

COMMITTEE REPORT

REPORT OF	MEETING	DATE	ITEM NO
Corporate Director (Business)	Development Control Committee	11/12/2007	

ADDENDUM

ITEM A1 – 07/01055/FULMAJ - Proposed construction of a new access road and car parking area and development of grazing agricultural land into a playing field.

Amended plans have now been received from the applicant, which can be summarised as follows: -

- Increased buffer strip width from 3m to 10m
- Inclusion of existing parking area at the northern end of the site in the red edge so as a condition can require it to be reverted back to play space once the additional car parking spaces have been provided
- Inclusion of Out Lane access in red edge so as a condition can require its closure

The Environment Agency has now commented on the application and suggests the following informatives:

Please Note Environment Agency Informative: Prior to being discharged into any watercourse or surface water sewer, all surface water drainage from impermeable parking areas and hardstandings shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

In light of the amended plans, **LCC (Ecology)** have reviewed the initial advice given and in light of the proposed 10m buffer strip, they no longer request that a survey for Great Crested Newts needs to be carried out prior to the determination of the application as it is considered that the buffer strip would constitute habitat enhancement. A condition covering this had already been drafted up in relation to the field and no changes are therefore needed in relation to this. The landscaping condition has though been amended to reflect the buffer strip biodiversity as follows:-

No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail, which may have previously been submitted. The scheme shall indicate 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. The scheme shall also include full details of the planting of the buffer strip to enhance biodiversity and a scheme for its subsequent management thereafter
Reason: In the interests of the amenity of the area and in accordance with Policy No.GN5 of the Adopted Chorley Borough Local Plan Review.

LCC (Highways) have provided further advice in terms of the requirements of the condition covering a Travel Plan and a management plan for the bus drop off/pick up zone. A following condition is therefore recommended in addition to those already imposed.

Prior to the first use of new access and car park hereby permitted, a School Travel Plan, as defined by this permission, shall have been submitted to and approved in writing by the Local Planning Authority (in consultation with Lancashire County Council).

The Travel Plan shall provide details of the following: -

- a) A summary of the schools particular transport and road safety issues;
- b) Evidence and results of consultation with pupils, staff, parents, the governing body and other interested parties;
- a) Targets and measures to minimize the impact of and a reduction in private car use for the journey to and from school by parents and staff;
- b) A summary of the schools current road safety policies and practices and, details of any new and proposed initiatives including a planned timetable of introduction which should include a management plan for the school bus drop-off/pickup point (i.e. a bus management strategy) and;
- c) Proposals for monitoring the progress of the school travel Plan including a timetable for its implementation and review.

The Travel Plan shall be implemented within the timescales set out in the approved travel plan and shall be audited and updated, the details of which shall then be submitted for written approval to the Local Planning Authority (in consultation with Lancashire County Council) at intervals not greater than 18 months after the date of the written approval of the initial travel plan referred to above and prior to the 18 month anniversary of this date thereafter.

A Travel Plan is a document setting out a package of measures for reducing the number of car trips made to the development and the promotion of alternative methods of travel.

Reason: To ensure the safe operation of the bus drop-off/pickup point, to reduce dependence of private car journeys to and from school, in the interests of road safety and in accordance with Policy No. TR4 of the Chorley Borough Local Plan Review and the Lancashire Parking Standards.

The recommendation remains as per the main agenda.

ITEM A2- 07/01140/FULMAJ- Proposed 16 No. apartments and dwellings.

The Environment Agency have suggested various conditions in respect of ground contamination.

Lancashire County Council (Highways Section) object to the scheme on highway grounds due to insufficient parking.

The Committee document states that no off street parking is required however this report was written prior to receiving comments for the Highways Section. This was stated because it was assumed that following pre-application discussions and the fact that no on site parking was required as part of the scheme on the opposite side

of Alker Street. However the Highways Engineer objects due to the number of dwellings proposed.

Although the Highways Engineer was not part of the pre-application discussions (Simon Bromley was part of the pre-application discussions however he is on long term sick leave) he believes the advice given previously was based on modest individual frontage type properties with opportunities for say one car at each property frontage. The proposed scheme is far in excess of what was envisaged. The area is within a residents parking zone and there are no waiting restrictions on Westminster Road between 10-4 so there is no opportunity for utilising the frontage in the overall assessment.

Clearly parking within the area is an issue and due to the character of the street scene it is not considered that providing properties with on site parking would be in keeping with the surrounding area. As such other alternatives to improve parking within the area have been considered.

The applicant has agreed to enter in a Section 106 Agreement and provide a commuted sum to improve the nearby West Street car park which will encourage people to use this car park. The improvements include resurfacing the car park and providing further CCTV coverage. However in the event that further car parking is identified closer to the site the commuted sum will be used to improve parking in the immediate vicinity of the site.