

Item 2                      09/00392/FULMAJ                      Refuse Full Planning Permission

Case Officer              Caron Taylor

Ward                        Clayton-le-Woods And Whittle-le-Woods

Proposal                  **Erection of 14 two storey dwellings and associated infrastructure (following demolition of no. 202 Chorley Old Road)**

Location                  202 Chorley Old Road Whittle-Le-Woods Lancashire PR6 7NA

Applicant                 Mr Iain Fowler

**Proposal:**                Erection of 14 two storey dwellings and associated infrastructure (following demolition of no. 202 Chorley Old Road).

**Summary:**                The application proposes 14 two-storey dwelling on a site higher than Chorley Old Road. The Design and Access Statement fails to demonstrate how the character of the area and features of the site have influenced the proposal. The application is considered unacceptable in a number of respects; that the proposed design and layout of detached two-storey houses is out of character with the immediate area that is mainly characterised by bungalows and two-storey terraced houses/cottages; the land is elevated above the surrounding properties and the houses will be highly visible especially from the proposed access off Chorley Old Road and at the end of St. Helens Close that is also populated by bungalows. The properties do not meet the required interface guidelines with surrounding properties due to the level differences and parking provision is deficient. There is also concern for mature trees adjacent to the site that add to the visual amenity of the area and it is not considered policy SR1 on Sustainable Resources has been met. The application is therefore recommended for refusal.

**Planning Policy:**        Planning Policy Statement 1: Delivering Sustainable Development  
Planning Policy Statement 3: Housing (and By Design Better Places to Live: A Companion Guide to PPG3)  
Planning Policy Statement 23: Planning and Pollution Control  
Planning Policy Guidance 13: Transport  
Manual for Streets  
**North West Regional Spatial Strategy:**  
Policy DP1- Economy in the Use of Land and Buildings  
Policy DP3- Quality in New Development  
Policy UR7- Regional Housing Provision  
Policy RT2- Managing Travel Demand  
**Chorley Borough Local Plan Review:**  
GN1- Settlement Policy- Main Settlements  
EP9- Trees and Woodland  
HS4- Design and Layout of Residential Developments  
HS6 – Housing Windfall Sites  
TR4- Highway Development Control Criteria  
Sustainable Resources DPD  
Sustainable Resources SPD  
SPG: Design Guidance,  
SPD: Householder Design Guidance

## Chorley Council: Higher Density Housing – Achieving High Quality Design

**Planning History:** The only planning history on the site dates back to the 1950s. In 1953 (5/5/920) and 1954 (5/5/994) bungalows were permitted on the site. These were part of schemes including dwellings where the bungalows are now positioned on Chorley Old Road (which were granted planning permission in 1955), but were obviously never built.

**Consultations:** LCC Strategic Planning  
The Director of Strategic Planning and Transport considers that the proposed development conforms to the North West of England Plan Regional Spatial Strategy to 2021.

### Chorley Council Planning Policy

Policy HS6 of the Local Plan Review states that residential development on sites not allocated and within the boundaries of settlements excluded from the Green Belt will only be permitted if the applicant can satisfy all the criteria set out in this policy. As the site is previously undeveloped, criteria (f) is of particular relevance to this application. In order to meet the requirements of this criterion the applicant must demonstrate that there are no suitable allocated or previously developed sites available in the settlement for residential development.

The application must also conform to Policy SR1 of the Sustainable Resources Development Plan Document. The 'Sustainable Resources Report' submitted as part of the application fails to take account of this policy. An 'Energy Efficiency/Resource Conservation Statement' is required for all residential developments of 5 or more dwellings demonstrating how the requirements for each criterion of Policy SR1 have been met. In particular, criteria (b) of Policy SR1 requires appropriate renewable or low carbon energy sources to be installed in order to reduce the carbon emissions of the predicted energy use of the development by at least 10%. Details of the technologies to be installed and how the 10% reduction in carbon emissions will be achieved need to be set out in the 'Energy Efficiency/Resource Conservation Statement'.

