

Item **10/00746/FUL**

Case Officer **Mr Matthew Banks**

Ward **Coppull**

Proposal **Proposed demolition of existing derelict public house and erection of 8no dwelling houses and associated car parking.**

Location **Royal Scot Station Road Coppull Chorley PR7 4PZ**

Applicant **Brit Homes**

Consultation expiry: 26 October 2010

Application expiry: 18 October 2010

Proposal

1. This application seeks permission to demolish an existing derelict public house (The Royal Scot, Station Road, Coppull) and erect 8no dwellings and associated car parking.

Recommendation

2. Approve, subject to conditions and the signing of a S106 legal agreement.

Main Issues

3. The main issues for consideration in this application are as follows:
 1. Principle of the Development
 2. Design and Impact on the Streetscene
 3. Impact on Neighbour Amenity
 4. Impact on Highways/Access/Parking
 5. Impact on Biodiversity

Representations

4. To date (25 November 2010), two neighbour letters have been received raising concerns with the proposed development. The concerns raised in these letters relate primarily to the impact the proposed development will have on the local sewerage system.

Consultation

5. United Utilities – No objection subject to conditions
6. Parish Council – None received.
7. Environmental Services – No objection subject to a noise and vibration assessment carried out by a qualified acoustic consultant and consequential conditions
8. Lancashire County Council Highways – have concerns regarding vehicles reversing onto Station Road for plots 1 – 4.
9. Lancashire County Council Ecology – No objection subject to conditions
10. Urban Design – Various comments, the majority of which have been incorporated into the amended site layout.
11. Network Rail – No objections subject to various conditions

Assessment

12. The application site comprises a large derelict public house and associated car park on Station Road which is accessed just off Spendmore Lane. The public house itself is in a poor condition and has been subject to vandalism, tipping and various break-ins. The public house ceased trading in October 2008 and is within the Coppull settlement.
13. The application site slopes from south-west to north-east and as such, the public house appears visible in the surrounding area. To the north of the site is a landscaped area

comprising trees and shrubbery which adjoins Spendmore Lane; to the south and east is Station Road and further to that residential properties and to the west of the site is the West Coast Main Line which provides a busy train service between London and Southern Scotland.

Summary and Analysis of issues

14. Principle of the Development

15. The proposed development seeks to demolish an existing public house and erect 8 dwellings and associated parking.

16. It must be noted at this point that there is no specific Local Plan Policy which seeks to retain community facilities (such as public houses) within main settlements. The policy which is closest to this and would apply to such situations in rural areas is Policy DC10 of the Local Plan Review. However, Coppull is not considered a rural settlement and as such, this policy does not apply.

17. The public house ceased trading in 2008 and has devolved into a poor state. As such, the desire to update the public house has somewhat faded. Taking these points into consideration, it is only necessary to assess the proposal in terms of the ability of the site to accommodate housing, the associated car parking and the core planning issues surrounding the development.

18. Given the size of the site and its topographical features, it is considered that the principle of new housing on this site is acceptable and there is no policy presumption against the principle of the development, subject to the other restrictions/requirements as denoted in the Local Plan.

19. Design and Impact on the Streetscene

20. The application site is situated in a relatively prominent location just off Spendmore Lane, adjacent to the West Coast Main Line and as such, the appearance and layout of the proposed development is important. PPS 3 advocates the efficient and effective use of land and requires high standards of design. The proposal therefore should contribute positively to the surrounding area in terms of scale, density, layout and access.

21. The current application is a re-submission of a previously withdrawn application (application ref: 09/00882/FUL) which was withdrawn because a bat survey was required. The current scheme has largely resulted in a proposal which has addressed many of the issues raised at pre-application stage (with the council), in presenting a scheme which is both interesting and adds to the character and appearance of the area.

22. In relation to the specific layout of the site, the proposed dwellings will be restricted to the western portion of the site, creating an east / west split between the built development and parking.

