

Item 11/00168/FULMAJ

Case Officer Mrs Nicola Hopkins

Ward Heath Charnock And Rivington

Proposal Full planning application for the demolition of the existing buildings and erection of a residential development comprising of 20 new houses and associated access, car parking and landscaping arrangements.

Location Weldbank Plastic Co Ltd Westhoughton Road Heath Charnock Chorley Lancashire

Applicant Arley Homes (North West) Ltd

Consultation expiry: 23 May 2011

Application expiry: 30 May 2011

Proposal

1. The application relates to the erection of 20 new dwellings on the site following the demolition of the existing industrial premises on the site.
2. The proposals incorporate the erection of 16 detached dwellings and a row of four terraced properties. These properties are split between 5 four bedroom properties, 11 five bedroom properties and 4 two bedroom properties. The 4 two bedroom properties form the row of terraced properties and will be affordable housing units. All of the dwellings will be two storey in appearance although 8 of the proposed properties will be 2.5 storey dwellings as they incorporate space within the roof.
3. The site is occupied by Weldbank Plastics and the business is still operating from the premises. It is intended that the business will relocate.

Recommendation

4. It is recommended that this application is granted conditional planning approval subject to the associated Section 106 Agreement

Main Issues

5. The main issues for consideration in respect of this planning application are:
 - Principle of the development
 - Loss of employment land
 - Housing Development
 - Affordable Housing
 - Density
 - Levels
 - Impact on the neighbours
 - Design
 - Open Space
 - Trees and Landscape
 - Ecology
 - Flood Risk
 - Traffic and Transport
 - Contamination and Coal Mines
 - Drainage and Sewers
 - Demolition

Representations

6. 2 letter of objections have been received raising the following points:
 - Overlooking
 - Loss of privacy
 - Additional traffic
 - Proximity of overhead electricity cables
 - Impact on vehicular egress from the existing properties
 - Incorporate access arrangements for the adjacent garage buildings
7. 3 letters of support have been received although they have raised the following concerns:
 - Additional traffic
 - Lack of play space
8. 5 letters have been received raising no objection but raising the following concerns/queries:
 - Parking- ensure adequate parking including visitor parking is provided
 - Removal of surface water
 - Proximity of properties?, height of properties?, location of windows?, Finished Floor levels?, boundary treatment?, structural integrity?, construction information?
 - Impact on the visibility from the existing driveways
9. **Heath Charnock Parish Council** would prefer to see a housing development rather than a derelict site, so would raise no objections, but would query whether it should be a gated estate in view of accidents that have been reported where similar gates have been installed.

Consultations

10. **Lancashire County Council (Ecology)** has no objection subject to various conditions
11. **The Environment Agency** have no objection subject to various conditions
12. **United Utilities** have no objection subject to various conditions/ informatives
13. **Lancashire County Council (Highways)** have no over-riding highway objections although some concerns have been raised
14. **Chorley's Waste & Contaminated Land Officer** has commented on the application
15. **Planning Policy** have raised no objections

Assessment

Principle of the development

16. The site is currently occupied by a large industrial unit from which Weldbank Plastics operate. PPS3: Housing defines previously developed land as 'land *which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.*' As such the land falls to be considered previously developed land for which there is a preference for development over Greenfield sites.
17. The main consideration is the fact that the existing use of the site is for employment use and the proposed development will result in the loss of this employment land. This issue is addressed below.

Loss of employment land

18. Weldbank Plastics currently operates from the premises. The business was established in 1957 and produces plastic bags, films and other plastic packaging. As the use of this site is within employment use the provisions of Policy EM9 of the Local Plan apply. This policy states that sites and premises currently in employment use (or that were last used for employment purposes) which become vacant or are proposed for new development, will be assessed to determine whether they are particularly suitable to be re-used for employment purposes. Sites that are assessed to be particularly suitable to be re-used for employment purposes shall be

reserved for such uses unless:

- there is no realistic prospect of an employment re-use of the land or premises, or
- redevelopment for an employment use would not be economically viable, or
- an employment re-use or redevelopment would no longer be appropriate for planning or environmental reasons.

19. The applicants take the view that this site is not suitable for continued employment purposes. However, the site is currently actively in use for employment purposes and consequently, during pre-application discussions, the Council requested that the site/premises be marketed for employment purposes and asked the applicants to produce a Statement of Efforts outlining the efforts that have been made, in accordance with the Supplementary Planning Guidance (SPG) that relates to Policy EM9. The purpose of such marketing is to demonstrate that there is no realistic prospect of an employment re-use of the land or premises, or that an employment use would not be economically viable.

20. The applicants have now completed this marketing (the site and premises were offered both on a 'for sale' and a 'to let' basis). Little interest was shown in re-using the site or premises for employment purposes over the marketing period and the applicants conclude that there is no employment demand for the land or premises. It is agreed that the approach taken is in accordance with the SPG and is acceptable and as such the re-use of the site for employment purposes is considered to be acceptable in respect of Policy EM9.

Housing Development

21. The 2009/10 Annual Monitoring Report indicates that the Council has a 5.76 year deliverable housing supply in relation to Regional Spatial Strategy housing requirements for the period 2011- 2016. Therefore, there is no additional requirement to treat this application favourably in relation to paragraph 71 of Planning Policy Statement 3 on Housing. The application should be treated on its own merits.

22. The application site is located within a predominantly residential area and falls to be considered previously developed land. As such, in principle, residential re-use of the site would not be out of character with the surrounding area and will create a complimentary development.

Affordable Housing

23. The proposals involve the erection of 20 dwellings. The relevant planning policy within the Local Plan in respect of affordable housing is HS5. In accordance with Policy HS5 (and PPS3) the Council require 20% on site affordable housing.

