mixture of roof types that existed previously.
22. All bays would be stripped of their external cladding and re-clad in two tone horizontal/vertical composite cladding panels. The top 1m section of each bay would be clad in horizontal panels colour coded 18B25 Merlin Grey. The bottom portion of each bay would be clad in vertical panels colour coded 18B17 Pigeon Grey. External doors on the rear and side elevations would be clad with composite panels colour coded Forest Green RAL6002. Doors on the front elevation that grant access to the brick built administration block would be left as existing.

23. It is acknowledged that the proposed development would be highly visible, however, it would reflect the prevailing character of the industrial site and existing buildings, and would replicate the previous situation, and would not therefore be incongruous in this context.

Impact on highways/access

24. The submitted application is in relation to the proposed demolition of existing fire damaged structures and the building of a new structure matching the previous. The submitted application includes a Transport assessment (TA), but as the proposed development is of the same scale as previous, the applicant has left out certain aspects of the TA that would have allowed the transport implications of the proposed developments to be more properly considered and, where appropriate, help to identify suitable measures to achieve a sustainable outcome. Nonetheless, LCC Highways considers the amount of information provided adequate.
25. The site is the Adlington Mill complex, which lies to the south east of the junction of Church Street, Market Place and Railway Road. It is bounded to the east by Railway View, which is an un-adopted access road serving residential houses, to the south by the Adlington South Business Park and Cricket Ground, to the west by businesses fronted by Market Place and to the north by an industrial complex. Until a recent fire damage, the application site has operated as an industrial facility.
26. The site has an existing access to Railway Road and two existing accesses to Market Place, i.e., the access to the White Bear Public House car park and the access via Water Street. Deliveries and other HGVs enter the site from Railway Road and travel in one way direction on Railway View and exit onto Market Place from Water Street. The applicant proposes to retain use of the accesses in association with the reconstructed site. While there are no highway objections to the retention of the accesses, it should be noted that Railway View and Water Street are un-adopted access roads and do not form part of the applicant's boundary.
27. LCC Highways are concerned that the applicant is not using the opportunity of rebuilding the site to improve the layout of the existing accesses. The access to Railway Road is currently of poor geometry, unnecessarily wide and with no defined pedestrian walking areas, while the access to the White Bear Public House car park from Market Place has no footways going into the car park and due to the vehicle passageway not being properly aligned, the existing footway is overrun at the risk of pedestrians by vehicles entering the car park.
28. The applicant proposes 110 off-street car parking spaces including an unspecified number of disabled spaces, which reflects the current situation. However, as a site plan has not been submitted showing the layout of the parking spaces, LCC highways have been unable to verify the actual number of spaces that can be accommodated on site and whether the proposed number based on the scale and use of the proposed buildings is compliant with the Council's parking standards as set out in policy ST4 of the Chorley Local Plan 2012-2026.
29. LCC highways have requested the submission of a site layout showing clearly marked parking spaces and manoeuvring areas to allow for effective use of the spaces including proposed areas for servicing, motorcycle parking, refuse and cycle storage. In this instance, however, the applicant is simply seeking to replace buildings and capacity that has been lost following the recent fire and, therefore, the parking and servicing requirements would be no greater than they were previously and the arrangements would not alter. It not, therefore, considered that the provision of a defined parking layout is necessary in this instance.
30. Overall LCC highways consider that the proposal is acceptable from highway perspective.

Other matters

31. *Residents of Railway View have a legal right of access through the site to their homes:* The grant of planning permission does not override any legal rights of access.

32. *Businesses that operate within the site are blocking the access making it unsafe for domestic vehicles and pedestrians:* The access to properties at Railway View is outside of the application site, and it is understood that the business operating adjacent to the access that is allegedly causing blockages is separate to that which occupies the application site.

CONCLUSION

33. The proposed development would improve the appearance of the site in that it would address recent fire damage and result in the rebuilding of the structures to replicate the scale of the previous development as it stood prior to a recent fire. There would be no unacceptable detrimental impact on the amenity of neighbouring occupiers over and above the historic situation. In addition, the highway impacts would be remain constant, whilst the proposal would secure the functions of the business and contribute to economic development within the Borough. On the basis of the above, it is recommended that planning permission be granted.

RELEVANT HISTORY OF THE SITE

Ref: 99/00776/FUL **Decision:** PERFPP **Decision Date:** 23 November 1999
Description: Erection of 3 chimneys to existing building,

Ref: 00/00038/FUL **Decision:** PERFPP **Decision Date:** 23 February 2000
Description: Three extraction chimneys,

Ref: 01/00298/FUL **Decision:** PERFPP **Decision Date:** 20 June 2001
Description: Single storey dock leveller extension,

Ref: 19/01036/FULMAJ **Decision:** PCO **Decision Date:** Pending
Description: Erection of temporary warehouse building (retrospective)

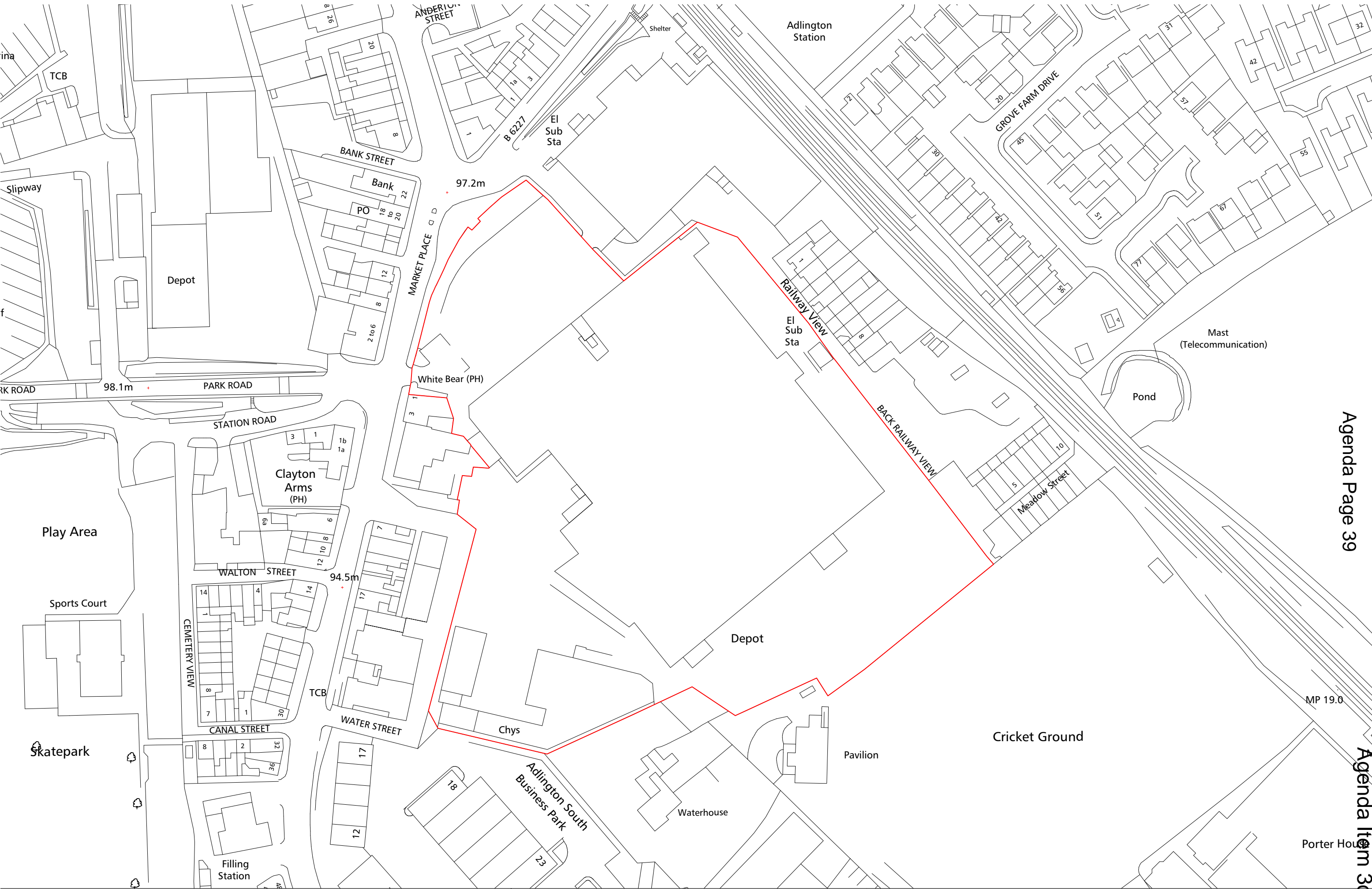
RELEVANT POLICIES: In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless 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><tr><th>Title</th><th>Drawing Reference</th><th>Received date</th></tr><tr><td>Location plan</td><td>462-001</td><td>14 November 2019</td></tr><tr><td>Ground floor plan</td><td>462-201</td><td>14 November 2019</td></tr><tr><td>Roof plan</td><td>462-202 Rev.A</td><td>19 December 2019</td></tr><tr><td>North West Elevation</td><td>462-210</td><td>14 November 2019</td></tr><tr><td>South West Elevation</td><td>462-212</td><td>14 November 2019</td></tr><tr><td>South East Elevation</td><td>462-213</td><td>14 November 2019</td></tr></table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Drawing Reference	Received date	Location plan	462-001	14 November 2019	Ground floor plan	462-201	14 November 2019	Roof plan	462-202 Rev.A	19 December 2019	North West Elevation	462-210	14 November 2019	South West Elevation	462-212	14 November 2019	South East Elevation	462-213	14 November 2019
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North West Elevation	462-210	14 November 2019																				
South West Elevation	462-212	14 November 2019																				
South East Elevation	462-213	14 November 2019																				

3.	<p>The external facing materials, detailed on the approved plans, shall be used and no others substituted unless alternatives are first submitted to and agreed in writing by the Local Planning Authority, when the development shall then be carried out in accordance with the alternatives approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
4.	<p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall thereafter be implemented as approved.</p> <p><i>Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.</i></p>
5.	<p>Before the use of the site hereby permitted is brought into operation and for the full period of construction, facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site.</p> <p><i>Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.</i></p>
6.	<p>No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ul style="list-style-type: none"> i. the parking of vehicles of site operatives and visitors ii. hours of operation (including deliveries) during construction iii. loading and unloading of plant and materials iv. storage of plant and materials used in constructing the development v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate vi. wheel washing facilities vii. measures to control the emission of dust and dirt during construction viii. a scheme for recycling/disposing of waste resulting from demolition and construction works ix. details of construction including vehicle routing to the site <p><i>Reason: In the interests of highway safety and to protect the amenities of the nearby residents.</i></p>