### LCC Highways

1. Sight lines of 2.4m x 40m are shown. These are inadequate for a junction of an estate road with a local distributor road (Type 3A). The design document that applies in this situation is Design Manual for Roads and Bridges, not MfS. The requirement therefore will be 2.4m x 70m. This may still be achievable, but needs to be shown on the plan.
2. The road must be designed to give a design speed of 20mph. This road is effectively straight for 90m. The maximum straight before a horizontal feature (bend) is 60m. The addition of vertical features is not a solution in this situation.
3. The driveway to Plots 9 – 12 is shown wider than the carriageway width. This needs narrowing down to the maximum of 5.5m wide.
4. The driveway serving Plots 4 – 6 is shown coming off the corner of the turning head. This is an impractical design as the highway drainage is normally in the corner so the gully is subjected to higher traffic loads and the levels do not work. The drive should be moved to come off the road at 90°.

5. Driveway to Plot 2 needs to be a minimum of 6m long.

Without the information needed for Point 1 and with the design fundamentally flawed as mentioned in Point 2, they ask that the application be rejected on highway safety grounds, minor amendments can resolve the remaining points. **Chorley disagree with LCC on the requirement of a 70m visibility splay, see the Highways section in the assessment part of this report.** Plans have been received making small amendments to the highways layout, see assessment section of this report.

Chorley Council's Planning Policy and Urban Design Team Leader  
Policy GN5: Building Design and Retaining Existing Landscape Features and Natural Habitats of the Local Plan Review states that all development proposals need to be appropriately designed in terms of their external appearance and respect the character of the areas in which they are located.

The Council has recently produced a guidance note on 'Higher Density Housing – Achieving High Quality Design' which has been out to public consultation and is now due to be reported back to Executive Committee to be endorsed for Development Control purposes. It is also relevant to this application.

The historic character of Chorley Old Road is one of 2-storey stone terraces, ribbon pointed, with shallow pitched roofs in slate and chimneys, raised stone reveals, wooden windows and doors. These dwellings tend to have low front walls, some entrances displaying porches. Within this context there are some very successful examples of modern developments that continue these terraces to the rear, accessed along a narrow road, devoid of footpaths (which serves to slow cars down appropriately).

The bungalows fronting this site are a relatively recent addition. They are semi-detached dwellings in brick (some rendered), with dormer windows, steep pitched roofs, and chimneys. Though they are not of any particular architectural value, they do create a character of low density dwellings on generous plots.

The applicant therefore needs to demonstrate how the surrounding character has influenced this proposal. The design and access statement submitted fails to tell the story of the layout and architectural design and demonstrate how these have evolved and include previous layouts and how they were considered and refined or discounted to arrive at this proposal. In order to properly assess this proposal and demonstrate that the proposed scale and massing is appropriate, it should include sections, 3-d representations by way of axonometrics, photographs and perspectives.

The starting point should be a site analysis. The site is also significantly higher than the road height and views of the site are afforded through the bungalows. Accordingly, the applicant should be explicit about how this has influenced the layout.

The Councils Urban Designer does not agree with the applicant's statement that most properties along Chorley Old Road have their own unique appearance. As outlined above, there is a distinctiveness to many of the more traditional terraces which

creates a sense of place which should be replicated by this development.

A standard layout and standard house types are proposed. This is contrary to good design practice. How can the access be treated to respond to the character of the area? What is the relevance of the 'Oxford', 'Montgomery', 'Scott' or 'Eton' to Chorley Old Road? The Oxford represents a bland gateway to the development where one would expect a higher degree of design consideration/quality. Incidentally, the layout shows an access path that doesn't actually lead to the front door.

The Montgomery is unacceptable as its front elevation is dominated by a double garage which is particularly problematic as it forms a visual stop to the two main vistas in the site. The Scott has a front elevation dominated by a garage in which the main entrance is lost. It is poor design practice to push such garages to the front of the building line.

The Eton is a completely different style of dwelling with a 'heavier' roof and bay window different to the other dwelling types. Again, double garages dominate the elevation. The developer should make reference to the character of Chorley Old Road and seek to create an area of unique character, particularly as this development will be viewed from the road on an elevated site. Whilst standard house plans may be acceptable, the design of elevations should be area specific, for example responding to the stone terraces with raised stone reveals.

Finally, in relation to the proposed demolition of one of the semi-detached bungalows, they have concerns over how the remaining bungalow will appear at this prominent entrance. A pair of semi-detached bungalows is visually balanced/symmetrical and looks 'right'. To remove half a pair of semis undermines this pleasing character, resulting in an awkward/wrong looking dwelling to the detriment of the streetscene. In short, this proposed development should be resisted as it is clearly contrary to good design practice.

#### Utilities Utilities

Have no objection to the proposal provided the site is drained on a separate system with only foul drainage connected into the foul sewer.