24. Based on 20% affordable housing there would be 4 affordable units on the site which based on need within the area would be split between 3 social rented units and 1 intermediate unit. The greatest need in the Borough is 2/3 bedroom accommodation and the proposed affordable housing is two bedroom accommodation which is considered to be acceptable.

Density

25. The site occupies 0.78 hectares. The erection of 20 dwellings equates to approximately 25 dwellings per hectare which is dictated by the shape of the site and the neighbouring dwellinghouses. It is considered that the erection of 20 dwellings is appropriate for the site whilst respecting the neighbours' amenities and the character of the surrounding area.

Levels

26. The application site is relatively flat and the levels of the proposed dwellings respects these levels with the Finished Floor level of proposed dwellings being only approximately 1 metre higher than the existing levels on site.

27. The main level change is between the application site and the land to the north and east of the application site which rises to a higher land level than the application site. This level change is addressed below as part of the impact on the neighbours.

Impact on the neighbours

28. The site is surrounded by residential properties with the residential dwellings on Danesway to the north and west, St Johns and the properties on Kings Lea to the south west and the railway line along the eastern boundary.
29. 18, 19 and 21 Danesway are located along the northern boundary of the application site. Number 21 Danesway is a two storey dwellinghouse whose side gable faces the application site. This property will be located in close proximity to plot 17 and has a similar finished floor level as the proposed dwelling. When the application was originally submitted concerns were raised in respect of the siting of the proposed property as it was located adjacent to the rear garden area of 21 Danesway. Due to the orientation of the proposed property, due south, concerns were raised that the dwelling would adversely impact on the neighbours amenities through loss of light and creating an overbearing, oppressive appearance when viewed from the rear garden area of 21 Danesway. The applicants were made aware of these concerns and the property has been 'flipped' so it now faces Danesway and has been relocated further in a westerly direction away from the rear garden area. This relocation ensures that the property on plot 17 is offset from the rear garden of 21 Danesway reducing the impact through loss of light and the creation of an overbearing appearance to the occupants of 21 Danesway. This amendment is considered to be the most appropriate solution for this part of the site.
30. The property on plot 17 is now closer to 3 and 4 Danesway than the originally proposed layout. The property on plot 17 will be approximately 18 metres from the front elevation of these 2 properties and will incorporate 3 front first floor bedroom windows. Although this distance is below the Council's required 21 metre window to window distance this relationship reflects the siting of the existing properties on Danesway. Additionally it is considered that as the properties face each other across a highway, which ensures that there will be no overlooking to private amenity space, 18 metres separation distance will be sufficient to ensure the amenities of the existing and future residents are maintained
31. Number 21 Danesway has a first floor window and door/ window in the side gable facing the application site. However these windows do not serve habitable rooms and as such will not create any loss of privacy to the detriment of the future residents.
32. Number 18 and 19 Danesway are located to the northern boundary of the application site and are two storey dwellings which are set at a higher land level than the proposed properties. Number 19 Danesway's rear boundary is adjacent to the proposed garage accommodation associated with plot 17. At first floor level there are non-habitable room windows and at ground floor level there are some lounge room windows however taking into account the level difference, the fact that the existing boundary treatment screens these windows and the fact that they face a garage ensures that they will not adversely impact on the future residents amenities through loss of privacy.
33. The side elevation of number 18 Danesway faces the application site and is sited at a much higher land level than the application property. Plot 16 will be sited close to this property which is a two storey four bedroom dwelling with attached double garage. The rear elevation of plot 16 will be located in close proximity to the site boundary however the only windows/ doors within this elevation do not serve habitable rooms and as such they will be no loss of privacy created to the detriment of the occupiers of number 18 Danesway.
34. There is a first floor window within the side elevation of 18 Danesway which faces the garden area of plot 16 however this does not serve a habitable room and as such will not result in overlooking to the detriment of the future residents amenities. There are ground floor windows in the side elevation of 18 Danesway also however these are screened by the existing boundary treatment at 18 Danesway and will not result in overlooking.
35. There is a significant boundary treatment along the boundary with 18 and 19 Danesway which will be visible from the rear garden area of plot 16 however as the boundary is due north of the garden it will not result in overshadowing the detriment of the future residents.
36. Number 2 Danesway is located to the west of plot 20 however the front elevation will be sited over 20 metres from the side elevation of the proposed property ensuring that there will be no

loss of amenity.

37. To the east of the application site is the railway line however planning permission was granted in April 2009 (09/00106/FUL) for the erection of two bungalows close to the application site. Plot 15 will be located approximately 15 metres from the rear elevation of one of the proposed bungalows. Concerns were raised about this relationship particularly as due to the level difference, the land to the east is higher than the application site at this part of the site, the kitchen window of the proposed bungalow would directly face the proposed first floor window to bedroom 4 which does not meet the Council's 21 metre window to window guideline. Sectional plans were submitted to demonstrate this relationship which confirmed the initial concerns. Following comments from the officers the internal arrangement of the proposed dwelling has been amended. Bedroom 4 and 5 have been rearranged so that 2 bathroom windows now face the rear elevation of the bungalow. The insertion of obscure glazing within these openings addresses the loss of privacy concern.
38. 6a Kings Lea is located to the west of plot 5 approximately 16 metres away. 6a Kings Lea is a 2 storey detached dwellinghouse with a side conservatory adjacent to the application site. The proposed dwelling on plot 5 is a two bedroom terraced dwellinghouse. There are no windows proposed in the side elevation of plot 5 and as such the proposed dwelling will not lead to any overlooking to the detriment of the neighbours amenities.
39. There is a window in the side elevation of 6a Kings Lea which appears to serve a bathroom however this window will be sited 16 metres away from the side elevation of plot 5 which ensures that the new dwelling will not adversely impact on the neighbours' amenities. Additionally due to the distance retained this window will not create overlooking to the detriment of the future residents amenities.
40. St Johns is a large detached property accessed via Westthoughton Road which is sited adjacent to plot 1 of the proposed development. Plots 1, 2, 3 and 4 are located adjacent to the garden boundary with St Johns however these properties incorporate 10 metre long gardens to ensure that no overlooking is created to the detriment of the occupiers of St Johns
41. There are ground and first floor windows in the side elevation of St Johns which will face the garden area of plot 1. However these windows do not appear to serve habitable rooms and as such will not create overlooking to the detriment of the future occupiers.