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APPLICATION REPORT – 19/01036/FULMAJ

Validation Date: 14 November 2019

Ward: Adlington And Anderton

Type of Application: Major Full Planning

Proposal: Erection of temporary warehouse building (retrospective)

Location: Fairport Engineering Adlington Mill Market Place Adlington Chorley PR7 4EZ

Case Officer: Mr Iain Crossland

Applicant: Mr Andrew Porter, Fairport Holdings Ltd

Agent: Mr Mark Percival, ArchitectureM

Consultation expiry: 9 December 2019

Decision due by: 13 February 2020

RECOMMENDATION

1. It is recommended that this application is approved subject to conditions.

SITE DESCRIPTION

2. The application site is located within the settlement area of Adlington. Part of the site to the south has been allocated for mixed use housing and employment in the Chorley Local Plan 2012 - 2026, whilst the remaining area is designated as a part of the District and Local Centre.
3. The site is occupied by a mixture of industrial uses and associated administrative functions that have been established on the site for some considerable time. The building consists of 7 industrial warehouse bays adjoined to a buff brick entrance and administration office frontage. The industrial site is situated on Market Place, one of the major transportation routes through the town centre, which comprises a number of commercial sites. The site is located approximately 150m away from Adlington Rail Station and no more than 100m from bus stops with services in both a northern and southern direction to other local neighbourhoods and towns.
4. The building is not in a usable condition following a disastrous fire that has completely demolished bays 1A/3A and bays 1/5 to the floor slab level. Bay 4 has been heavily damaged but is still standing, however the damage is severe to the point that it cannot be salvaged and is due to be demolished to floor slab level. Bay 5 has remained intact and is structurally integral, however, the outer cladding has been damaged. Further to an inspection of feasibility, it has been decided that bay 5 is to be demolished to slab level and reconstructed. The brick administrative offices and other bays have survived for the most part with the exception of smoke damage in some areas, which is purely cosmetic. The external areas that surround the site, such as the workplace car park to the front of the building and the goods delivery and loading areas to the rear of the site are undamaged and can be re-utilised.

DESCRIPTION OF PROPOSED DEVELOPMENT

5. This application seeks planning permission to construct a temporary warehouse building on the site to facilitate everyday working operations whilst the major works to rebuild the existing warehouse take place. The temporary warehouse has been erected with 1080sqm of floor space and is located to the back of the site in the area where goods vehicles are loaded/unloaded. It is proposed that following the completed reconstruction of the damaged portions to the existing warehouse, the temporary warehouse would be dismantled and removed from the site.
6. Access to the site already exists via two entrances to the front of building from both Market Street and Back Railway View. Goods vehicles enter the site from the Back Railway View side road and travel around a one way system, which exits on the main road of Market Street. No changes to the access or parking arrangements are proposed.

REPRESENTATIONS

7. No comments have been received.

CONSULTATIONS

8. Regulatory Services - Environmental Health: Have no objection but recommend details of method of construction are provided in line with the Chorley Council document "Code of Practice for Construction and Demolition" due to proximity to dwellings
9. Waste & Contaminated Land: Have confirmed that they have no comments to make.
10. Lancashire County Council Highway Services: Have no objection.
11. Environment Agency: Have no objection subject to conditions.
12. Lead Local Flood Authority: No comments have been received.
13. Adlington Town Council: Considered this application at its meeting on 9 December 2019 together with application 19/01035/FULMAJ. The Town Council is concerned about:
 1. The impact of the proposed building works on neighbouring properties which are very close to this site.
 2. The scale and size of the proposed development although the Town Council recognises the need for operations to be able to continue whilst the original structure of the building is replaced.
 3. The implementation of these works, assuming planning consent is granted. Due consideration should be given to minimise any adverse impact to the residents in neighbouring properties throughout the construction process.

PLANNING CONSIDERATIONSPrinciple of the development

14. The National Planning Policy Framework (The Framework) is strongly in support of proposals that sustain and enhance economic growth. It states in paragraph 80 that significant weight should be placed on the need to support economic growth through the planning system. The proposed development would provide a temporary facility whilst the facilities that were lost as a result of the recent fire are replaced, which would enable the existing business to continue operating in the meantime.
15. This is complemented by Central Lancashire Core Strategy Policy 10, which seeks to protect existing employment premises and sites.
16. It is noted that Adlington is identified as an Urban Local Service Centre in Policy 1(d) of the Central Lancashire Core Strategy, where some growth and investment is encouraged.

17. Part of the site is allocated for mixed use housing and employment under Chorley Local Plan 2012 – 2026 policy EP1.14/HS1.26, whilst the remaining area is designated as a part of the District and Local Centre under policy EP7. The proposed development is in support of the existing business based at the site and does not seek to deviate from the existing use of the land, therefore these policy designations are not applied to the assessment of this application.
18. The Chorley Local Plan 2012-2026 policy EP3 provides guidance for the development of new industrial units and extensions to existing industrial units. This policy sets out a number of criterion to be satisfied by such proposals. An assessment against these criteria is set out as follows:

a) they are of a scale and character that is commensurate with the size of the settlement;

The development is of a scale that is commensurate with the scale and area of the application site and size of the settlement. The design and character are in keeping with the character of the industrial estate within which it is located.

b) the site is planned and laid out on a comprehensive basis;

The site has been previously laid out on a comprehensive basis and the proposed development provides a temporary building that would be in situ whilst the existing building is repaired.

c) the proposal will not prejudice future, or current economic activities within nearby areas;

The proposal would enable the present business to continue operating from the site whilst the fire damaged structures are rebuilt and would not alter the capacity of the site.

d) the proposal will not cause unacceptable harm e.g. noise, smells to surrounding uses;

The proposed development would not result in any greater impact on noise than was previously the case prior to the buildings being damaged by fire. It is noted that residents have concerns around the noise associated with the movement of a number of skips / containers that were previously stored in the location of the temporary warehouse. These have recently been moved to a different area of the site closer to dwellings at Railway View, which has resulted in the Environmental Health section receiving a number of noise complaints from local residents regarding the movement of these containers. However, the business is not restricted in its ability to use the site for outdoor storage, and, therefore, containers can be moved within the site at any time without planning controls. Notwithstanding this such noise complaints can be investigated by the Environmental Health under separate legislation using statutory nuisance provisions.

e) the site has an adequate access that would not create a traffic hazard or have an undue environmental impact;

The existing access would be retained and unaltered and the scale of the industrial development would be no greater than it was previous to the fire as the building would be temporary.

f) the proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;

The application site is well served by public transport with a railway station within 150m. The site is also accessible to a reasonably large catchment by walking or cycling.

g) open storage areas should be designed to minimise visual intrusion;

The application site has historically operated with widespread open storage and the business would continue to operate in the same manner as it did previously. This proposal has resulted in containers being transferred to another part of the site to accommodate the temporary building, however, this could occur at any time without the need to seek any type of consent from the Local Planning Authority.

h) adequate screening is provided where necessary to any unsightly feature of the development and security fencing is located to the internal edge of any perimeter landscaping;

There is very little screening around the perimeter of the site with walls and railings already in situ that would be retained. There is an established strip of landscaping between the car park and Market Place that softens the frontage of the site. The building is not out of character in the context of the existing industrial site and is located away from the most publicly visible parts of the site. In addition to this the development is temporary.

i) on the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;

The industrial site is already well established and has limited space for landscaping. The application seeks consent for the building to be sited temporarily, therefore peripheral landscaping cannot be insisted upon in this instance.

j) the development makes safe and convenient access provision for people with disabilities;
The proposed development would have level access.

k) the buildings are designed, laid out and landscaped to maximise the energy conservation potential of any development, and to minimise the risk of crime;

The building is a temporary solution and has been designed to serve a purpose for a limited amount of time.

l) the proposal will not result in surface water, drainage or sewerage related pollution problems; and

There would be no greater impact on surface water, drainage or sewerage related pollution problems than existed previously.

m) the proposal incorporates measures which help to prevent crime and promote community safety.

The building is contained within an already secured site.

Impact on neighbour amenity / noise

19. The proposed development is located just over 20m from the nearest residential properties at Meadow Street and approximately 80m from those at Railway View, which is a very close relationship between industrial and residential uses that is not generally desirable. However, such a relationship is not uncommon in more historic employment areas dating back to the times when residential buildings were positioned in amongst factory buildings as a way of accommodating the workforce close to the employer. In this particular situation the industrial site has been in situ for some considerable time and the building that has been erected is a temporary measure that would be in situ whilst the fire damaged buildings are repaired and replaced. Additionally, this particular part of the site has been used for outdoor storage and business operations previously. As such the proposed development would have no greater impact on the amenity of the nearby residents over and above that of the historic arrangement.

Impact on character and appearance of the locality

20. The proposed development would be commensurate in the context of the existing site and buildings and in consideration of what existed prior to a recent fire. The building is of functional design and is located to the south east of the site away from prominent public views. Additionally, it would only be in situ for a temporary period until the fire damaged buildings are repaired or replaced. The building is necessary to enable the continuing functions of the business, whilst the previous facilities are replaced.
21. It is acknowledged that the proposed development is visible, however, it reflects the prevailing scale and character of the industrial site and existing buildings, and is not therefore incongruous in this context.

Impact on highways/access

22. This application is associated with application 19/01035/FULMAJ, which seeks planning permission for the demolition of existing fire damaged structures and reconstruction of bays 1-5 and 1A-3A of the industrial building.

23. The current application is a retrospective proposal for the erection of a temporary warehouse of 1080m² floor area at the south east corner of the site for use during the works associated with the demolition and reconstruction of the industrial building and would then be dismantled once the major works are completed on site. As such the development seeks to provide some capacity to the business on the site, whilst the buildings are re-established rather than adding additional capacity. As such it is not anticipated that there would be any additional vehicle movements over and above those previously associated with the site.

24. Overall, LCC highways consider that the proposal is acceptable from highway perspective.

CONCLUSION

25. The proposed development would improve the appearance of the site in that it would address recent fire damage and result in the rebuilding of the structures to replicate the scale of the previous development as it stood prior to a recent fire. There would be no unacceptable detrimental impact on the amenity of neighbouring occupiers over and above the historic situation. In addition, the highway impacts would remain constant, whilst the proposal would secure the functions of the business and contribute to economic development within the Borough. On the basis of the above, it is recommended that planning permission be granted.