#### Environment Agency

Have no objection to the proposal subject to a condition requiring a scheme for the provision and implementation of a surface water regulation system to be submitted for approval, so surface water run off from the site is restricted to existing rates in order that the proposed development does not contribute to an increased risk of flooding.

#### Architectural Design and Crime Reduction Advisor

There is a public footpath behind the rear boundary fence of plots 5/6/7/8 and 9 which is a threat to those properties as there is potential for burglary and theft. Most burglaries are committed from the rear of the property and the footpath provides an opportunity to enter and leave the property without being seen.

They therefore ask that consideration be given to a condition being added to the effect that the proposed development

incorporates specification of 'Secured by Design' to the specific plots mentioned above. In particular the ground floor of the properties to be fitted with double glazed panels, laminated glass to the exterior and BS7950 Secured by Design certificated frames. The ground floor entrance doors to be fitted with Secure by Design enhanced security doors BSI PAS 24:1:1999 and suitable power provision for installation of an intruder alarm to comply with BS6799 and BS4737 to be fitted to each property.

If the above were installed the development would be safe and secure; where crime and disorder or fear of crime would be greatly reduced and comply with PPS1 and PPS3.

#### Environmental Protection

Request a condition relating to ground contamination to be applied to any permission.

#### Arboricultural Officer

The two trees at the rear of the garden boundary of no 206 are both very good looking trees. They are a Sycamore and a Beech and stand 14 metres plus tall. Both have full, healthy canopies with no dieback evident and look in good condition. Looking at the proposed site layout, plot no. 1 of the new estate would be far too close to the trees, causing them quite a bit of root damage. As the trees are off-site, they may not need a Tree Preservation Order, but they would like to see a root protection zone established around that corner.

#### LCC Planning Contributions

Lancashire County Council have requested contributions towards education and waste management, however Chorley has not signed up to 'Planning Obligations in Lancashire' from which this stems. It is not considered that the request would meet the tests in Circular 05/05: Planning Obligations as no details been provided as to how the requested contribution would secure the items it is for.

#### Whittle-le-Woods Parish Council

Are concerned over houses being built in this locality. All the surrounding properties are bungalows built on land which lies lower than the proposed site, houses would overlook these properties causing a loss of privacy. It is also considered that houses will have a detrimental impact on the streetscene, as they would tower above surrounding properties, therefore it is felt that only bungalows should be built on this development.

The proposed development would be accessed via Chorley Old Road, this stretch of highway is very busy including lorries which access and exit the landfill site at Hill Top Lane, it also suffers from parking problems and congestion, this development would exacerbate the existing problems, having a detrimental effect on the quality of life of local residents.

In the garden of no. 206 Chorley Old Road there are two mature trees, a Birch and Sycamore, these trees are an integral part of the local environment and wildlife habitat. The Parish Council is concerned these trees would be damaged or felled in the construction of plot 1, resulting in a loss of wildlife habitat. It is felt that 14 detached houses is overdeveloping this site.

The Parish Council would like to request a site visit is made by the Planning Committee, as it is difficult to envisage the impact on the community from the submitted plans. It is requested a highway survey is undertaken between 5 and 7pm, not in the middle of the day.

**Representations:** 50 letter of objection have been received along with a petition signed by 67 people.

The planning reasons for objection can be summarised as:

- Chorley Old Road adjacent to the site is mostly bungalows of a similar type, being semi-detached rather than detached;
- The development would not respect or be in keeping with the immediate surrounding area;
- It would result in unacceptable privacy and loss of light to existing residents;
- It will not reflect the character of the area – the designs are not appropriate for the area;
- No part of the application acknowledges that no. 202 is half of a semi-detached bungalow. Demolition of this property would change the character and visual amenity of the area;
- It is overdevelopment of the area;
- The site is higher than the properties on Chorley Old Road – two-storey properties would block light to existing properties and cause overlooking. The proposal would dwarf and loom over surrounding properties;
- Wildlife will be affected;
- There is a mature tree that would be detrimentally affected in the garden on no. 206, it is requested it is protected by a Tree Preservation Order;
- Traffic congestion on Chorley Old Road would be caused due to kerbside parking;
- Although there is a mix of properties in the area the immediate ones are bungalows or terraced house/cottages in the wider area;
- The position of the access is in a congested place;
- Lorries use Chorley Old Road to access the landfill site at Hill Top Lane;
- There is insufficient infrastructure to serve the site;
- Visibility exiting the development will be restricted by parked vehicles;
- Headlights from cars exiting the access would shine into the windows of the properties opposite;
- The proposal will put pressure on the sewerage and utilities and could increase the risk of flooding to lower properties;
- There are a lack of children's recreational facilities in the area;
- The Council will have to maintain the communal areas;
- The proposal will result in the loss of a green space within the village;
- Many of the old properties on Chorley Old Road do not have any off-road parking and the proposal will make the parking situation worse;
- Access is near a dangerous corner and they believe the visibility splay is inadequate;