Design

42. The application site is located within a predominantly residential area and is surrounded by various house types which have mainly been developed during the last 30 years with the most modern examples on the adjacent Danesway development.
43. The proposed dwellings incorporate Arley Homes standard house type which has been utilised elsewhere in the Borough. Taking into account the varying house type characters within the area it is not considered that a modern estate development will adversely impact on the character of the area.
44. The proposed two bedroom dwellings originally incorporated a 'tax' window in the front elevation which is not considered to be appropriate in terms of design. The applicant was advised of this and this feature has been removed.

Open Space

45. In accordance with Policy HS21 of the Adopted Local Plan proposals for new housing development will be required to include provision for outdoor play space. In appropriate developments of less than 1 hectare a commuted sum from the development may be secured for use in the provision or improvement of open space facilities in the locality.
46. This is considered to be appropriate in respect of this application and in accordance with the Council's Interim Planning Guidelines for New Equipped Play Areas Associated with Housing Developments. These guidelines state that where fewer than 100 dwellings are to be built in a housing development it is not normally expected that an equipped play area will be provided

on-site.

47. The off site play space contribution is a tariff based approach and equate to £1,379 per dwelling which results in a contribution of £27,580 from this development. The Council's Parks and Open Spaces Manager has confirmed that this contribution would be used for improving the facilities at Jubilee Playing Fields, Adlington where there is a need for improvement and is close to the application site.

Trees and Landscape

48. The site is mainly occupied by a series of buildings and a large area of hardstanding. The topographical survey submitted with the application indicates a number of trees on the site however it is evident from the site visit that these have all recently been removed. All the trees remaining within the vicinity are outside the application site.
49. It is not clear whether the trees on site represented examples of valuable trees however as they were not protected their removal did not require permission.
50. As such it is not considered that the proposals will have any impact on trees or landscape.

Ecology

51. An Ecological Survey and Assessment has been submitted with the application which was forwarded to the Ecologist at Lancashire County Council for comment. The Ecologist has confirmed the application area appears generally to be of low biodiversity value. However, there are habitats and features within the site that could potentially be used by protected or priority species, and the ecological consultant has therefore made a number of precautionary recommendations to minimise the likelihood of impacts on biodiversity.
52. The Ecologist considers that provided appropriate mitigation is secured by planning condition, the proposals will be in accordance with the requirements of biodiversity planning policy (e.g. PPS9, RSS EM1), guidance (ODPM Circular 06/2005) and legislation (e.g. The Conservation of Habitats and Species Regulations 2010, Wildlife and Countryside Act 1981 (as amended)).
53. Following a high court decision (R (on the application of Simon Woolley) v Cheshire East Borough Council, June 2009) the Local Planning Authority have a legal duty to determine whether the three 'derogation tests' of the Habitats Directive implemented by the Conservation (Natural Habitats &c.) Regulations 1994 have been met when determining whether to grant planning permission for a development which could harm a European Protected Species. The three tests include:
- (a) the activity must be for imperative reasons of overriding public interest or for public health and safety;
 - (b) there must be no satisfactory alternative and
 - (c) favourable conservation status of the species must be maintained.
54. This requirement does not negate the need for a Licence from Natural England in respect of Protected Species and the Local Planning Authority are required to engage with the Directive.
55. Taking into account the Ecologists comments above it is considered that, with appropriate mitigation secured via condition, a favourable conservation status of protected and priority species can be maintained and the three tests have been satisfied.
56. The Environment Agency has confirmed that Eller Brook flows along the southern boundary of the site. Eller Brook is not designated a Main River watercourse, and therefore the Environment Agency has no regulatory power to control development within 8 metres of the bank top of an Ordinary Watercourse. They usually recommend that a buffer strip between development (including gardens) is retained, both for biodiversity and maintenance purposes. However, in this instance, while they note that there is no buffer between the watercourse and the rear gardens of plots 5 to 9, the Environment Agency considers that the biodiversity value of the corridor is limited due to existing development and the presence of culverts, both upstream and downstream of the site.

57. As such in the absence of an easement for biodiversity and maintenance purposes, The Environment Agency considers that it would be prudent to ensure that the boundary of the development with Eller Brook is subject to appropriate treatment. For example, the use of post and rail fences which would open up the river corridor and allow future occupants access for maintenance purposes if necessary, it would also discourage people from tipping waste over the back of the fence which could then increase the risk of the downstream culvert becoming blocked.
58. The agent for the application has confirmed that the Environment Agencies suggestion of a post and rail treatment is unlikely to be acceptable for the RSL who will require standard 1.8/2.1m high fencing. However this aspect can be dealt with by a suitably worded condition.
59. Additionally the Environment Agency have commented that the ecological survey was carried out in December 2010, which is not an appropriate time of year. The survey identified the presence of Himalayan balsam, however other species, namely Japanese knotweed, may be present but would not have been identifiable at that time of year. Under Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), it is illegal to cause the spread of Himalayan balsam and Japanese knotweed, and without measures to prevent the spread as a result of the development there could be the risk of an offence being committed and avoidable harm to the environment occurring. As such the Environment Agency have requested a suitably worded condition.
60. The agent for the application has commented that they *do not agree that there is a need for a method statement for dealing with Japanese Knotweed as it has not been found on site. The comment that it was not the ideal time to survey for knotweed, but regardless of this, we are not required to survey knotweed for a planning application and so believe it to be an unnecessary requirement.* As Japanese Knotweed was not identified on the site it would be overly onerous to request a survey and as such the condition will just address the Himalayan Balsam issue.