RELEVANT HISTORY OF THE SITE

Ref: 99/00776/FUL **Decision:** PERFPP **Decision Date:** 23 November 1999
Description: Erection of 3 chimneys to existing building

Ref: 00/00038/FUL **Decision:** PERFPP **Decision Date:** 23 February 2000
Description: Three extraction chimneys

Ref: 01/00298/FUL **Decision:** PERFPP **Decision Date:** 20 June 2001
Description: Single storey dock leveller extension

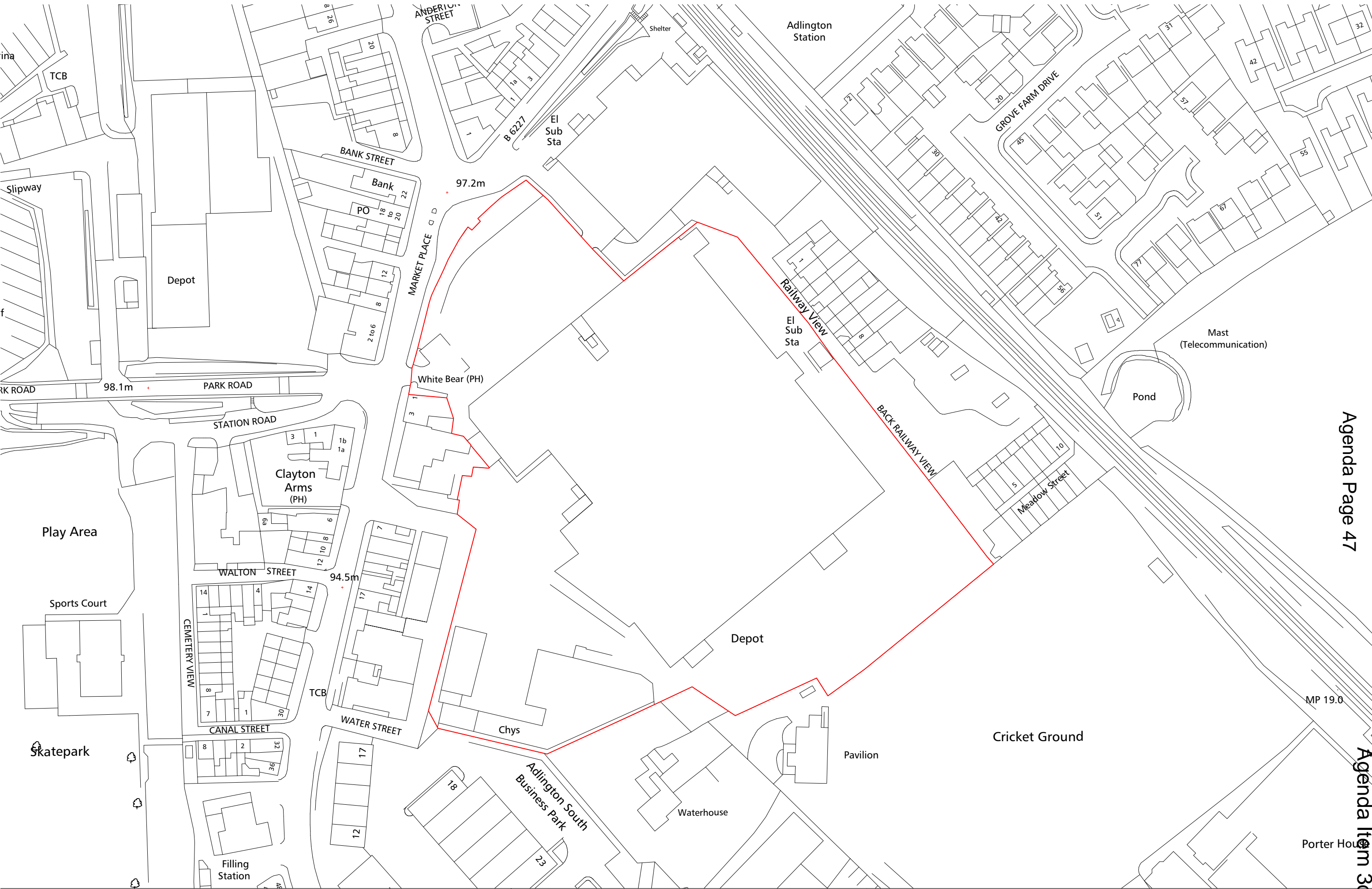
Ref: 19/01035/FULMAJ **Decision:** PCO **Decision Date:** Pending
Description: Reconstruction of industrial building at bays 1-5 and bays 1A-3A following demolition of existing fire damaged structure, with composite cladding to be applied to all external elevations.

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.	The development hereby permitted shall be carried out in accordance with the following approved plans:																											
	<table><tr><th>Title</th><th>Drawing Reference</th><th>Received date</th></tr><tr><td>Location plan</td><td>462-001</td><td>14 November 2019</td></tr><tr><td>Site plan</td><td>462-240</td><td>14 November 2019</td></tr><tr><td>Temp-Warehouse Floor Plan</td><td>462-250</td><td>30 October 2019</td></tr><tr><td>Temp-Warehouse Roof Plan</td><td>462-251</td><td>30 October 2019</td></tr><tr><td>Temp-Warehouse Main Ele</td><td>462-260</td><td>30 October 2019</td></tr><tr><td>Temp-Warehouse Side Ele</td><td>462-261</td><td>30 October 2019</td></tr><tr><td>Temp-Warehouse Rear Ele</td><td>462-262</td><td>30 October 2019</td></tr><tr><td>Temp-Warehouse Side E 2</td><td>462-263</td><td>30 October 2019</td></tr></table>	Title	Drawing Reference	Received date	Location plan	462-001	14 November 2019	Site plan	462-240	14 November 2019	Temp-Warehouse Floor Plan	462-250	30 October 2019	Temp-Warehouse Roof Plan	462-251	30 October 2019	Temp-Warehouse Main Ele	462-260	30 October 2019	Temp-Warehouse Side Ele	462-261	30 October 2019	Temp-Warehouse Rear Ele	462-262	30 October 2019	Temp-Warehouse Side E 2	462-263	30 October 2019
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	<i>Reason: For the avoidance of doubt and in the interests of proper planning.</i>
2.	<p>The external facing materials, detailed on the approved plans, shall be used and no others substituted unless alternatives are first submitted to and agreed in writing by the Local Planning Authority, when the development shall then be carried out in accordance with the alternatives approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
3.	<p>Within one month of the removal of the building hereby approved a report detailing any contamination of the site or any detrimental environmental impact in respect of the development that was carried out (beneath the temporary warehouse structure), shall be submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:</p> <ol style="list-style-type: none"> 1. The results of the site investigation and the detailed risk assessment, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 2. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p><i>Reason: To identify and avoid where possible any unacceptable risk from unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</i></p>
4.	<p>This permission shall expire on 17 January 2023 by which date the use shall have been discontinued, any associated buildings or other structures shall have been removed from the land, the building hereby permitted, and any ancillary works or structures associated therewith, shall be removed and the land restored to its previous authorised state as open storage area in all respects.</p> <p><i>Reason: To give the Local Planning Authority control over the long-term use of the land as the proposal has been developed and assessed on the basis of a temporary period, whilst damaged structures are rebuilt.</i></p>



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APPLICATION REPORT – 19/00904/REMAJ

Validation Date: 19 September 2019

Ward: Chorley North West

Type of Application: Major Reserved Matters

Proposal: Reserved matters application for the erection of 122 dwellings (appearance, landscaping, layout, and scale) pursuant to outline planning permission 15/00224/OUTMAJ.

Location: The Strawberry Fields Digital Hub Euxton Lane Chorley PR7 1PS

Case Officer: Mike Halsall

Applicant: Trafford Housing Trust and L&Q Developments LLP

Agent: Euan Kellie Property Solutions

Consultation expiry: 5 December 2019

Decision due by: 17 January 2020

RECOMMENDATION

1. It is recommended that this application is approved, subject to conditions and an amendment to the existing S106 obligation to secure the provision of 30% affordable housing units to be made up of 26 affordable rent units and 11 shared ownership units.

SITE DESCRIPTION

2. The application site is located to the north of Euxton Lane in Chorley and forms the easternmost part of a larger site that was granted outline planning permission (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure.
3. The land was formerly used for grazing and the land level rises from west to east. To the north, the site is bounded by the Blackpool to Manchester railway line and to the east by existing dwellings on Strawberry Fields. The land immediately to the west forms the remainder of the site which benefits from outline planning permission and contains a small pond and a newly constructed office building, with associated parking and access road. To the south the site is bounded by Euxton Lane. On the other side of Euxton Lane is the Derian House Children's Hospice and residential development on Astley Village.
4. The site forms part of an allocated employment site (Policy EP1.5) within the Chorley Local Plan (2012-2026) and was granted outline planning permission ref. 15/00224/OUTMAJ on 4 December 2015. The housing element of the outline scheme was required to enable the delivery of the employment uses on the site and has enabled the site access road to be installed and the employment land to be serviced in the form of utilities, therefore making the employment parts of the site, ready serviced plots.

5. The outline consent was granted subject to conditions and a S106 Obligation to secure the provision of 30% of the approved dwellings to be affordable housing units, to be made up of 70% social rent units and 30% shared ownership. The S106 also included a requirement for a contribution towards public open spaces. The existing S106 Obligation will need to be amended as a result of this reserved matters application, should this application be approved. This is explained in more detail later in this report.

DESCRIPTION OF PROPOSED DEVELOPMENT

6. The application seeks approval of reserved matters relating to the appearance, landscaping, layout and scale of 122no. dwellings. The outline proposal envisaged up to 125 dwellings on this part of the site and so 122 dwellings is considered appropriate and represents a suitable density of 32 units per hectare.
7. The proposed dwellings would be predominantly two storey semi-detached dwellings with some detached dwellings and small terraces. Only four of the proposed 122 dwellings would be 2.5 storey. 23 of the 122 dwellings would be two-bed, 65 would be three-bed and 34 would be four-bed.
8. The 2.5 storey dwellings have been purposefully located at the end of arrival areas to provide focal buildings. The estate would have two new entrance points from the main spine road through the larger development site. Dual aspect house types would be located at these access points, along with existing and proposed planting at these points, which would provide a pleasant street scene.
9. There are 21 trees on or immediately adjacent to the site which are subject to a Tree Preservation Order. There are several important existing trees close to the development site which are proposed to be retained as part of the proposal. Additional tree planting is also proposed to the eastern boundary of the site, following comments from residents on the adjacent housing estate.
10. All plots are set back from the highway to deliver the space for individual planting provided by the developer. Plot boundaries in front gardens would be delineated by soft landscaping features including hedgerows and new tree planting. All plots benefit from their own amenity space with enclosed rear gardens defined by 1.8m high close board fencing. A palisade fence would be erected to the rear of plots adjacent to the railway line for reasons of safety and security. A 2m high acoustic timber fence will be installed on the plot side of the palisade fence.