- Fourteen dwellings is too many for the site;
- The height of the land will make the houses highly visible;
- The proposed access will be a source of noise to the existing properties;
- Parking on the development is insufficient and residents will need to park on Chorley Old Road.

**Assessment:**

Principle of the Development

The proposal is within the settlement of Whittle-le-Woods covered by Policy HS6 of the Local Plan Review. This states that residential development on sites not allocated and within the boundaries of settlements excluded from the Green Belt will only be permitted if the applicant can satisfy all the criteria set out in the policy. A criterion (f) covers undeveloped land (as this site is). The applicant has not demonstrated that there are no suitable allocated or previously developed sites available in the settlement for residential development in line with the policy as part of the application. It is therefore considered unacceptable in this respect.

Layout and Design and Appearance

Policies HS4: Design and Layout of Residential Developments and GN5: Building Design and Retaining Existing Landscape Features and Natural Habitats of the Local Plan Review set out the basis for assessing housing applications. The Council has also produced a guidance note on 'Higher Density Housing – Achieving High Quality Design'.

It is not apparent how the scheme has evolved for this site from the Design and Access Statement submitted with the application. This states that there are a wide variety of properties along Chorley Old Road the abundant proliferation of which are two-storey detached dwellings. However, the site is bounded to the west by the bungalows on Chorley Old Road which back onto the site and are also opposite the proposed access. There is also a bungalow to the south (182A Chorley Old Road) and bungalows to the north on St Helen's Close. Other than the bungalows the majority of properties in the wider area are two-storey terraced houses/cottages, notably a stone fronted property at no. 204/206 Chorley Old Road and the group of terraces including the Royal Oak Public House to the north and the two-storey stone cottages to the south of the bungalows fronting Chorley Old Road. It is clear there are two main types of properties in the vicinity, the older stone two-storey terraces/cottages built close to the road side mainly without off-road parking and the newer (1950s) bungalows immediately bounding the site with larger front gardens set back from the road with off-road curtilage parking.

In terms of the general street pattern there are examples of housing off this part of Chorley Old Road at right angles, but they tend to be small historic developments of stone properties accessed via a narrow track without wide footpaths accessed between terraced properties. More modern properties in the immediate vicinity apart from the bungalows bounding the site tend to be small developments of a single property or few properties slotted into the old street pattern or added to the small original groups of properties off Chorley Old Road accessed between the terraces. The case officer agrees with the Urban Designer that the nature of the properties and their layout in this part of Whittle-le-Woods give it a distinct character and sense of

place focussed around the Public House and what used to be the old Post Office, which the development fails to respect contrary to PPS1, PPS3, policies GN5 and HS4 of the Local Plan and SPG: Design Guidance.

Another issue central to the site is the difference in levels as the land the subject of the application is higher than Chorley Old Road. The finished floor levels of the nearest proposed property to the bungalows on Chorley Old Road, plot 14 (the ones further to the west are higher) has a proposed finished floor level which is 1.68m higher than the floor level of the bungalow no. 200 and approximately 3.75m higher than the carriageway of Chorley Old Road. This factor does not seem to have influenced the design of the proposals yet any scheme would need to address this issue and exploit the existing topography and landscape if it is to sit comfortably within it. Nowhere in the Design and Access Statement is the difference between the levels of the site and its surroundings acknowledged. The site will be visible between the bungalows on Chorley Old Road which have side driveways between them and also up the proposed access which has a carriageway width of 5.5m as well as a pavement on each side. It is not therefore considered that the development is in keeping with the surrounding in terms of scale as they will be two-storey detached properties on land higher than that which surrounds it, on which there are mainly bungalows.