Flood Risk

61. The site is located within Flood Zone 1 however as the site is less than 1 hectare in size a Flood Risk Assessment is not required to accompany the application. The Environment Agency have reviewed the submitted information and confirmed that any works to the watercourses within or adjacent to the site which involve infilling, diversion, culverting or which may otherwise restrict flow, require the prior formal Consent of the Environment Agency under Section 23 of the Land Drainage Act 1991. Culverting other than for access purposes is unlikely to receive Consent, without full mitigation for loss of flood storage and habitats.
62. The Environment Agency have also advised that the responsibility for general maintenance of the river and its banks rests with the riparian owner. Future occupants of Plots 5 to 9 should be aware of this.

Traffic and Transport

63. The application is supported by a Transport Statement which has been assessed by the Highway Engineers at Lancashire County Council. The Highway Engineer has confirmed that pre-application highway advice was sought prior to making the formal planning application and, at this stage, he did not have any over-riding highway objection to the development.
64. The Engineer provided general advice at pre-application stage in respect of the access and general site layout however after reviewing the submitted layout it does not appear that this advice has been incorporated.
65. The above notwithstanding the Highway Engineer has confirmed that he has no over-riding highway objections to the planning application however he has raised the following concerns:
66. In respect of the junction of Danesway with Westhoughton Road the visibility splay in a southbound direction is below the recommended standard for a road of this category. As this is an existing junction and not part of the application site improvements to this junction cannot be conditioned although the Highway Engineer aspirations would be to widen the footway on Westhoughton Road at the corner radius to improve the sightline. The Engineer considers that

as the land to the left of the access will be in the applicant's ownership, (apart from a small piece of land which does not form part of the application site) it would not be difficult to implement this improvement. The Engineer also considers that the boundary fence line at the corner may have been moved to encroach on to the footway. As such the Engineer has requested that the applicant establish his actual limits of land ownership. The concern was forwarded to the agent for the application who has confirmed *the land referred to is outside Arley Homes ownership and therefore the visibility splay cannot be improved. As the Engineer highlights the junction is existing and has been in use for some time serving both the houses on Danesway and the factory unit. Therefore the junction is acceptable in its current form.*

67. The Engineer has raised concerns in respect of a direct pedestrian gateway access off Westhoughton Road to Plot 1 as it may encourage occasional on-street parking at the location in close proximity of the road junction with Danesway with a potential to obstruct driver visibility. The concern was forwarded to the agent for the application who has confirmed *vehicular access to plot 1 will be taken from Danesway and therefore there will be no need for cars to park on the A6. Furthermore, the existing properties in the vicinity of the site have pedestrian access onto the A6 and therefore there is not justification for the proposed pedestrian access to plot 1 to be removed.*
68. It is considered that the agent's point in respect of the existing junction is justified and as this is an existing junction which does not form part of the application site the Engineers requests cannot be accommodated. Similarly in respect of parking on Danesway there is no indication at this stage that this will actually occur. Any future parking which hinders highway safety can be dealt with by the Highway Authority.
69. The Highway Engineer has confirmed that any development that is to be gated will not be adopted by the Highway Authority and it would be in the applicant's interest to remove the gates if there is to be any intention to offer the development for highway adoption. The concern was forwarded to the agent for the application who has confirmed *Arley Homes confirm that the gates will remain as shown on the application drawings and that the drive will be private and not adopted.*
70. This confirmation was forwarded to the Highway Engineer and he has confirmed that he has concerns regarding the location of the gates. The gates will be required to be located 10m past the nearside carriageway road edge of the side road junction to ensure vehicle access in/out of the side road is not obstructed by servicing/delivery vehicles awaiting access. Although this can be addressed via condition relocating the gates would impact on the proposed residential dwellings. The applicants have been advised that it would be preferable to remove the gates. This will be addressed on the addendum.
71. The Engineer has requested that the road width is increased to a minimum width of 4.8m (currently 4.5 m) to enable a car and a service vehicle the size of a refuse vehicle to pass each other. Additionally all footways should be 2.0m wide. This comment was forwarded to the agent for the application who has confirmed *the development proposes a road width of 4.5m wide in line with recent developments in Lancashire such as Lightfoot Lane in Fulwood. The Highway Authority has prepared a document 'Creating Civilised Streets' which requires a carriageway width between 4.5m and 5.5m (section 5.10.1). Therefore the proposals accord with the requirements of this document.*
72. This confirmation was forwarded to the Highway Engineer and he has confirmed that a 4.5m width is the minimum recommendation however allowance should be made for the category of the road including the need for passing points and widening on bends etc. A 4.8m wide carriageway will enable a large vehicle (refuge wagon) and car to pass each other. However the Engineer has confirmed that given that it is a short straight length of road (approx 40m long) which will remain private the arrangement as proposed is acceptable.
73. The Engineer has requested that the shared access drives (which will remain private) should be widened to a minimum width of 4.1m to enable 2 cars to pass each other slowly. This comment was forwarded to the agent for the application who has confirmed *the development*

proposes shared driveways of 3.7m wide which accords with Section 5.9.1 of the 'Creating Civilised Streets' document .