REPRESENTATIONS

11. Responses have been received from 9 individuals raising objections to the application on the following grounds (summarised):
 - Eastern proposed boundary is not sufficient and should be hedge planting to restrict access to the Strawberry Fields estate
 - Additional tree planting should be provided to the eastern boundary
 - Who will maintain the area of land between the proposed development and the Strawberry Fields estate
 - The previous approval restricted the dwellings closest to the existing Strawberry Fields development to be a maximum of 9m in height and 2 storeys high – there are two 2.5 storey dwellings proposed here
 - The name of the development will cause confusion if it's also Strawberry Fields
 - Working hours during building work
 - Extra traffic – danger to road users
 - Damage to adjacent dwellings from piling work during construction
 - Concern the area of land behind the dwellings backing-on to the Strawberry Fields estate will be used by residents for recreational/domestic purposes
 - Speed limit between new traffic lights and the roundabout at the bottom of Euxton Lane needs to be reduced to 30mph

- Double yellow lines and a 'Keep Clear' should be placed at entrance to Badgers Walk as cars park on the entrance and restrict visibility
 - Concern the ground level will be raised
 - Hedgerows have been removed by the developer and the screening between the proposed site and the existing housing on Strawberry fields is inadequate
 - Lack of parking
 - Air and noise pollution
 - Drainage and flooding
 - Shortage of school places
12. Construction hours would be controlled via the Construction Method Plan submitted in support of the reserved matters application and would be enforced through condition 11 of the Outline planning permission. Construction hours would be as follows:

All construction activity and deliveries for the site will be undertaken within the working hours of 8.00am to 5.00pm Monday to Friday. Saturday working will be restricted to between the hours of 8.00am and 2.00pm and only following advance written notice to the LPA of not less than 7 days. There shall be no Sunday or Bank Holiday working.

13. The proposed landscaping scheme was revised following neighbour comments received during the initial publicity period to reflect the comments from the residents on the adjoining Strawberry Fields estate. The revised scheme proposes additional tree planting to the eastern boundary, between the proposed dwellings and the existing dwellings on Strawberry Fields. A topographical survey was also submitted along with a finished floor levels plan. Neighbours were notified about the additional information. It is however worth noting that, following a further publicity on the revised plans, two of those who responded to the initial notification responded again to reiterate their objections and to request further additional planting. It is not however considered that additional planting is required as the relationship between the proposed and existing dwellings on Strawberry Fields is considered acceptable.
14. One comment was received from the owner of the adjoining land to the west which is intended to be developed for industrial use, in-line with the existing mixed use outline consent (as amended). There is yet to be any reserved matters submission made for this section of the site. The landowner raised concern that the proposed housing scheme layout and noise assessment does not consider that there would likely be industrial (and so noise generating) uses located on the adjoining site in the future. It is considered, however, that without knowing the specific type, layout, orientation or technology of the industrial development, it would be unreasonable and perhaps even impossible for the housing scheme design/layout to respect the industrial development. It would, therefore, be for the design and layout of the industrial development put forward within the reserved matters application to respect the housing scheme, should this reserved matters application be approved. This accords with the 'agent of change' principle outlined at paragraph 182 of the National Planning Policy Framework.
15. All other objections and comments listed above that are material planning considerations are addressed within the following sections of this report.

CONSULTATIONS

16. Network Rail: Responded to recommend conditions be attached to the reserved matters consent. The requirements of the recommended conditions are already covered by conditions attached to the outline planning consent and so it is considered unnecessary to repeat them on any reserved matters consent.
17. The Coal Authority: Has recommended wording of an informative note be added to the decision notice for any reserved matters consent.
18. Greater Manchester Ecology Unit (GMEU): Responded with no objections and recommended conditions be attached to require the implementation of mitigation measures

identified within the submitted Great Crested Newt Mitigation Strategy and conditions for the protection of roosting bats, nesting birds and trees. Some of the suggested conditions are already attached to the outline planning consent and so it is considered unnecessary to repeat these conditions on any reserved matters consent.

19. Lancashire County Council Highway Services (LCC Highways): Responded to request some minor amendments to the scheme, including the removal of a rumble strip, moving some proposed trees back from the highway and moving a footway, to make the scheme acceptable. The suggested amendments were reflected in revised drawings submitted by the applicant. LCC Highways have recommended a number of conditions to be attached to any grant of reserved matters consent. Some of the suggested conditions are already attached to the outline planning consent and so it is considered unnecessary to repeat these conditions on any reserved matters consent.
20. Lancashire County Council Public Rights of Way: Responded with no objections as the proposal does not affect any Public Rights of Way.
21. Regulatory Services - Environmental Health: Responded to state that they have considered the supporting information and in particular the "Noise & Vibration Impact Assessment" prepared by Hepworth Acoustics (Report No: P19-220-R01-V1), dated June 2019. They accept the findings of the report and recommend that the noise mitigation measures as highlighted in section 6 of the report are implemented. This can be controlled by a planning condition attached to any reserved matters consent.
22. Waste & Contaminated Land: Responded to recommend a condition be attached to the reserved matters consent. The recommended condition is already attached to the outline planning consent and so it is considered unnecessary to repeat this condition on any reserved matters consent.
23. Lancashire Constabulary Architectural Liaison: Responded with some recommendations for the developer in relation to measures to reduce crime, such as fence heights, security lights and intruder alarms.
24. Council's Tree Officer: Responded to state that the trees to be retained have high amenity value and should be afforded protection by a condition requiring adherence to the methodology in British Standard 5837:2012.
25. Environment Agency: Responded with no comments. This is because the Environment Agency only respond to consultations on specific planning proposals, such as those located within Flood Zones 2 or 3 or those with critical drainage problems. It is now Lancashire County Council as Lead Local Flood Authority (LLFA) who are responsible for responding to consultations such as that being proposed here. Their comments are provided below.
26. Lead Local Flood Authority: Responded with no objection to the proposed development, subject to the requirements of Condition 16 of the outline consent being satisfied. The condition reads as follows:

No development shall commence until details of the design, implementation (including phasing), maintenance and management of a surface water drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include:

- a) Information about the design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses;*
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);*

- c) *Flood water exceedance routes, both on and off site;*
- d) *A timetable for implementation including any phasing;*
- e) *Site investigation and test results to confirm infiltrations rates;*
- f) *A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Management Company or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.*

The surface water drainage scheme shall only be carried out in accordance with the approved details.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off the site resulting from the proposed development. This is required to be a pre-commencement condition to ensure a satisfactory surface water drainage scheme is proposed for the site before any development commences.

- 27. United Utilities: Responded to state that following their review of the submitted Drainage Strategy, they can confirm that the proposal is acceptable in principle and suggested a condition to be attached to any grant of reserved matters consent.

PLANNING CONSIDERATIONS

Principle of the development

- 28. The acceptability of the principle of the development has been established by the grant of outline planning permission for 125no.dwellings on this site. That consent was however subject to a S106 Obligation for the applicant to provide, amongst other things, for 30% of the dwellings to be affordable, made up of 70% social rent and 30% shared ownership. This was in order for the scheme to comply with both Policy 7 of the Central Lancashire Core Strategy (2012) and The Central Lancashire Affordable Housing Supplementary Planning Document (SPD).
- 29. Policy 7 of the Core Strategy includes a requirement for market housing schemes in urban areas to offer 30% affordable housing. The Central Lancashire Affordable Housing SPD states at paragraph 35 *"Where an element of affordable housing is required, at least 70% of the affordable housing units should be for Social Rent or Affordable Rent..."* Paragraph 29 states that affordable rent will be accepted where there is a demonstrable link to a Homes England funded scheme or in exceptional circumstances where it is appropriate because of the particular location or type of housing proposed.
- 30. This reserved matters scheme proposes 30% affordable dwellings but with the tenure split as 70% affordable rent and 30% shared ownership. The scheme, therefore, accords with Policy 7 of the Core Strategy but there is a conflict with the SPD as affordable rent is being offered, rather than social rent. The applicant has put forward some justification for the different housing tenure and has stated that the scheme would allow them to provide a further 20% affordable housing in the form of additional shared ownership dwellings by securing Homes England funding. This funding will not however be made available to the developer if the additional affordable housing provision forms a requirement of a planning consent, e.g. by condition or S106 agreement. The additional 20% provision cannot, therefore, form a material planning consideration in the determination of this reserved matters application and so the merits of the proposal must be considered on the basis of a 30% affordable housing scheme.
- 31. The location of this site is not considered to be suitable for social rent dwellings as it is separated from local amenities, such as shops, churches etc. It is, therefore, considered that the deviation from the affordable housing SPD is acceptable in this instance and the proposal complies with Policy 7 of the Core Strategy. The S106 agreement should be amended to reflect the revised tenure noted above.

Flood risk

32. The application site is not located within an area at risk of flooding, i.e. Flood Zones 2 or 3. That said, Section 14 of The National Planning Policy Framework (the Framework) requires that, when determining any planning application, local planning authorities should ensure that flood risk is not increased elsewhere. Further, paragraph 165 of the Framework states that:

“Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;*
- b) have appropriate proposed minimum operational standards;*
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*
- d) where possible, provide multifunctional benefits.”*

33. Paragraph 080 of National Planning Practice Guidance: Flood Risk and Coastal Change sets out the following hierarchy of drainage options: into the ground (infiltration); to a surface water body; to a surface water sewer, highway drain or another drainage system; to a combined sewer.
34. Policy 29 of the Central Lancashire Core Strategy (2012) seeks to reduce risk of flooding by, amongst other things, appraising, managing and reducing flood risk in all new developments, encouraging the adoption of Sustainable Drainage Systems; and seeking to maximise the potential of Green Infrastructure to contribute to flood relief.
35. The proposal includes sustainable drainage measures in the form of discharging surface water run-off generated by the proposal into an existing watercourse adjacent to the southern boundary of site. This was selected by the applicant as the most suitable option as initial site investigations revealed that the underlying site deposits are likely to have poor infiltration and so are unlikely to be suitable for soakaways. It will be necessary for the detailed design to include a storage solution so that discharge rates can mimic the existing greenfield run-off rate. The scheme will be reviewed by the Lead Local Flood Authority during the condition discharge phase of development.
36. The scheme has been assessed by the Lead Local Flood Authority who have no objections to the proposed development, subject to the requirements of conditions 16 attached to the outline planning permission being met.
37. In light of the above, the proposed development incorporates the most suitable sustainable drainage option available to its location and would reduce the risk of surface water flooding. It is noted that the Lead Local Flood Authority has no objection to the scheme. The proposal, therefore, accords with national and local planning policy with regards to flood risk and surface water drainage and is acceptable in this regard.