23. The proposal will include four 2.5 storey terraced dwellings to the north of the site (plots 5-8) which will extend southwards, with their gardens abutting the railway embankment to the west. These dwellings will have the lowest floor level of any dwellings on the site (appropriate for the level at which they are positioned) and will be the most visible in the streetscene. The front of these properties will overlook the proposed parking area as well as trees and shrubbery which border the north and eastern site boundary. The dwellings will incorporate materials reflected in the local area and are of a property type which would not be out of place in this area of Coppull. Taking all these factors into consideration, it is not considered that these properties will result in any significant harm to the character and appearance of the area and will be viewed appropriate in the context of other development surrounding the site.

24. To the south of the site are a further two dwellings comprising the same house type as plots

5-8. These properties will have their gardens running parallel with the train line and will abut an integral a footpath which divides plot 5 from plots 1-4. The finished floor level of these house types will be approximately 1.7m higher than plots 5-8 which will mean they will be visible in the streetscene and will rise above plots 5 – 8. Despite this, it is not considered that these house types will appear unduly incongruous in the streetscene and similarly respond to the topographical nature of the site.

25. The final dwellings relate to plots 3 and 4 which comprise a corner arrangement situated to the south-east of the application site. These plots form the final piece in the development by which the proposed layout forms an L-shape running through the centre of the site in a north – south direction. Plots 3 and 4 will comprise a 2 storey dwelling (rather than a 2.5 storey dwelling found elsewhere on the site) and will have a finished floor level that is 0.6m higher than plots 5-8 and 1.1m lower than plots 1 and 2. As such, when viewed from the north-east of the site, this corner arrangement will provide a ‘step’ between the other property groupings and once again, will simply respond to the topographical nature of the site.
26. The access to the site will remain as existing, but will be enhanced and upgraded to meet the standards of the new development. This access will allow cars to enter and leave the site and park in the northern corner where off-road parking will be provided for plots 5-8. Comments have been received from the Urban Design officer raising concerns in relation to the appearance of the parking arrangement when viewed from the surrounding area. As such, the applicant was contacted and has utilised the existing grass mound (which encloses the north and western site boundaries) and has agreed to retain much of the existing foliage abutting this part of the site. In addition, the applicant has proposed to provide additional planting immediately around the parking area to further soften the visual impact of the parking area on the streetscene.
27. The Urban Design officer also suggested that garages would be a preferred option in relation to the off-road parking at each plot. However, when asked to address this, the applicant was concerned that such an amendment would seriously jeopardise the financial feasibility of the development. Through further consultation, it is deemed that this was a preferred option and would not result in refusal of the application should it detrimentally affect the finance of the scheme.
28. The density for the proposed site is approximately 47 dwellings per hectare which is quite high in relation to the 30 dwellings per hectare that the council usually accepts. However, each site should be assessed on its own merits and there are other examples of relatively dense housing in the surrounding area which does suggest that the proposed density would not be out of place. Furthermore, although the density is quite high, the property arrangement has somewhat concealed the density by opening up the northern portion of the site which is most visible in the surrounding area.
29. With regards to the above, it is considered the proposed development will respect the scale and proportions of the application site and will integrate appropriately in relation to neighbouring buildings. The proposed development will be a welcomed update to the site and is considered appropriate in terms of scale, density, layout and access. As such, the scheme is considered to be in accordance with PPS 3 and Policies HS4 and GN5 of the Adopted Local Plan Review.
30. Impact on Neighbour Amenity
31. In relation to neighbour amenity it is necessary to assess the impact the proposed development will have both externally on the surrounding properties as well as the internally between plots.
32. The proposed development will be visible from four neighbouring properties, Nos. 1 and 2 Alder Grove and Nos. 6 and 11 Station Road which are all situated to the west / south-west of the application site at various distances from the proposed dwellings. Nos. 9 and 11 Station Road would be situated approximately 21m from the nearest plots (1 and 2); No. 2

Alder Grove would be situated approximately 20m from the nearest plots (3 and 4); and No. 1 Alder Grove would be situated over 35m from the nearest plots (3 and 4).