74. This confirmation was forwarded to the Highway Engineer and he has confirmed that the 3.7m is the general minimum width requirement for fire service vehicles. A width of 4.1m will enable 2 cars to pass each other slowly. The Engineer considers in this instance it will also ensure that vehicles do not have to reverse over a long distance which will involve hazardous manoeuvring over the shared pedestrian and vehicle surface. As such the Engineer considers that the shared drive areas should be improved to 4.1m wide or vehicle passing points will have to be provided. Following receipt of this comment the layout has been amended accordingly.
75. The Highway Engineer also considered that the minimum size for a garage should be 6m x 3m in accordance with Manual for Streets. The concern was forwarded to the agent for the application who has confirmed *in line with Arley Homes recent housing applications the proposed integral garages are 5.25m x 3m*. Parking and garage sizes are addressed below.
76. The proposals include the erection of 2, 4 and 5 bedroom dwellings. For the 2 bedroom dwellings two off road parking spaces will be required. For the 4 and 5 bedroom dwellings three off road parking spaces will be required.
77. The two bedroom accommodation includes 8 parking spaces (2 each) within a small courtyard arrangement which is considered to be sufficient.
78. The remaining dwellings include a mixture of detached and integral garages along with driveway space. Initially none of the garages meet the Manual for Streets dimensions however on plots 2, 3, 4, 12, 15, 16, 19 and 20 sufficient driveway space is provided to accommodate 2 cars. Taking into account the fact that these properties incorporate a double garage, which is sufficiently sized to accommodate one car and storage, it is considered that sufficient parking is provided at these properties.
79. The Newbury house types, plots 10, 11, 13, 14 and 18 accommodate a single garage which measures 5.18m by 2.9 m. When the proposal was initially submitted it was not considered that this garage accommodation could be counted as a parking space and as these dwellings are four bedroom properties inadequate parking provision had been provided. However the agent for the application was advised of this and asked to demonstrate that the garage accommodation can accommodate a normal sized family car and people can enter and exit the car whilst in the garage.
80. Amended plans of the Newbury House type have been submitted which demonstrate that the garage is large enough to accommodate an Audi A6 (which is considered to be larger than a family car) and the driver can exit the vehicle whilst in the garage. In these circumstances a shed will be provided within the rear garden areas to address the storage requirements of the dwelling normally incorporated into a 6x3 garage. Additionally a condition will be attached restricting the future owners ability to convert the garage accommodation without planning permission
81. To ensure adequate parking space is provided the driveway for plot 11 is required to be 6 metres long in front of the garage, the single garage accommodation for plot 9 is required to meet the Manual for Streets dimensions (6x3 metres) and the double garages at plots 1 and 17 are required to meet the Manual for Streets dimensions (6x6 metres). The agent for the application has been made aware of these requirements. The driveway length to plot 11 have been increased to 6 metres, the garage for plot 9 have be increased in size and the garage accommodation associated with plots 1, 2, 3, 4, 17 and 20 has been increased to accord with Manual for Streets dimensions.
82. It is considered that the concerns raised by the Highway Engineer have been addressed and as such the scheme is acceptable from a highway safety perspective.
83. Concerns have been raised by the neighbouring resident at St Johns in respect of the fact that the site lines from their driveway will be obstructed by the garden of plot 1. This concern was

passed onto the Highway Engineer who has confirmed that the visibility sightline to the left of the access on exit (Danesway) is substandard however this is an existing junction arrangement. To resolve this issue an appropriate condition can be added to the recommendation which involves limited/ low level planting and fencing within the visibility envelope.

Contamination and Coal Mines

84. The application is supported by a GeoEnvironmental Desk Study which has been reviewed by both the Council's Waste & Contaminated Land Officer and the Environment Agency. The Waste & Contaminated Land Officer is satisfied that this report has made an initial environmental assessment of the site and agrees with the recommendations set out within the report for further investigation. This will be addressed by appropriately worded conditions.

Drainage and Sewers

85. The application has been considered by United Utilities who have no objection to the scheme subject to various conditions. As such it is not considered that the proposals will adversely impact on the drainage or sewerage capacity in the area.

Section 106 Agreement

86. Due to the nature of the development a Section 106 Agreement will be required to secure:

- 20% affordable housing (4 two bedroom units). 3 social rented properties and 1 intermediate properties.
- £27,580 for the provision/improvement of play space at Jubilee Playing Fields, Adlington

87. Lancashire County Council Highways have requested that a planning contribution of £42,800 for transport. However in accordance with the Community Infrastructure Levy Regulations the following tests need to be met in respect of S106 obligations:

(a) necessary to make the development acceptable in planning terms

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

88. Lancashire County Council have not detailed how the request meets these tests or what this contribution will be used for and as such this request cannot be justified in respect of the Planning Obligations Circular or the CIL Regulations

Demolition

89. Following a recent Court of Appeal Judgement (SAVE Britain's Heritage v SSCLG) the demolition of buildings, such as that currently present on the application site, is now classed as 'development'. Permitted development rights for such development still apply however the onus is on the Local Authority to check whether the authority requires prior approval of the method of demolition. Additionally demolition works now come within the scope of the EIA Directive. In the case of this proposal it is not considered that the demolition of the existing garage buildings will have a significant effect of the environment which would necessitate the submission of an EIA. As such it is not considered that the authority requires prior approval of the method of demolition in this case.

Overall Conclusion

90. The proposed development involves the redevelopment of a brownfield piece of land within a sustainable location. Although the site involves the loss of employment land it has been demonstrated that there is no employment demand for the land or premises and as such the re-use of the land for residential purposes is considered to be appropriate. The proposals accord with both local and national planning policy and as such the scheme is recommended for approval.

Other Matters

Public Consultation

91. In accordance with the Council's Statement of Community Involvement the applicants Arley

Homes, have undertaken a leaflet drop providing local residents with an opportunity to comment on the draft proposals prior to the formal submission of the planning application. Approximately 150 letters were distributed along with a letter to the Ward Member, Cllr Pat Case.