Although the difference in levels between the proposed properties and the bungalows on St Helens Close is much less, the layout of the scheme results in the two-storey element of the 'Montgomery' house type on plot 5 being positioned approximately 3m from the rear boundary of nos. 14 and 16 St Helens Close. These two properties are at the head of the cul-de-sac and there will therefore be substantial views of this property through the gap between the bungalows as it is so close to the boundary and will be positioned at the end of a vista. It is considered that this will result in a poor relationship between the site and St Helens close, dominating the head of the cul-de-sac and the property will dominate the streetscene as it will be viewed in the context of bungalows. It is not therefore considered that the proposed development respects the surrounding area in terms of scale, design, layout and building style as required by policy HS4 of the Local Plan as it would be a dominant feature in the streetscene rather than compliment the character of the area. Although policy HS4 does not seek to stifle innovative or original design it is not considered that the proposed properties would fall within this category as they are standard house types. Overall it is considered the proposal would introduce a scheme that has no references to its surroundings contrary to PPS1, PPS3, policies GN5 and HS4 of the Local Plan and SPG: Design Guidance.

### Parking

All the house types in the proposed scheme will have either 4 or 5 bedrooms. In terms of parking the relevant policy in the Regional Spatial Strategy is policy RT2 along with Local Plan policy TR4. The RSS policy has been supplemented with the publication of a draft policy for parking standards. The Council has also adopted a SPD: Householder Design Guidance that states properties with four bedrooms or more require three off-road parking spaces. This standard reflects the draft RSS policy, however, many of the proposed properties fall short of this provision. Although garages



are provided for all plots the single detached garages measure 2.9m by 5.5m and the detached double garages 5.5m by 5.5m. The integral garages are 2.5m by 5.5m and 5.5m by 5.5m respectively. Although in line with Manual for Streets it is accepted that each development should be looked at on an individual basis it does give guidelines for when garages should be counted as a parking space. In this case there is no separate cycle parking provided for the properties and the gardens of the properties are limited in size so it is likely that householders will also use the garages for storing bicycles or other household items, rather than parking. For this reason a minimum garage size of 6m by 3m is deemed necessary for them to count as a parking space as it can then be used for parking but also allow some storage. Therefore, the proposed garages are not considered large enough to be counted as a parking space, especially taking into account parking in the immediate area as many of the older properties on Chorley Old Road do not benefit from curtilage parking and so on street parking in the area is at a premium, so to avoid exacerbating parking problems on Chorley Old Road it is considered essential any development has sufficient off-road parking. With sub-standard garages not counted as parking spaces many of the properties do not benefit from three off-road spaces. Even if the garages did meet the size requirements to be counted as a space, plots 4, 6 and 13 would still only have two off-road parking spaces. The proposal is therefore considered deficient in parking terms which is likely to result in unacceptable levels of on street parking and have a detrimental effect on the streetscene in terms of visual amenity contrary to policies HS4, TR4 of the Local Plan, RSS policy RT2 and associated Supplementary Planning Documents.

#### Neighbour Amenity

The Council through Policy HS4 seeks to provide reasonable privacy and amenity for the future residents of new developments and the residents of neighbouring properties. This policy is augmented by Appendix 3 (Guidelines for New Housing Developments) of the SPG: Design Guidance which sets out interface guidelines between properties, which also take account of differences in land levels.

Cross sections have been submitted with the application. Although the interface distances within the site are acceptable, applying these between the proposed properties and the existing surrounding properties results in issues with the layout in terms of neighbour amenity as the guidelines state that the spacing guidelines should be increased by 1metre for every 0.25m difference in the slab levels above 0.5m. The interface distances between the properties are short of these guidelines. Between nos.192/194 Chorley Old Road and Plot 11 the spacing standards result in the proposed garden needing to be lengthened by 3m to meet the guideline for first floor windows to the boundary with another property. The distances are also short between no. 196 and plot 12, the garden of the proposed property also being 3m too short. Plot 14 is proposed so its side elevation is at the end of the garden with no. 200 Chorley Old Road and the normal interface of 12m needs to be increased to 18.7m, however is only proposed at 17.5m. In terms of the relationship with St Helens Road the applicants have not provided levels to assess the relationship with these properties accurately, however the basic interface guideline of 10m between a first floor window and the boundary with another property is slightly short for plots 1, 2 and

3. In addition there are two 'Montgomery' house types proposed in the corners of the site. Although the side elevation of this house type only has windows serving bathrooms facing towards other properties, it is considered that due to the proximity of these windows to boundaries with other properties (between 2.5m and 3m) it will result in a perceived sense of overlooking to the gardens of no. 16 St Helens Road and no. 188 Chorley Old Road as well as creating an overbearing relationship for the bungalows. The proposal is therefore not considered acceptable in terms of neighbour amenity in line with the above guidance as it will not provide reasonable privacy and amenity for neighbouring properties.