Impact on character and appearance of locality

38. The Framework attaches considerable importance on achieving good design and a high-quality built environment. It states that planning policies and decisions should respond to local character and history and seek to reinforce local distinctiveness. The importance of high-quality design is reflected in the Central Lancashire Core Strategy (policy 17) and the Chorley Local Plan (policy BNE1).
39. The surrounding housing stock close to the development site are generally 2 and 2.5 storey brick-built residential buildings with pitched roofs.
40. In keeping with the existing housing stock, two different types of red textured bricks are proposed on the development. The proposed house types include; lean-to tiled porch roofs or flat GRP canopies; red brick soldier course above and below windows; red brick feature band and plinth course; grey composite timber effect highly secure front doors (garage doors to match); white silicone scraped textured render on focal plots; UPVC casement

windows; and feature mock-Tudor boarding above first floor windows on properties fronting Euxton Lane.

41. It is considered that the proposed dwellings will assimilate with the built form of existing dwellings in the area. In light of the above, the proposal would not cause harm to the character and appearance of the locality. The development, therefore, complies with policy BNE1 of the Chorley Local Plan 2012 – 2026 in this regard.

Residential amenity

42. The application site is located adjacent to the Blackpool to Manchester railway line, with the nearest proposed dwelling located approximately 15m away. Paragraph 180 of the Framework requires that planning decisions should ensure that new development is appropriate for its location, taking into account the likely effects (including cumulative effects) of pollution on health and living conditions.
43. With regards to noise pollution, the applicant has submitted an acoustic report in support of the planning application which is to the satisfaction of the Council's Environmental Health Officer. The report identifies mitigation measures in the form of acoustic fencing, acoustic glazing (windows) and specialised acoustic air vents. These measures can be controlled by a suitably worded condition attached to any reserved matters consent.
44. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact.
45. The nearest existing dwellings to the application site would be those on Strawberry Fields to the east, the majority of which (five dwellings) face the application site. A parameters plan was submitted as part of the mixed-use outline planning application that identified zones for the proposed different uses and maximum heights of buildings in different locations on the site. The residential development was shown to the east of the access point up to the boundary with Strawberry Fields and between the centre of the site and the railway line as two areas of housing separated by an area of C2 uses (shown on the illustrative Masterplan as a care home and specialist care unit). All of these uses are shown to be a maximum of 3 storeys high (12m to ridge) apart from housing located within 30m of the boundary with the existing properties on Strawberry Fields which was shown to be a maximum of 2 storeys high (9m to ridge). Condition 2 of the outline consent identifies the parameters plan as one of the approved drawings and identifies that any reserved matters application must accord with that plan.
46. Objections have been received from residents on Strawberry Fields as they consider the proposed development conflicts with the parameters plan as there are two, 2.5-storey semi-detached dwellings, 10.3m in height to ridge, on the eastern side of the site layout (Plots 108 and 109). The dwellings are however located 33m from the site boundary closest to the existing housing on Strawberry Fields. There is, therefore, no conflict with the parameters plan and condition 2 of the Outline planning consent.
47. The applicant has submitted a topographical survey of the site and a plan showing the proposed finished floor level of all dwellings. Cut and fill would take place across the site to create a flatter development platform with shallower gradients. This would involve removing some of the sloping land towards the eastern site boundary and depositing the material on other sections of the site. The dwellings proposed towards the eastern site boundary would, therefore, sit notably lower than the existing land level. This would be most noticeable towards the centre of the eastern boundary where the land level would be lowered by approximately 4m, meaning the dwellings proposed in this location would sit approximately 7m lower than those of the existing dwellings on Strawberry Fields.
48. The shortest interface distance between existing and proposed dwellings is 22m between the front elevation of No.9 Strawberry Fields and the blank side elevation of Plot 112, a two-storey semi-detached dwelling. This relationship is considered acceptable given the Council's minimum interface distance in this situation is 12m.

49. All other interface distances are greater than those identified above and so are considered acceptable. The applicant has also revised the originally submitted landscaping scheme to provide additional tree planting to act as screening along the eastern boundary of the site, following comments received by residents on Strawberry Fields.
50. The proposed dwellings have been designed in such a way so as to be compatible with each other without creating an amenity impact of adjacent plots. There would be an adequate degree of screening around the plots.
51. In light of the above, it is considered that the proposal would be acceptable in terms of amenity impacts and accords with national policy and local Policy BNE1 in this regard.

Highway safety

52. Policy BNE1 of the Chorley Local Plan 2012 – 2026 requires that the residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction.
53. The vehicular access to the site would be provided via the new spine road to serve the wider mixed-use site, from Euxton Lane, as approved by the outline consent.
54. LCC Highways are of the opinion that the highways layout and level of off-road car parking conforms to current guidelines and the proposed development would not have a severe impact on highway safety within the site and a safe and suitable access to the site has been provided for all road users.
55. The layout incorporates sufficient speed control measures to ensure vehicles keep to the intended design speed limit of 20mph. The width of each area in the development is adequate to allow vehicles, pedestrians and cyclists to use it safely including the blind, partially-sighted people and those with impaired mobility. There is adequate inter-visibility between the two main accesses to the site and the new spine road. The design would ensure accessibility for service, emergency and refuse collection vehicles.
56. Adequate parking spaces are proposed to serve the dwellings, by way of garages and/or driveway space. This would ensure that the proposal complies with the Council's parking standard set out at policy ST4 of the Chorley Local Plan 2012 - 2026.
57. It is considered that the surrounding highway network could accommodate the uplift in traffic associated with the delivery of the dwellings and that the residual cumulative impacts on the road network would not be severe. It is also noted that LCC Highways have no objection to the proposed development subject to the imposition of conditions. The proposal conforms to national and local planning policy with regards to highway safety and is therefore acceptable.

Ecology and trees

58. Section 170 of the Framework states that the planning system should contribute to and enhance the natural and local environment. Policy BNE1 of the Chorley Local Plan 2012 – 2026 requires that proposals do not have a detrimental impact on important natural habitats and landscape features such as historic landscapes, mature trees, hedgerows, ponds and watercourses. In some circumstances where on balance it is considered acceptable to remove one or more of these features then mitigation measures to replace the feature/s will be required either on or off-site. Policy BNE9 of the Chorley Local Plan 2012 – 2026 explains that biodiversity and ecological network resources will be protected, conserved, restored and enhanced.
59. In relation to trees and ecology, as the site is a green field there are a number of natural features, including field boundaries, trees and ditches. Although some trees would be removed to facilitate the development, the significant trees on the site are subject to Tree Preservation Order 14 (Chorley) 2014. All the protected trees would be retained as part of

the development and a condition is proposed in relation to tree protection during construction.

60. The Greater Manchester Ecological Unit and the Council's tree officer are satisfied with the proposals and conditions are recommended to ensure the submitted landscaping scheme and mitigation measures for the safeguarding of protected species and trees are implemented. It is, therefore, considered that the proposal accords with national and local policy in this regard.

Public open space

61. The existing S106 obligation includes a requirement to provide a financial contribution towards playing pitch provision. The requirement has changed for the proposed scheme, as follows:

	Outline (current S106)	Reserved Matters (amended S106)
Amenity Greenspace (only on-site provision is adopted by the Council)	£87,500	£85,400
Equipped Play Area	£0	£17,080
Allotment	£1,875	£0
Playing pitches	£199,875	£195,078
TOTAL	£289,250	£297,558

62. The S106 Obligation should be amended to reflect the increased contribution requirement.

Community Infrastructure Levy

63. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

64. The details of the proposed dwellings are considered to be acceptable and the reserved matters application is recommended for approval, subject to the conditions identified below and an amended S106 obligation.

RELEVANT HISTORY OF THE SITE

Ref: 15/00096/SCE **Decision:** PESCEZ **Decision Date:** 18 February 2015
Description: Request for Screening Opinion Pursuant to Regulation 5 of The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 for a mixed use development comprising Digital Health Park, light industrial/employment units (B1/B2/B8), care home and specialist care facility (C2), local convenience store (A1), family pub (A4), residential units (C3), and associated access, landscaping and infrastructure.

Ref: 15/00224/OUTMAJ **Decision:** PERFPF **Decision Date:** 4 December 2015
Description: Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure.

Ref: 16/00337/REMMAJ **Decision:** PERRES **Decision Date:** 13 May 2016
Description: Reserved matters application (for the appearance, landscaping, layout and scale) for the erection of a digital office park (use class B1); data centre (use class B8) and business centre units (use classes B1/B2/B8), associated spine road and car parking (associated with outline planning permission ref: 15/00224/OUTMAJ).

Ref: 16/01096/OUTMAJ **Decision:** WDN **Decision Date:** 14 August 2019
Description: Application to vary conditions 2, 30, and 31 (section 73 application) of planning permission ref: 15/00224/OUTMAJ (which was for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure), to substitute a new parameters plan under condition 2 to swap the location of residential use and care home and specialist care facility uses on the site. Also to vary conditions 30 and 31 to reflect the new parameters plan reference.

Ref: 18/00161/FUL **Decision:** PERFPP **Decision Date:** 17 April 2018
Description: Widen existing access, re-surface area using reinforced concrete

Ref: 18/00316/FUL **Decision:** PERFPP **Decision Date:** 8 June 2018
Description: Temporary construction access

Ref: 18/00373/MNMA **Decision:** PEMNMZ **Decision Date:** 2 August 2018
Description: Minor non-material amendment to the development approved under reserved matters consent 16/00337/REMMAJ (Reserved matters application (for the appearance, landscaping, layout and scale) for the erection of a digital office park (use class B1); data centre (use class B8) and business centre units (use classes B1/B2/B8), associated spine road and car parking (associated with outline planning permission ref:15/00224/OUTMAJ) involving changes to the Digital Office building to include omission of overhanging features, substitution of materials from cladding to render and brick and reduction in glazing, reduced FFL from 80.000 to 76.500; amendments to car parking layout and relocation of substation to the north east of the site; and removal of 2no. trees.

Ref: 18/01115/MNMA **Decision:** PEMNMZ **Decision Date:** 19 December 2018
Description: Amendment to approved scheme (ref: 15/00224/OUTMAJ) to substitute a revised parameters plan so that: 1) use classes A1 and A4 are no longer relevant to the proposed development; 2) use class C2 is now located left of the proposed access point; 3) use class D1 has been reduced at the entrance to the site but is now also located at the far north; 4) use classes B1 / B2 and B8 are also located at the far north of the site and have retained their position south of the spine road; 5) use class C3 has been shifted slightly to the right to accommodate the previous point.