33. The properties Nos. 2 Alder Grove and Nos. 6 and 11 Station Road all comprise bungalows and as such the council's interface distances do not apply. Despite this, it is not considered that the proposed development will cause any greater significant detrimental harm in terms of overlooking, loss of privacy or indeed noise and disturbance than would have been originally experienced by the public house. Furthermore, the proposed house types fronting Station Road are not considered to overlook any intimate amenity space owned by these properties.
34. No. 1 Alder Street comprises a two storey detached dwelling, situated level with the lowest portion of the application site. Even though this property is two storey, it is not considered to be detrimentally affected by the proposal. Even taking into consideration the level changes between these properties, the relevant interface distances will be maintained.
35. As stated earlier, two neighbours have raised concerns with regards to the extra sewage the development will create and the consequential strain on the sewerage system. In light of this United Utilities have been consulted and raise no objection to the proposal. This is provided that surface and foul water are drained separately from the site and also that the applicant engages in further discussions with United Utilities to ensure the drainage arrangements meet the required standards.
36. In relation to the location of the site (being adjacent to the West Coast Main Line), Environmental Services were consulted and advised that a noise and vibration assessment should be carried out by a qualified acoustic consultant to ensure the site layout would not be affected. This was to be submitted to the council before the application was determined and was the reason why the application has expired the statutory target date.
37. Following the submission of the noise and vibration assessment by AB Acoustics, the main issues that were considered to have an impact on the scheme related to glazing / ventilation specifications for certain plots. As such, Environmental Services have been consulted regarding the report and have no objection to the application provided the recommendations in the report are dealt with by planning condition.
38. With regard to the above, it is considered that the proposed development will cause no significant harm to the amenity of the neighbouring residents and will retain an acceptable relationship with the surrounding properties.
39. Impact on Highways/Access/Parking
40. The proposed development will utilise an existing access from Station Road which currently provides entry to the pubs car park. The proposal will provide two off-road parking spaces for each dwelling (16 spaces in total) which are positioned logically in relation to the dwellings they serve.
41. Following the initial consultation with Lancashire County Council Highways, the applicant has amended the parking layout for plot 1 so that the spaces are side by side rather than following on from one another and has provided pedestrian access through the inclusion of a footpath to improve safety for pedestrians accessing the site. Given the constraints at the site plots 2 – 4 all have parking spaces sited down the side of their respective properties which means that vehicles will have to reverse onto the road (a concern from LCC Highways). However, Station Road is relatively quiet and visibility is adequate for cars entering and leaving their driveways. It is not considered that this arrangement is so dissimilar to other situations throughout the borough which would warrant refusal of the application.
42. The parking layout for plots 5 – 8 will be in an area to the north of the site. The parking arrangement for these plots is considered acceptable.

43. Taking all relevant points into consideration, it considered that the proposed parking and access layout for both pedestrians and vehicles is considered acceptable and will not cause any significant detrimental harm to highway safety.
44. Impact on Biodiversity
45. In relation to local biodiversity, the applicant has submitted a bat survey to accompany the application. This was at the request of the Local Planning Authority during the previous application (application ref: 09/00882/FUL) as bats were seen using the derelict public house.
46. With respect to the bat survey, Lancashire County Council Ecology have been consulted and have no objections to the proposal provided that precautionary measures are enforced by condition.