#### Highways

In response to the comments from LCC Highways the applicants have submitted an amended plan with small amendments to the highway layout, which shows an increased amount of horizontal movement in the road, the driveway serving plots 9 - 12 has been reduced to 5.5m, the drive for plots 4 - 6 has been moved away from the corner to allow for a gully and the drive to plots 2 and 13 have been increased to 6m. However, the applicant has specified that the sight lines will not be increased from 2.4m x 40m to 2.4m x 70m as they consider this meets the relevant criteria.

In terms of Highway issues the relevant policy is Manual for Streets which specifies a visibility splay of 2.4m x 40m for roads where the speed restriction is less than 60km/h (37 mph). As the proposal complies with the latest guidance on visibility splays it is not considered that the Local Planning Authority would be able to justify a refusal on the grounds that the visibility splay should be increased, although it is accepted that the Highway Engineer still has other issues with the development in terms of its internal layout.

#### Trees

There are two trees at the bottom of the garden of no. 206 Chorley Old Road a Sycamore and a Beech, which are visible from public view points on Chorley Old Road. They are significant trees being over 14m high and appear in good condition. No tree constraints plan has been submitted with the application in line with BS 5837:2005 Trees in Relation to Construction to show how the development has been worked up to allow for these trees and they are not acknowledged in the Design and Access Statement. The Councils Arboricultural Officer has inspected them in relation to the proposed development and advises that plot no. 1 of the new estate may be too close to the trees, causing them root damage, this will be assessed in relation to BS 5837:2005 and reported on the addendum. Therefore, the proposal is considered contrary to Policy EP9 in that it may result in the loss of a tree that makes a valuable contribution to the area.

#### Sustainable Resources

The application must conform to Policy SR1 of the Sustainable Resources Development Plan Document. A 'Sustainable Resources Report' has been submitted with the application however the Planning Policy Officers consider it fails to take account of policy SR1, especially criteria (b) that requires appropriate renewable or low carbon energy sources to be installed in order to reduce the carbon emissions of the predicted energy use of the development by at least 10%. Details of the

technologies to be installed and how the 10% reduction in carbon emissions will be achieved have not been set out. It is therefore considered that the proposal is contrary to Policy SR1.

#### Affordable Housing

As the scheme is for less than 15 dwellings there is no requirement for affordable housing on the site in line with PPS3.

#### Public Open Space

As this application relates to a net increase of thirteen new dwellings there is a requirement for a financial contribution towards equipped play space which would need to be secured through a s106 Agreement.

#### Demolition of no. 202 Chorley Old Road

No. 200 Chorley Old Road which is the bungalow attached to the one to be demolished, have objected to the scheme and state the applicant has not contacted them regarding demolition of the neighbouring property.

Demolition remains largely outside planning control and a property can be demolished without the need for planning permission if it does not form part of a redevelopment (although a Determination as to whether Prior Approval is required for the method of demolition and restoration of the site must be submitted). However in this case the demolition of one half of the pair of semi-detached bungalows forms part of the application for which redevelopment has been sought, therefore details of the demolition should have been included in the application to enable the Local Planning Authority to consider it along with other aspects of the proposal and enable any appropriate conditions to be applied.

No information on the demolition was submitted with the application but the applicant has stated following a request for details from the case officer they intend to follow the standard practice of utilising the 1996 party wall act in relation to notification and intention of the removal of the adjoining property. As part of this process they would appoint a structural engineer to undertake a review and survey of both properties and as such identify what internal as well as external changes have to be made to the adjacent property, from this the engineer will be able to propose a course of action which will be utilised to the safe and further betterment of the adjacent owner.

The Council could not require works to the remaining semi outside the scope of the Party Wall Act as it is outside the application site and a Grampian condition should only be applied if there are at least reasonable prospects of works taking place, however the owner of this property objects to the application. The demolition will have an impact on the adjoining neighbours and as the pair of semi-detached bungalows affected by the demolition have hipped roofs and are one of three similar pairs next to each other in the street, will result in an awkward roof plan for the remaining property and be detrimental to the streetscene. Insufficient details on the demolition have been submitted to judge otherwise.