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 Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of the outline planning permission or this approval of reserved matters.

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

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

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

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

Title	Plan Ref	Received On
Location Plan	DGL/2000/NTB-LP01	23 September 2019
Planning Layout	DGL/2000/NTB-PL01 Rev D	18 December 2019
Proposed House Types Pack	Issued: August 2019	23 September 2019
Sections	DGL/2000/NTB-S01	23 September 2019
Preliminary Drainage Layout (shows Finished Floor Levels)	101 Rev P5	22 November 2019
Boundary Treatments Plan	DGL/2000/NTB-BT01 Rev A	20 December 2019
Boundary Treatments Details	DGL/2000/NTB-BTD01	23 September 2019
Storey Heights Plan	DGL/2000/NTB-ML01 Rev A	20 December 2019
Refuse Strategy	DGL/2000/NTB-RS01 Rev A	20 December 2019
Materials Layout	DGL/2000/NTB-ML01 Rev A	20 December 2019
Land Use Plan	DGL/2000/NTB-LP01 Rev A	20 December 2019
Hardstanding Layout	DGL/2000/NTB-HS01 Rev A	20 December 2019
LANDSCAPE PROPOSALS SHEET 1 OF 3	6085.01 Rev F	20 November 2019
LANDSCAPE PROPOSALS SHEET 2 OF 3	6085.02 Rev F	20 November 2019
LANDSCAPE PROPOSALS SHEET 3 OF 3	6085.03 Rev F	20 November 2019
Affordable Homes Identification Plan	DGL/2000/NTB-AH01 Rev A	20 December 2019

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

4. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the appearance of the locality.

5. The development shall be carried out in accordance with the approved Landscape Management Plan, ref. JW/6085/LMP rev A Nov 19.

Reason: To ensure the scheme promotes habitat enhancement.

6. During the construction period, all trees to be retained shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standards.

Reason: To safeguard the trees to be retained.

7. The development shall be implemented in accordance with the noise mitigation measures identified at Section 6.0 of the submitted Noise and Vibration Impact Assessment (report no. P19-220-R01-V1).

Reason: To protect the amenities of future occupiers of the dwellings.

8. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Preliminary Drainage Layout Drawing, Ref: HYD395-101, Rev: P5, Dated: 15.10.2019 which was prepared by Betts. For the avoidance of doubt no surface water will be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

9. 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 approved layout in conformity with the Lancashire County Council Specification for Construction of Estate Roads.

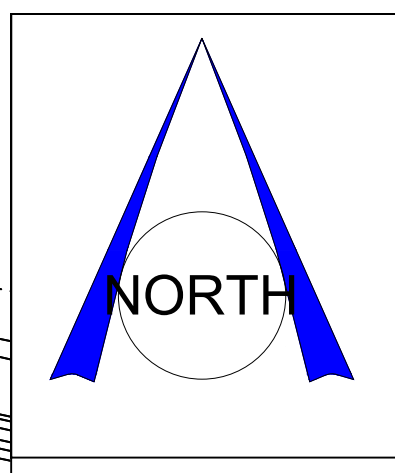
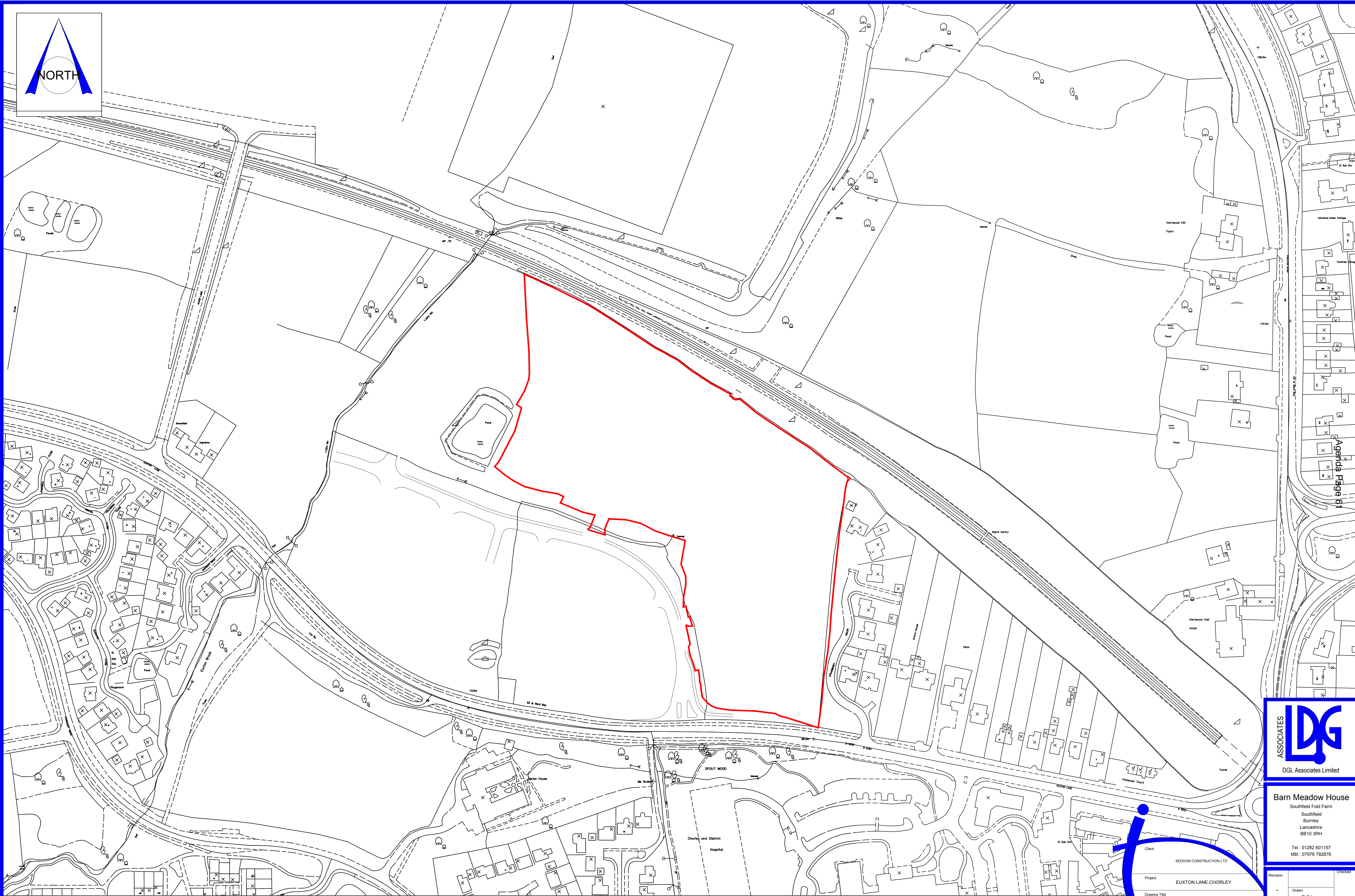
Reason: To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

10. During the full period of construction, facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site.

Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

11. The development shall be implemented in accordance with the GCN Mitigation Strategy outlined at Section 7.0 of the "Land north of Euxton Lane, Chorley, Lancashire - GCN Appraisal and Mitigation & Habitat Enhancement Measures Strategy (Amenity tree Care, August 2019).

Reason: To implement precautionary measures for the avoidance of a breach of protected species legislation.



Location Plan



Client	SEDDON CONSTRUCTION LTD		
Project	EUXTON LANE, CHORLEY		
Drawing Title	LOCATION PLAN		
Drawing No.	DGL/2000/NTB-LP01		

ASSOCIATES
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Revision	Drawn D.G.Lever	Checked
	Scale 1:1250	Approved
	Drawn August 2019	
E-mail : darren.dgl@gmail.com		A1

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APPLICATION REPORT – 19/00909/OUTMAJ

Validation Date: 24 September 2019

Ward: Chorley North East

Type of Application: Major Outline Planning

Proposal: Outline application for the erection of 8no. dwellings with associated parking (with all matters reserved save for access)

Location: Formerly Mormon Church Water Street Chorley

Case Officer: Mr Iain Crossland

Applicant: Mr Peter Baker, GMT Properties

Agent: Mr Waseem Azam, LMP Ltd

Consultation expiry: 3 January 2020

Decision due by: 17 January 2020

RECOMMENDATION

1. It is recommended that this application is approved subject to conditions.

SITE DESCRIPTION

2. The application site is located within the core settlement of Chorley, close to Chorley Town Centre and is also within St. Laurence's Conservation Area. It comprises vacant land following the demolition of a former factory building some time ago and has since become overgrown with vegetation. The topography of the area is distinctive and there is a steep increase in levels to the rear of the site up to Park Street and Par Road to the north west.
3. There is a terrace of traditional appearance to the west of the site, and dwellings of more recent design style opposite the site on the other side of Water Street. Those properties opposite have gardens and parking areas, whilst those to the west have small front gardens and a front boundary wall to define the curtilage. There is a distinctive stone stepped footpath to the east and the grade II listed Chorley Unitarian Chapel to the north west in addition to locally listed buildings at The Old Manse and 2 Park Street.
4. It is noted that there is an extant planning permission for the construction of a two storey office building and associated car park at the site approved in April 2019 (ref. 18/00946/FUL).

DESCRIPTION OF PROPOSED DEVELOPMENT

5. The application seeks outline planning permission, with all matters reserved save for access, for the erection of eight dwellings. Therefore, details of appearance, landscape, layout, and scale are reserved and are not for consideration at this time. Only the acceptability of the principle of providing eight residential dwellings on the site is for consideration.
6. An indicative layout has been submitted showing the eight dwellings positioned parallel to Water Street in a standard layout. Indicative houses types of two storey dwellings have also

been provided. This demonstrates how eight properties could be set out on the site, and that it is possible to accommodate eight dwellings on the site in addition to the associated parking and garden space.

7. It is noted that the application originally sought outline planning permission for ten dwellings, however, this has since been reduced due to concerns about the available space for parking, landscaping and the potential impact on the character of the area.

REPRESENTATIONS

8. Representations have been received from the occupiers of 3no. addresses citing the following grounds of objection:
 - Impact on the character of the conservation area.
 - Too much off street parking, which is not a feature of the conservation area.
 - Loss of the stone wall.
 - Flood risk and drainage impact.
 - Lack of on street parking.
 - Concern about proposed development on Teck Street and issue with rights of access and land ownership.