92. At the time of the submission of the planning application 10 responses were received, 6 in support and 4 in objection. However 4 further comment forms were received following the formal submission. All of these comments are in support of the scheme although specific concerns are raised.
93. Arley Homes have responded to the specific concerns raised as set out below:
- Provision of a Childs Play Area or secure pedestrian route: A financial contribution towards open space will form part of the associated S106 Agreement. Land ownership issues restricts a secure access to the Fairview Community Centre
 - Car Parking Provision: following discussions with Lancashire County Council and the Local Planning Authority the scheme accords with the Council's parking requirements
 - Highway Matters: a detailed Transport Statement accompanies the planning application which concludes that the junction meets highway standards and no improvement works are required
 - Fence heights and conifer height reduction: Arley Homes will look into reducing the height of the conifers on Danesway. All fence heights are designed to ensure existing and new residential amenities will be safeguarded.
 - Proposed Layout matters: The density is in accordance with local and national planning policy. Arley Homes have assessed the impact on the adjacent neighbours on Danesway when considering the layout.

Sustainability

94. In September 2008 the first policy document, Sustainable Resources DPD, within Chorley's new Local Development Framework (LDF), was adopted. The applicants have provided an Energy Efficiency/Resources Conservation Statement which sets out how they propose to meet the requirements of Policy SR1 of the Sustainable Resources DPD. The applicants state that dwellings will meet Level 3 of the Code for Sustainable Homes as required by Policy SR1 and outline how their proposals meet the criteria of this policy.
95. In terms of criterion b) the applicants set out how they intend to meet the 15% requirement to reduce carbon emissions using renewable or low carbon energy sources.
96. The above requirements can be addressed by suitably worded conditions.

Waste Collection and Storage

97. In accordance with the Council's Validation Checklist and Waste Storage and Collection Guidance the application is supported by a Waste Management and Refuse strategy. Each dwelling has space and facilities to allow waste segregation within the dwelling which is generally within the rear garden areas.
98. The scheme incorporates a highway and turning head which can be accessed by refuse collection vehicles. Each resident will be responsible for locating their bins on the kerbside during collection days. 11 of the proposed properties do not have direct frontage onto this highway/ turning head and will be responsible for locating their bins kerbside. To ensure that bins are not left anywhere on collection days, which could impact on access and the visual amenities of the site, a bin collection point will be required via condition. It is considered that suitable points can be provided within 30 metres of each dwelling to ensure that the bin carry distance does not exceed the 30 metre distance advised for household waste.
99. The scheme is intended to be gated. In accordance with the guidance collection crews will generally not be expected to hold keys, codes or electronic fobs in order to collect bins. As such a condition will be attached requiring the gates to be open on bin collection days.

Non- material planning considerations

- Proximity of overhead electricity cables: The applicant is aware of this proximity and is in discussions with the service provider in respect of relocation. The amended plans detail the existing location of these cables and the Fire Service have no concerns in respect of the proximity of the cables to the proposed housing.
- Construction information: The hours and parking arrangements during construction can be addressed by a suitably worded condition however full details of the construction information are not a material planning consideration.

Planning Policies

National Planning Policies:

Policies: PPS1, PPS3, PPS4, PPS9, PPG13

Regional Spatial Strategy:

DP1, DP2, DP3, DP4, DP5, DP7, DP9, L4

Adopted Chorley Borough Local Plan Review

GN1, EP4, EM9, HS4, HS21, TR4

Supplementary Planning Guidance:

- Statement of Community Involvement
- Design Guide

Chorley's Local Development Framework

- Policy SR1: Incorporating Sustainable Resources into New Development
- Sustainable Resources Development Plan Document
- Sustainable Resources Supplementary Planning Document

Joint Core Strategy

Policy 1 – Locating Growth

Policy 10 – Employment Premises and Sites

Policy 4 – Housing Delivery

Sites for Chorley- Issues and Options Discussion Paper December 2010

CH0157- Weldbank Plastics

Planning History

No recent planning history.

Adjacent sites:

Danesway:

89/00914/OUT- Outline application for 1.7 acres of land for residential purposes. Approved June 1990

93/00316/OUT- Renewal of outline planning permission no 9/89/914 for residential development of 1.7 acres of land. Approved September 1993

93/00835/REM- Erection of 23 dwellings. Approved February 1994

95/00523/FUL- Erection of 9 detached houses. Approved October 1995

Mercer Court:

09/00106/FUL- Resubmission of application 07/01270/FUL for erection of two detached dormer bungalows (revision of house types). Approved April 2009

Kings Lea:

87/00255- Outline application for erection of 19 dwellings on 1.07 ha of land. Approved June 1987

87/00638- Erection of 19 dwellings inc garages roads and sewers. Approved October 1987

**Recommendation: Permit (Subject to Legal Agreement)
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. No dwelling on plots 10, 11, 13, 14 and 18 hereby permitted shall be occupied until garden sheds have been provided in accordance with plans which have been submitted to and approved in writing by the Local Planning Authority. The garden sheds shall be retained in perpetuity thereafter.
Reason: The garages are smaller than would normally be provided and therefore to ensure sufficient storage/cycle storage is provided at the properties in accordance with Manual for Streets
3. Notwithstanding the submitted details prior to the occupation of the dwellings hereby permitted the planting and fence on the highway frontage of the site to Westhoughton Road and within a visibility splay, which is drawn from a point 4.5m measured along the centre line of Danesway from the continuation of the nearer edge of the carriageway of Westhoughton Road to a point measured 70m in the south eastern direction along the nearer edge of the carriageway of Westhoughton Road from the centre line of Danesway , shall be permanently maintained at a height not greater than 1m above the crown level of the carriageway of Westhoughton Road.
Reason: To ensure adequate visibility at the junction and adequate visibility is maintained for the neighbouring property. In accordance with Policy TR4 and advice contained in Manual for Streets.
4. Prior to the occupation of the dwellings hereby permitted the existing vehicular access on Westhoughton Road (Plot1) shall be physically and permanently closed and the existing verge/footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads.
Reason: To maintain the proper construction of the highway and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.
5. No development shall take place until:
 - a) a methodology for investigation and assessment of ground contamination has been submitted to and approved in writing by the Local Planning Authority. The investigation and assessment shall be carried out in accordance with current best practice including British Standard 10175:2001 "Investigation of potentially contaminated sites – 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 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 and in accordance with Policy No. EP16 of the Adopted Chorley Borough Local Plan Review.