#### Other Matters

Residents have raised the issue of flooding, however the Environment Agency have requested a condition to ensure run-off from the site is at existing levels to prevent this, which would be

applied to any permission. The application is therefore considered acceptable in this respect.

There seems to be a discrepancy between the amended site plan and the submitted house types, as two 'Bowmere' types are shown on the site plan but 'Brunel' plans and elevations have been submitted. It is assumed this is a typing error as the 'Bowmere' appears to have the same layout as the 'Brunel' and makes no difference to the determination of the application.

## **Recommendation: Refuse Full Planning Permission**

### **Reasons**

1. The proposed development, by virtue of the siting, scale and layout of the properties in relation to the existing dwelling houses, will not provide reasonable privacy and amenity for the residents of neighbouring properties. Inadequate space is retained between the proposed properties and the existing bungalows which are exacerbated by the difference in land level between them. As such the proposal is considered to be contrary to Government advice contained in PPS3, Policy HS4 of the Adopted Chorley Borough Local Plan Review and the Councils Approved Guidelines for New Housing Developments.

2. The proposed development will not respect the surrounding area in terms of scale, design, or building style and will be inappropriate in the context of the area. It is not considered that the proposal relates well to its surroundings which is characterised by bungalows and two-storey stone terraces/cottages. As such the proposal is considered to be contrary to Policy HS4 and GN5 of the Adopted Chorley Borough Local Plan Review and Government advice contained in PPS1: Delivering Sustainable Development, which states that new residential schemes should respond to their local context and reinforce local distinctiveness, and PPS3: Housing, which states that new residential schemes should be well integrated with and compliment the neighbouring buildings and the local area in terms of scale, density, layout and access.

3. The 'Sustainable Resources Report' submitted as part of the application fails to take account of policy SR1 of the Sustainable Resources Development Plan Document. An 'Energy Efficiency/Resource Conservation Statement' is required for all residential developments of 5 or more dwellings demonstrating how the requirements for each criterion of Policy SR1 have been met. In particular, criteria (b) of Policy SR1 requires appropriate renewable or low carbon energy sources to be installed in order to reduce the carbon emissions of the predicted energy use of the development by at least 10%. Details of the technologies to be installed and how the 10% reduction in carbon emissions will be achieved need to be set out in the 'Energy Efficiency/Resource Conservation Statement' which the application fails to do. The application is therefore contrary to policy SR1 of the Sustainable Resources Development Plan Document.

4. There are mature trees adjacent to the site at no. 206 Chorley Old Road which are visible from public view points on Chorley Old Road. The trees are in a healthy condition, are visually prominent and of attractive appearance, and make a valuable contribution to the visual amenities of the area. Plot 1 will be close to these trees. It is considered that plot 1 is too close to the trees, which will cause them root damage, however no tree constraints plan has been submitted with the application in line with BS 5837:2005 Trees in Relation to Construction. Therefore, the proposal is considered contrary to Policy EP9 in that it may result in the loss of a tree that makes a valuable contribution to the area and there are insufficient special reasons advanced in support of the application to justify their loss.

5. The proposed development is within the settlement boundary of Whittle-le-Woods on unallocated un-developed land. It has not been demonstrated that there are no suitable

allocated or previously developed sites available within the settlement and as such the proposal is contrary to HS6 of the Adopted Chorley Borough Local Plan Review and PPS3: Housing.

6. The parking provision for the proposed development is inadequate. The properties require three off road parking spaces. Plots 4, 6 and 13 do not meet this criterion and others have sub-standard garages. The properties do not provide separate cycle parking provided and the gardens of the properties are limited in size so it is likely that owners of the dwellings will use garages for storing bicycles or other household items, as well as parking. Therefore a minimum garage size of 6m by 3m is deemed necessary for them to count as a parking space, which the proposed garages do not meet. The older properties on Chorley Old Road do not benefit from curtilage parking and therefore on street parking in the area is at a premium. To avoid exacerbating parking problems on Chorley Old Road it is considered essential to provide sufficient off-road parking. The proposal is therefore considered deficient in parking terms which is likely to result in unacceptable levels of on street parking and have a detrimental effect on the streetscene in terms of visual amenity contrary to policies HS4, TR4 of the Adopted Chorley Borough Local Plan and adopted Supplementary Planning Document Householder Design Guidance, RSS policy RT2, associated Supplementary Planning Document and Manual for Streets.

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