CONSULTATIONS

9. Environment Agency: Have no objection.
10. Greater Manchester Ecology Unit: Have no objection subject to conditions.
11. Waste & Contaminated Land: Have no objection subject to conditions.
12. Lancashire County Council Highway Services: Have no objection subject to conditions.
13. Lead Local Flood Authority: Have no objection subject to conditions.
14. United Utilities: Have no objection subject to conditions.
15. The Coal Authority: Have no objection subject to conditions.

PLANNING CONSIDERATIONS

Principle of development

16. The National Planning Policy Framework (The Framework) states that housing applications should be considered in the context of the presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay. One of the core principles of National Planning Policy Framework (the Framework) is that development should be focussed in locations that are sustainable. It is considered that the site is located in a sustainable location with good access to public transport and a wide range of amenities.
17. Chorley town is identified as a key service centre and the focus of growth and investments under Core Strategy policy 1 (b).
18. Policy V2 of the Chorley Local Plan 2012 – 2026 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 compliance with other Development Plan policies.
19. Therefore, it is considered that the 'principle' of the proposed dwellings is acceptable.

Impact on designated heritage asset

20. Policy BNE8 of the Chorley Local Plan 2012 – 2026 seeks to protect and enhance designated heritage assets. The application site is located on Water Street within the St Lawrence's Conservation Area, and close to the grade II listed Chorley Unitarian Chapel. It lies opposite dwellings and a car park of entirely modern, late 20th Century era and of no particular historic, architectural or cultural significance and is at a significantly lower level to the Chorley Unitarian Chapel. Any proposed development would not, therefore, affect the setting or significance of this building.
21. The application site itself was formerly occupied by four terraced houses and the Mormon Church, prior to the opening of the Preston Temple. Whilst this is only an application for outline planning permission, with all matters reserved save for access, some indication of the design and number of proposed dwellinghouses is shown. This initially submitted plans showed 10 units arranged in five sets of two with parking to the front and very small private amenity space to the rear. This would have resulted in a poor design solution that would potentially created a vista of twenty cars parked on the frontage. There is a stone wall to the front site boundary, which is of some historic interest, and which would be removed to enable this level of parking. This would have resulted in a harmful impact on the character of the conservation area.
22. The number of proposed dwellings has, therefore, been reduced to eight, which would allow for them to be arranged in four sets of two with parking to the sides and the incorporation of more private amenity space and landscaping to the front. This would reflect the arrangement of the dwellings on the opposite side of Water Street. In addition to this parts of the stone wall could be retained, which would be of benefit in terms of retaining local character.
23. It is considered that a carefully designed residential development, of an appropriate scale, using appropriate materials, could be provided at the application site, which would continue to preserve the appearance and character of the conservation area and that of nearby listed buildings.
24. As such it is considered that an application in outline only can be determined in this instance, given the position within a less significant part of the conservation area, and levels difference relative to listed buildings to the north west.
25. It is considered that the proposed development would have no material impact on either the appearance or setting of the St. Laurence's Conservation Area or any listed buildings, or the significance of these designated heritage assets, and is, therefore, considered to be in conformity with S.66 and S.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, policy 16 of the Core Strategy and policy BNE8 of the Chorley Local Plan 2012 - 2026.

Impact on character and appearance of locality

26. The application seeks outline planning permission with all matters reserved. Therefore, no details of how the proposed dwellings would look, their scale or where they would be sited have been formally submitted. However, an indicative layout and house type have been provided, which demonstrates that eight dwellings would be provided arranged in four sets of two with parking to the sides. The dwellings would be of modern design style.
27. The prevailing dwelling types within the vicinity of the application site are modern mews style dwellings located opposite and a traditional red brick terrace located to the west side. The indicative proposal reflects the form and arrangement of those dwellings opposite and would be appropriate in this context.
28. It is considered that eight semi-detached properties in this location can assimilate with the built form of Water Street. The dwellings themselves in this position would be logical and would help to create an active street frontage on an otherwise derelict site. It is noted that the proposal has been amended down from ten dwellings to eight, with retention of the stone wall where possible. The revised number of properties enables the off street parking

to be provided in a more inconspicuous manner that would result in a similar arrangement to the dwellings on the opposite side of Water Street.

29. Therefore, whilst consent is not sought for matters of appearance, layout, scale and landscaping at this stage it is considered that eight dwellings could be accommodated on the application site without causing harm to the character and appearance of the locality. The development therefore complies with policy BNE1 of the Chorley Local Plan 2012 - 2026.

Neighbour amenity

30. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact.
31. Consent is not sought for matters of layout at this stage and the final position of the dwellings and their type may change from the indicative details provided. However, having regard to the position and location of the adjacent property at 25 Water Street and those opposite at 50 to 68 Water Street, it is considered that a development of eight dwellings could be designed to accord with the Council's interface standards. The properties to the north west of the site are at a significantly higher land level and it is anticipated that the development can be designed not have any impact on these dwellings. It is, therefore, considered that the development could be delivered without adversely affecting the amenity of any existing or future occupiers.

Highway safety

32. Lancashire County Council (LCC) Highways have confirmed that they do not have any objections regarding the proposed development and are of the opinion that the proposed development would not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.
33. For the promotion of sustainable forms of transport and to aid social inclusion LCC highways requested that the applicant contributes towards a bicycle wheel ramp on the steps to the east of the site. The steps are part of the PROW and are Footpath 29. The steps are not owned by the applicant and are not in the ownership of LCC, therefore it is unlikely that the facility could be delivered. In addition, the site is situated in a sustainable location and does not give rise to any adverse impacts which require mitigation or the delivery of additional infrastructure. It is not considered that the bicycle wheel ramp is necessary to mitigate the development and therefore the Local Planning Authority is unable to secure its provision.
34. The applicant is requested to enter into a s278 agreement for the formation of the driveways and the removal of the bus stop marking and poles.
35. The wall fronting the site is a retaining wall and any works to the wall should avoid debris being left on the footway. It is requested that at reserved matters stage further details into the proposed methods and wagon movements for the removal of material from the site is provided. It is also requested at reserved matters stage that the gradients for the driveways and pedestrian access for the proposed dwellings is provided.
36. A Traffic Management Plan is requested to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.
37. The proposal as shown on the indicative plan, reference 19/064/P01 Rev.A is acceptable in principle, however, any approval of outline planning permission would be subject to further details and it is recommended that conditions are attached to specify these.
38. Given the size of the application site it is considered that adequate parking spaces could be accommodated to serve eight 3 bedroom dwellings, by way of driveway spaces. This would

ensure that the proposal complies with the Council's parking standard set out at policy ST4 of the Chorley Local Plan 2012 - 2026.

39. Overall it is considered that the surrounding highway network can accommodate the uplift in traffic associated with the delivery of eight dwellings and that the residual cumulative impacts on the road network would not be severe. It is also noted that LCC Highways have no objection to the proposed development subject to the imposition of conditions.

Drainage

40. The application site does not fall within Flood Zone 2 or 3 and the Environment Agency raise no objection. It is recognised that Water Street is susceptible to surface water flooding, however, it must also be considered that the application site is hard surfaced and is not permeable in any event. Furthermore Lancashire Lead Local Flood Authority raise no objection subject to a condition requiring details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme in order to ensure that the proposed development can be adequately drained, and to ensure that there is no flood risk on or off the site resulting from the proposed development. These details would need to be provided and would be assessed and verified by the LLFA prior to any commencement of development.

Ecology

41. The application is accompanied by a Preliminary Ecological Appraisal and a bat survey that have been assessed by the Council's appointed ecologists at Greater Manchester Ecology Unit. The surveys found the site to contain some features which have the potential to support bats, namely the retaining wall in the western/central part of the site and a sycamore tree (T8). GMEU advise that a further inspection of the wall is undertaken prior to works on the wall and T8 (which is identified for retention), in accordance with the method statement submitted as part of the application. This could be conditioned accordingly.
42. The proposal would involve the clearance of tress and scrub from the site, which may be used by nesting birds. As all wild birds, their nests and eggs are protected under the Wildlife and Countryside Act 1981 (as amended) any clearance should take place outside of the main bird breeding season and this would be conditioned accordingly.
43. The Preliminary Ecological Appraisal found two invasive species on site: Cotoneaster and montbretia. GMEU therefore advises that the recommendations in the appraisal for the eradication of these species is followed. Again, this could be conditioned.
44. A number of biodiversity mitigation measures are set out in the Preliminary Appraisal and GMEU advise that these should be conditioned. A number of measures relate to general management of the site which would be hard to control by way of condition. Nonetheless, some measures, such as securing provision of bird boxes across the site would be acceptable to mitigate the loss of vegetation and trees to accommodate the proposed development.

Public open space (POS)

45. Policy HS4 of the Chorley Local 2012 - 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided. However, the National Planning Practice Guidance (NPPG) post-dates the adoption of the Local Plan and 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 1000 square metres.
46. In the determination of planning applications, the effect of the national policy is that although it would normally be inappropriate to require any affordable housing or social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances as compared with the new national policy.

47. The Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies and how much weight to give to the benefit of requiring a payment for 10, or fewer, dwellings. The Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less.
48. There is currently a deficit of provision in Chorley North East in relation to provision for children/young people. A contribution towards new provision in the ward is therefore required from this development. However, a financial contribution for off-site provision can only be requested if there is an identified scheme for new provision and at present there are none identified.

Coal Mining

49. During the course of the application a Coal Mining Risk Assessment was submitted due to the site being situated within a high-risk area and an initial objection from the Coal Authority. The submitted report has been reviewed and the Coal Authority advise that site investigation works are required given the risk and the presence of a mine entry on the site which poses a risk to surface stability and the development proposal. The investigation scheme could be secured by way of condition. The Coal Authority confirm that subject to the imposition of this condition, they withdraw their objection.
50. Having regard to the above, and the relevant condition, the proposal would accord with policy BNE7 (Unstable Land) of the Chorley Local Plan 2012 -2026.

Sustainability

51. Policy 27 of the Core Strategy currently requires dwellinghouses to be built to meet Code for Sustainable Homes Level 4 which increases to Level 6 on 1st January 2016. However the 2015 Deregulation Bill received Royal Assent on Thursday 26th March 2015 which effectively removes Code for Sustainable Homes. The Bill does include transitional provisions which include:

“For the specific issue of energy performance, local planning authorities will continue to be able to set and apply policies in their Local Plans which require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. This is expected to happen alongside the introduction of zero carbon homes policy in late 2016. The government has stated that, from then, the energy performance requirements in Building Regulations will be set at a level equivalent to the (outgoing) Code for Sustainable Homes Level 4. Until the amendment is commenced, we would expect local planning authorities to take this statement of the government’s intention into account in applying existing policies and not set conditions with requirements above a Code Level 4 equivalent.”