Overall Conclusion

47. It is considered that the proposed development will not result in any significant detrimental harm to the streetscene or neighbour amenity. The proposal is not considered to raise any highway safety issues that would warrant refusal of the application and any impact on biodiversity can be dealt with effectively by condition. As such, the proposed development is accordingly recommended for approval subject to planning conditions and the signing of a separate legal agreement

Planning Policies

48. National Planning Policies:
 Planning Policy Statement 1: Delivering Sustainable Development (PPS1);
 Planning Policy Statement 3: Housing (PPS3);
 Planning Policy Statement 5: Planning and the Historic Environment (PPS5);
 Planning Policy Statement 23: Planning and Pollution Control (PPS 23);
 Planning Policy Statement 25: Development and Flood Risk (PPS25)
49. North West Regional Spatial Strategy (RSS)
 Policies RT2
50. Adopted Chorley Borough Local Plan Review 2003
 Policies GN1, GN5, HS4, HS6, HS21, TR4, EP4 & EP20
51. Other guidance
 Chorley into 2016: Sustainable Resources Development Plan Document (DPD)
 Chorley Borough Council Supplementary Planning Guidance: Design Guidance
 Wildlife and Countryside Act 1981 (as amended)

Planning History

52. The site history of the property is as follows:

Ref: 00/00822/FUL **Decision:** PERFPP
Decision Date: 29 November 2000
Description: Porch extension and new window to east elevation,

Description: Proposed residential development

Ref: 09/00882/FUL **Decision:** WDN
Decision Date: 9 December 2009
Description: Demolition of public house & erection of eight 3 storey mews houses with associated works

**Recommendation: Permit Full Planning Permission
Conditions**

1. The development hereby permitted shall not commence until full details of the colour, form and texture of all hard ground- surfacing materials (notwithstanding any such detail shown on previously submitted plans and specification) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in conformity with the approved details.

Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.

2. As a result of the approved scheme, surface water shall not discharge to foul/combined sewer. The site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the soakaway/watercourse/surface water sewer.

Reason: In accordance with the requirements of PPS25 and to prevent foul flooding and pollution of the environment.

3. No development shall take place until:

- a) a methodology for investigation and assessment of ground contamination has been submitted to and agreed in writing with the Local Planning Authority. The investigation and assessment shall be carried in accordance with current best practice including British Standard 10175:2001 'Investigation of potentially contaminated site - Code of Practice'. The objectives of the investigation shall be, but not limited to, identifying the type(s), nature and extent of contamination present to the site, risks to receptors and potential for migration within and beyond the site boundary;
- b) all testing specified in the approved scheme (submitted under a) and the results of the investigation and risk assessment, together with remediation proposals to render the site capable of development have been submitted to the Local Planning Authority;
- c) the Local Planning Authority has given written approval to the remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of the remediation works a validation report containing any validation sampling results shall be submitted to the Local Authority.

Thereafter, the development shall only be carried out in full accordance with the approved remediation proposals.

Should, during the course of the development, any contaminated material other than that referred to in the investigation and risk assessment report and identified for treatment in the remediation proposals be discovered, then the development should cease until such time as further remediation proposals have been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the environment and prevent harm to human health by ensuring that the land is remediated to an appropriate standard for the proposed end use, in accordance with PPS23 given the size and sensitive end-use of the proposed development, and the potential for ground contamination to exist as a result of past processes and activities adjacent to the above site.

4. Notwithstanding the details shown on the submitted plans, the proposed driveway/hardsurfacing associated with each property shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to prevent flooding, in accordance with Policy Nos. GN5 and HS9 of the Adopted Chorley Borough Local Plan Review.

5. Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences and walls to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until all fences and walls shown in the approved details to bound its plot have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.
Reason: To ensure a visually satisfactory form of development, to provide reasonable standards of privacy to residents and in accordance with Policy No. HS4 of the Adopted Chorley Borough Local Plan Review.
6. Before the dwellings hereby permitted are first occupied, the driveways as shown on the approved plans shall be provided for the use of the properties.
Reason: To ensure adequate on site provision of car parking and manoeuvring areas and in accordance with North West Plan Partial Review (NWPPR) to Policy RT2 of the Regional Spatial Strategy and Policy No. HS4 of the Adopted Chorley Borough Local Plan Review.
7. No development shall take place until a comprehensive 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.
Reason: In the interests of the amenity of the area and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.
8. The development hereby permitted shall only be carried out in conformity with the proposed finished floor levels shown on the approved plan(s).
Reason: To protect the appearance of the locality and in the interests of the amenities of local residents and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.
9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), (Schedule 2, Part 1, Classes A to E), or any Order amending or revoking and re-enacting that Order, no alterations or extensions shall be undertaken to the dwellings hereby permitted on plots 1-8, or any garage, shed or other outbuilding erected (other than those expressly authorised by this permission).
Reason: To protect the residential amenity between approved house types and given the limited space available for further development in relation to each plot. In accordance with Policy No. HS4 of the Adopted Chorley Borough Local Plan Review.
10. 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.
11. The development hereby permitted shall not commence until samples of all external facing materials to the proposed building(s) (notwithstanding any details shown on previously submitted plan(s) and specification) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out using the approved external facing materials.
Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. GN5 & HS4 of the Adopted Chorley Borough Local Plan Review.
12. The approved plans are:
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|-----------------|------------|------|
| Stamp-dated on: | DWG No: | Rev: |
| 23 August 2010 | RS/1 | |
| 23 August 2010 | 10/052/P03 | |

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|-----------------|------------|---|
| 23 August 2010 | 10/052/P02 | |
| 23 August 2010 | 10/052/P04 | |
| 23 August 2010 | 10/052/P05 | |
| 04 October 2010 | 10/052/L01 | |
| 04 October 2010 | 10/052/P01 | A |

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

13. No development shall take place until a written programme of archaeological work has been submitted and approved in writing (notwithstanding any previously submitted information) to the Local Planning Authority.

Reason: To ensure and safeguard the recording of any archaeological deposits in accordance with PPS5.

14. Prior to the demolition of the public house, the roof slates shall be carefully removed and workers will be observant for the possible presence of individual bats. If the presence of bats is suspected at any time during demolition/construction, then work will cease immediately and a licensed bat surveyor/Natural England will be contacted for further advice.

Reason: The findings from the bat survey (dated 28th July 2010) recommended that a precautionary approach should be adopted and in accordance with Policy EP4 of the Adopted Chorley Borough Local Plan Review.

15. All tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall be avoided between March and July inclusive, unless the absence of nesting birds has been confirmed by further surveys or inspections.

Reasons: Habitats on site, including existing buildings, have the potential to support nesting birds. Therefore, it needs to be ensured that detrimental impacts on breeding birds are avoided. In accordance with the Wildlife and Countryside Act 1981 (as amended).

16. Before the development hereby permitted is first commenced, a scheme of landscaping (demonstrating enhancement of biodiversity) shall be submitted and approved in writing by the Local Planning Authority (In consultation with specialist advisors). The approved management plan shall then be implemented in accordance with the approved plan.

Reason: To ensure the development is located and designed to avoid ecological impacts and maintain and enhance biodiversity. In accordance with Policy EP4 of the Adopted Chorley Borough Local Plan Review.

17. The development hereby permitted shall only be carried out in accordance with the recommendations detailed in the submitted and approved Environmental Assessment Report carried out by AB Acoustics (Dated 15 November 2010).

Reason: To protect the amenity of the relevant house types in relation to noise and disturbance from the nearby train line and in accordance with Policy EP20 of the Adopted Chorley Borough Local Plan Review.

18. The proposed parking spaces as indicated on the approved plan (DWG Ref No: 10/052/P01 Rev A) shall be kept freely available for the parking of cars, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995.

Reason: To ensure adequate off street parking provision is maintained and thereby avoid hazards caused by on-street parking and to ensure a high quality visual environment is maintained and in accordance with North West Plan Partial Review (NWPPR) to Policy RT2 of the Regional Spatial Strategy and Policy No. HS4 of the Adopted Chorley Borough Local Plan Review.