6. Notwithstanding the submitted details prior to the commencement of the development full details of the boundary treatment adjacent to the watercourse (plots 5-9) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the boundary treatments will be implemented in accordance with the approved details.

Reason: To protect/conservate the habitat/amenity value of this watercourse in accordance with Government advice contained in PPS9.

7. Himalayan balsam is present within the application area. Under the Wildlife and Countryside Act 1981 (as amended) it is an offence to cause Himalayan balsam to grow in the wild. Therefore a programme of control/eradication of these species shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The programme shall accord with Environment Agency Guidelines and shall include proposed measures to prevent the spread of Himalayan balsam during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved programme.

Reason: To ensure the eradication of Himalayan balsam in accordance with the Wildlife and Countryside Act 1981 (as amended).

8. During the construction period temporary fencing shall be erected along the bank top of the brook to protect the river corridor and prevent debris and construction material from encroaching into this area. Prior to the commencement of the development full details of the temporary fencing shall be submitted to and approved in writing by the Local Planning Authority. The fencing shall thereafter be retained during the construction period in accordance with the approved details.

Reason: to ensure the protection of Eller Brook during the construction period.

9. 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 demonstrate maintenance and enhancement of biodiversity, incorporating recommendations of paragraphs 5.8.4 – 5.8.8 of the report 'Land at Weldbank Plastic Co Ltd, Westhoughton Road, Heath Charnock. Ecological Survey and Assessment (including a licensed bat survey)' (ERAP, January 2011).

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 and Government advice contained in PPS9.

10. Prior to the commencement of the development full details of bat roosting opportunities to be incorporated into the new development shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be completed in accordance with the approved details.

Reason: To mitigate the loss of potential bat roosting opportunities in accordance with Policy EP4 of the Adopted Chorley Borough Local Plan Review and Government advice contained in PPS9.

11. Prior to the commencement of the development full details of the communal bin collection points to serve plots 5, 6, 7, 8, 9, 10 and 11 and 14, 15, 16 and 17 shall be submitted to and approved in writing by the Local Planning Authority. The details shall include their location and the proposed hardsurfacing materials/ details of the enclosure. The collection points shall only be utilised for the storage of bins on bin collection days and shall be free of bins at all other times. The collection points shall thereafter be retained in perpetuity.

Reason: To ensure adequate refuse collection facilities are provided on site and in the

interests of the visual amenities of the area. In accordance with Policy GN5 of the Adopted Chorley Borough Local Plan Review.

12. Prior to the commencement of the development full details of the vehicular access gates, which serve the development, shall be submitted to an approved in writing by the Local Planning Authority. The gates, notwithstanding the submitted details, shall be positioned 10m behind the nearside edge of the side road carriageway. The gates thereafter shall be erected and maintained in accordance with the approved details. The gates shall be fully opened between 7am and 3pm on refuse collection days.
Reason: In the interests of highway safety, to respect the visual amenities of the area and to ensure that the site is fully accessible to refuse collection vehicles. In accordance with Policies GN5, HS4 and TR4 of the Adopted Chorley Borough Local Plan Review.
13. Prior to the commencement of the development full details of the Management Company and arrangements for the future management and maintenance of the site, including the private highway, parking areas and bin collection points, shall be submitted to and approved in writing by the Local Planning Authority. The site shall thereafter be managed by the approved Management Company in accordance with the approved arrangements.
Reason: To ensure the satisfactory management of the private highways, parking areas and the storage of bins at the collection points at the site. In accordance with Policies GN5 and TR4 of the Adopted Chorley Borough Local Plan Review.
14. Prior to the commencement of the development a scheme and programme for the site enabling and construction phase of the development shall be submitted to and approved by the Local Planning Authority. The scheme and programme shall cover:
 1. Site compound and contractor parking and management of contractors parking to ensure parking does not overspill onto surrounding roads.
 2. Construction operating hours including deliveries and site construction staff.The approved scheme and programme shall be implemented.
Reason: To ensure that noise and disturbance resulting from hours of operation and delivery does not adversely impact on the amenity of existing residents.
15. Each dwelling hereby permitted shall be constructed to achieve the relevant Code for Sustainable Homes Level required by Policy SR1 of the Sustainable Resources DPD (Level 3 for all dwellings commenced from 1st January 2010, Level 4 for all dwellings commenced from 1st January 2013 and Level 6 for all dwellings commenced from 1st January 2016).
Reason: To ensure the development is in accordance with Government advice contained in Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 and in accordance with Policy SR1 of Chorley Borough Council's Adopted Sustainable Resources Development Plan Document and Sustainable Resources Supplementary Planning Document.
16. No phase or sub-phase of the development shall begin until details of a 'Design Stage' assessment and related certification have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out entirely in accordance with the approved assessment and certification.
Reason: To ensure the development is in accordance with Government advice contained in Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 and in accordance with Policy SR1 of Chorley Borough Council's Adopted Sustainable Resources Development Plan Document and Sustainable Resources Supplementary Planning Document.
17. No dwelling shall be occupied until a letter of assurance, detailing how each plot will meet the necessary code level, has been issued by an approved code assessor and approved in writing by the Local Planning Authority. The development thereafter shall be completed in accordance with the approved measures for achieving the required code level. Prior to the completion of the development a Final Code Certificate shall be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure the development is in accordance with Government advice contained in Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy

Statement 1 and in accordance with Policy SR1 of Chorley Borough Council's Adopted Sustainable Resources Development Plan Document and Sustainable Resources Supplementary Planning Document

18. Prior to the commencement of the development full details of the on site measures to reduce the carbon emissions of the development, through the use of renewable or low carbon energy sources/ technologies, by 15% shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be completed in accordance with the approved details.