“Where there is an existing plan policy which references the Code for Sustainable Homes, authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard, or in the case of energy a standard consistent with the policy set out in the earlier paragraph in this statement, concerning energy performance.”

52. As such, there is a requirement for the proposed dwellings to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations in accordance with the above provisions. This can be controlled by conditions.

Education provision

53. Lancashire County Council (LCC) as Education Authority seeks to draw the Council's attention to impacts associated with the above development and propose mitigation for these impacts through a developer contribution. Based upon the latest assessment, taking into account all approved applications, LCC are seeking a contribution for 8 primary school places and 3 secondary school places.

54. Calculated at the current rates, this would result in a claim of:

Primary places:

$(£12,257 \times 0.97) \times \text{BCIS All-in Tender Price (324 / 240) (Q1-2019/Q4-2008)}$

= £16,050.54 per place

$£16,050.54 \times 6 \text{ places} = £96,303.24$

Secondary places:

$(£18,469 \times 0.97) \times \text{BCIS All-in Tender Price (324 / 240) (Q1-2019/Q4-2008)}$

= £24,185.16 per place

$£24,185.16 \times 3 \text{ places} = £72,555.48$

55. The request for a contribution from LCC Education is noted, however, this response was provided in relation to the development of 10 dwellings. The proposal has since been revised down to 8 dwellings. In either case it must be considered that the National Planning Practice Guidance (NPPG) 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 1000 square metres. A contribution to education provision cannot therefore be sought from this development. It is noted, however, that the development is CIL liable and that the Community Infrastructure Levy 123 list allows for contributions to education provision.

Other matters

56. *Concern about proposed development on Teck Street and issue with rights of access and land ownership:* Teck Street is not an identified street name on the Council's register, however, it is understood that this refers to the land to the east of 25 Water Street. A red edged location plan has been provided and the applicant has served notice on one party under certificate B. Land ownership and rights of access are not a planning consideration and are a civil matter to be resolved separately.

Community Infrastructure Levy

49. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

57. It is considered that the proposed development would have no detrimental impact character of the area and accords with the aims of policies within the Framework and the Chorley Local Plan 2012 – 2026 that seek to achieve sustainable development. It is also considered that the proposed development would not give rise to undue harm to the amenities of neighbouring residents or highway safety. Finally, the proposed development would preserve the character, appearance and setting of the St Lawrence's Conservation Area and is accordingly recommended for approval.

RELEVANT HISTORY OF THE SITE

Ref: 5/1/01713 **Decision:** PERFPF **Decision Date:** 3 January 1962
Description: Erection of small factory for the manufacture of clothing and offices adjoining.

Ref: 76/00093/FUL **Decision:** PERFPF **Decision Date:** 26 April 1976
Description: Extension to Clothing Factory

Ref: 82/00541/FUL **Decision:** PERFPP **Decision Date:** 14 September 1982
Description: Change of use of industrial premises to Church

Ref: 07/00770/FUL **Decision:** PERFPP **Decision Date:** 5 September 2007
Description: Construction of new offices/resource centre.

Ref: 18/00946/FUL **Decision:** PERFPP **Decision Date:** 10 April 2019
Description: Construction of two storey office building and associated car park

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>An application for approval of the reserved matters, namely the access, appearance, layout, scale and landscaping of the site, must be made to the Council before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p><i>Reason: This condition is required to be imposed by the provisions of Article 3 (1) of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended 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 approved plans below:</p> <table><tr><th>Reference</th><th>Title</th><th>Received</th></tr><tr><td>19/064/L01</td><td>Location Plan</td><td>20 September 2019</td></tr></table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Reference	Title	Received	19/064/L01	Location Plan	20 September 2019
Reference	Title	Received					
19/064/L01	Location Plan	20 September 2019					
3.	<p>Prior to the construction of the superstructure of any of the dwellings hereby permitted or with any reserved matter application, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. The development thereafter shall be completed in accordance with the approved details.</p> <p><i>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.</i></p>						
4.	<p>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.</p>						

	<p><i>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.</i></p>
5.	<p>Prior to the construction of the superstructure of any of the dwellings hereby permitted or with any reserved matter application details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority.</p> <p>Those details shall include, as a minimum:</p> <ul style="list-style-type: none"> a) Sustainable drainage layout plan appropriately labelled to include all pipe/structure references, dimensions, design levels, finished floor levels in AOD with adjacent ground levels. b) The drainage scheme should demonstrate that the surface water run-off and volume shall not exceed the pre-development greenfield runoff rate. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. c) Sustainable drainage flow calculations (1 in 1, 1 in 30 and 1 in 100 + climate change) with allowance for urban creep d) Plan identifying areas contributing to the drainage network e) Measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, f) A plan to show overland flow routes and flood water exceedance routes and flood extents. g) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates; h) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development. This shall include arrangements for adoption by an appropriate public body or statutory undertaker or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable <p>The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.</p> <p><i>Reasons:</i></p> <ul style="list-style-type: none"> 1. <i>To ensure that the proposed development can be adequately drained.</i> 2. <i>To ensure that there is no flood risk on or off the site resulting from the proposed development</i> 3. <i>To ensure that water quality is not detrimentally impacted by the development proposal</i> 4. <i>To reduce the flood risk to the development as a result of inadequate maintenance and to identify the responsible organisation/body/company/undertaker for the sustainable drainage system.</i>
6.	<p>As part of the first application for reserved matters or prior to the commencement of the development the following details shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> a) Details of the colour, form and texture of all external facing materials to the proposed dwelling b) Details of the colour, form and texture of all hard ground- surfacing materials. c) Location, design and materials of all fences, walls and other boundary

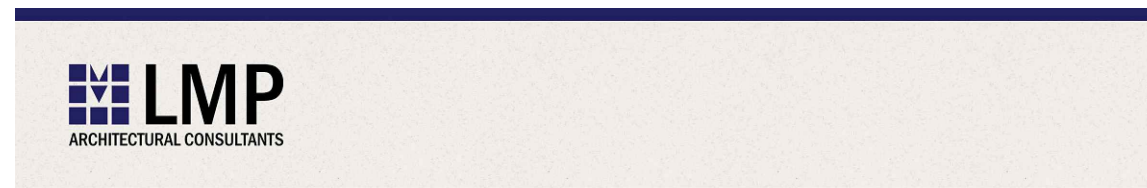
	<p>treatments.</p> <p>d) The finished floor level of the proposed dwelling and any detached garages</p> <p>The development thereafter shall be completed in accordance with the approved details. Prior to the first occupation of the dwelling hereby permitted all fences and walls shown in the approved details to bound its plot shall have been erected in conformity with the approved details.</p> <p><i>Reason: In the interests of the visual amenities and character of the area and to provide reasonable standards of privacy to residents.</i></p>
7.	<p>A scheme for the landscaping of the development and its surroundings shall be submitted as part of the reserved matters application. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area. The content of the plan should include elements to mitigate for loss of trees shrubs and bird nesting habitat.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><i>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</i></p>
8.	<p>Prior to the commencement of development a Traffic Management Plan (TMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The TMA shall include and specify the provisions to be made for the following:-</p> <ul style="list-style-type: none"> • The parking of vehicles of site operatives and visitors; • Loading and unloading of plant and materials used in the construction of the development; • Storage of such plant and materials; • Wheel washing facilities; • Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made) • Routes to be used by vehicles carrying plant and materials to and from the site; • Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties. <p><i>Reasons: To protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.</i></p>
9.	<p>Prior to the construction/provision of any services, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in</p>

	<p>writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a super-fast broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works within the site boundary only.</p> <p><i>Reason: To ensure a sustainable form of development.</i></p>
10.	<p>Either as part of the first reserved matters application or prior to the commencement of the development a scheme for the construction of the driveways and the off-site works of highway improvement shall have been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.</p> <p><i>Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.</i></p>
11.	<p>The private car parking to be marked out in accordance with the approved plan, before occupation of the associated dwellings and permanently maintained thereafter.</p> <p><i>Reasons: To allow for the effective use of the parking areas.</i></p>
12.	<p>The development hereby permitted shall be carried out in accordance with the ecological report by United Environmental Services Ltd and dated 07 August 2018. This specifically includes inspections of the trees and the existing retaining wall and the recommendations for inspection and timeframes.</p> <p><i>Reason: To safeguard protected species, namely bats, and the potential features on site to support bats.</i></p>
13.	<p>No removal of or works to any trees, shrubs, brambles and ivy shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check on site of vegetation for active birds' nests immediately before the vegetation is cleared. and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the Local Planning Authority within 7 days of the ecologist's site check.</p> <p><i>Reason: In the interests of nature conservation as all wild birds, their nests and eggs are protected under the Wildlife and Countryside Act 1981 (as amended).</i></p>
14.	<p>Prior to the commencement of any earthworks, a method statement detailing measures for the eradication and/or control and/or avoidance of Cotoneaster and Montbretia shall be submitted to an approved in writing by the Local Planning Authority. The development and associated earthworks shall be carried out in accordance with the approved method statement.</p> <p><i>Reason: These invasive species are included within schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended) and it is an offence to introduce or cause to grow wild any plant listed under this schedule.</i></p>
15.	<p>Existing trees to be retained, as detailed on drawing number 02 REV A Site Plan (as received by the Local Planning Authority on 04/12/2018) and the arboricultural survey, shall be protected throughout the course of the development, including site works, in accordance with BS5837:2012, unless other protection measures are submitted to and agreed in writing by the Local Planning Authority.</p>

	<p><i>Reason: To safeguard the health and wellbeing of retained trees which contribute to the visual amenity of the area / conservation area.</i></p>
16.	<p>Prior to the commencement of the development hereby permitted, excluding site clearance, a scheme shall be submitted to and approved in writing by the Local Planning Authority which includes:</p> <ul style="list-style-type: none">- Details of intrusive site investigations carried out for the mine entry- A report of findings arising from the intrusive site investigations including any contamination- Details of remedial works for the mine entry, including a plan showing the exact location of this feature and its zone of influence/no build zone relative to the layout- Details of any other necessary mitigation measures <p>The development shall thereafter be carried out in accordance with the approved scheme.</p> <p><i>Reason: The condition is necessary as the application site is situated within a High-Risk Area and presence of a mine entry on the site poses a risk to surface stability and the development.</i></p>



Revision Notes:



CLIENT				
GMT Properties				
PROJECT NAME				
Proposed Residential Development on site of				
Former Mormon Church, Water Street, Chorley, PR7 1EE				
DRAWING NAME				
Location Plan & Site Layout				
SCALE	DRAWN BY	DATE	DRAWING NUMBER	REVISION
Varies @ A3	WA	20/09/19	19/064/L01	-

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