Reason: To ensure the development is in accordance with Government advice contained in Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 and in accordance with Policy SR1 of Chorley Borough Council's Adopted Sustainable Resources Development Plan Document and Sustainable Resources Supplementary Planning Document.

19. The integral and detached garages hereby permitted 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: In order to safeguard the residential amenity and character of the area and to ensure adequate off street parking is retained. In accordance with Policies HS4 and TR4 of the Adopted Chorley Borough Local Plan Review

20. 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 the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

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 and in accordance with Government advice contained in PPS23: Planning and Pollution Control

21. The development hereby permitted shall be carried out in accordance with the precautionary measures for tree works outlined in paragraphs 5.5.3 – 5.5.6 of the report '*Land at Weldbank Plastic Co Ltd, Westhoughton Road, Heath Charnock. Ecological Survey and Assessment (including a licensed bat survey)*' (ERAP, January 2011).

Reason: To ensure the continued protection of bats as part of the development. In accordance with Policy EP4 of the Adopted Chorley Borough Local Plan Review and The Conservation of Habitats and Species Regulations 2010

22. The development hereby permitted shall be carried out in accordance with the mitigation measures for bats in buildings during demolition as recommended in paragraphs 5.5.9 – 5.5.13 of the report '*Land at Weldbank Plastic Co Ltd, Westhoughton Road, Heath Charnock. Ecological Survey and Assessment (including a licensed bat survey)*' (ERAP, January 2011).

Reason: To ensure the continued protection of bats as part of the development. In accordance with Policy EP4 of the Adopted Chorley Borough Local Plan Review and The Conservation of Habitats and Species Regulations 2010

23. The development hereby permitted shall be carried out in accordance with the measures for the protection of retained trees, other vegetation and Eller Brook, as recommended in section 5.3 the report '*Land at Weldbank Plastic Co Ltd, Westhoughton Road, Heath Charnock. Ecological Survey and Assessment (including a licensed bat survey)*' (ERAP, January 2011).

Reason: To protect/conservate the habitat/amenity value of this watercourse and trees in accordance with Government advice contained in PPS9

24. The approved plans are:

Plan Ref.	Received On:	Title:
317-101	1 March 2011	Location Plan
317-102 Rev E	10 May 2011	Planning Layout
317-103 Rev B	5 May 2011	Streetscenes

1055-901 Rev B	1 March 2011	General Arrangements
317-104 Rev A	9 May 2011	Planning Site Sections
5896/01	1 March 2011	Topographical Survey
317-H736-2/101 Rev A	5 May 2011	Aspull 2 Bed House
317-H1207-4/101	1 March 2011	Hale 4 Bed House
317-H1540-4S/101	1 March 2011	Appleton Side Garage (Plot 16)
317-H1589-5/101	1 March 2011	Bowden 5 Bed House (Plot 19)
317-H1589-5/102	1 March 2011	Bowden 5 Bed House (Plots 12)
317-H1589-5/103	10 May 2011	Bowden 5 Bed House (Plot 15)
317-H1641-5F/101	1 March 2011	Grantham Front Aspect (Plots 2 & 3)
317-H1672-5/101	4 May 2011	Newbury B (Plots 11, 14 & 18)
317-H1672-5/102	1 March 2011	Newbury B (Plots 10 & 13)
317-H1836-5/101	1 March 2011	Waverton (Plot 1)
317-H1836-5/102	1 March 2011	Waverton (Plots 17 & 20)
317-H1843-5/101	1 March 2011	Portland (Plot 4)
317-SG/DETAIL/101 Rev A	5 May 2011	Single Garage (Plot 9)
317-DG/DETAIL/101	5 May 2011	Double Garage (Plots 1, 2, 3, 4, 17 & 20)
STD DETAILS- SD-??	1 March 2011	1800 High Closeboard Fence
STD DETAILS- SD-??	1 March 2011	1500 High Closeboard Fence with 300mm trellis
STD DETAILS-SD-15-W01	1 March 2011	1800 High Brick Wall with Tile Crease

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

25. 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.
26. 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 and in accordance with Policy No GN5 of the Adopted Chorley Borough Local Plan Review.
27. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plans or as may otherwise be agreed in writing with the Local Planning Authority before any development is first commenced.
Reason: To protect the appearance of the locality and in the interests of the amenities of local residents and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.
28. The external facing materials detailed within the submitted Design and Access Statement shall be used and no others substituted. Namely Ibstock Old English, Ibstock Beamish Blend and Ibstock Ravenhead Red Smooth bricks and Russell Grampian roof slates, colour slate grey.
Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.
29. The ground surfacing materials detailed on the approved plans shall be used and no others substituted.
Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.

30. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (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 on plots 1, 2, 3, 4, 5, 16, 17 and 20 hereby permitted, or any garage, shed or other outbuilding erected (other than those expressly authorised by this permission).
Reason: To protect the appearance of the locality and in accordance with Policy No. HS4 of the Adopted Chorley Borough Local Plan Review.
31. Surface water must drain separate from the foul and no surface water will be permitted to discharge to the foul sewerage system.
Reason: To secure proper drainage and in accordance with Policy Nos. EP17 of the Adopted Chorley Borough Local Plan Review.
32. The two bathroom windows in the first floor of plot 15's rear elevation shall be fitted with obscure glass and obscure glazing shall be retained at all times thereafter.
Reason: In the interests of the privacy of occupiers of neighbouring property and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.
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