

Item 7 **11/00480/FULMAJ**

Case Officer **Caron Taylor**

Ward **Clayton-le-Woods West And Cuerden**

Proposal **Demolition of Burrows Grass Machinery and removal of car sales forecourt and demolition of The New Bungalow and erection of 13 no. detached two-storey dwellings and associated infrastructure.**

Location **Burrows (Grass Machinery) Limited Wigan Road Clayton-Le-Woods LeylandPR25 5UE**

Applicant **Wainhomes Development Ltd**

Consultation expiry: 30 August 2011

Application expiry: 9 September 2011

Proposal

1. The application is for demolition of Burrows Grass Machinery and removal of car sales forecourt, demolition of The New Bungalow and erection of 13 no. detached two-storey dwellings and associated infrastructure.

Recommendation

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

Main Issues

3. The main issues for consideration in respect of this planning application are:

- Principle of the development
- Housing Development
- Density
- Levels
- Impact on the neighbours
- Design
- Open Space
- Trees and Landscape
- Ecology
- Flood Risk
- Traffic and Transport
- Drainage and Sewers

Representations

4. Five letters of objection have been received on the following grounds:

- The proposal would accommodate some 50 people on 2.1 acres which would be over-density of population with its attendant vehicles, parking and garaging;
- The site is on a busy main road and the entrance and exit of vehicles would impact on traffic flow causing traffic jams and a dangerous congested site leading to accidents;
- Parking for visitors is not provided for so there would be overspill parking on Wigan Road;
- The change of use from the current one would adversely impact on the character of a semi-rural area of farmland, trees and fields with single properties on their own land and no stress on infrastructure such as drains and roads;
- The area has already suffered from overdevelopment locally on several sites in Lancaster Lane and Moss Lane which has impacted on the character of the area and its infrastructure by overpopulation;
- More green space and wildlife habitat is set to disappear and be replaced by housing. Although the proposed site is partially industrial in nature, it borders on fields and there are fields to the rear of the site;
- A decision is still awaited on application 10/00414/OUTMAJ and the impact of both applications together needs to be considered. They do not see how the council can consider the current application before knowing how it might relate to the other houses, if the planning appeal is

approved. It is also difficult for residents to consider what might be the combined impact of both proposals on properties nearby on Wigan Road;

- There are already severe traffic problems at the Lancaster Lane and A49 junction. LCC Highways should be made aware of the proposal. More houses will only increase this serious problem, caused by not only occupants but also deliveries, tradesmen etc. Since the recent housing developments on Lancaster Lane there has been a noticeable increase in the traffic already and this development will only add to this and the associated problems.

5. One letter has been received stating they have no objection to the principle of the development but raise the following concerns:

- They have children at St Catherine's School on Moss Lane and people access the school via the subway from Moss Lane/Wigan Road end. Should the development gain approval they would like to raise the need to consider a pedestrian crossing on Wigan Road, the lack of pavements on Wigan Road opposite Moss Lane and/or the option of providing school crossing patrol at peak times. They believe St Catherine's is one of the only schools in the borough without an assisted crossing;
- They raise the issue of the current capacity of the main drains/sewers on/adjacent Moss Lane as in winter during heavy downfalls the man sewers can't cope and they have instances of ground floor toilets backing up. New developments will only add to this issue.

6. Clayton-le-Woods Parish Council have no comments to make on the application.

Consultations

7. Lancashire County Council (Ecology)

Based on the information provided within the ecological appraisal (ERAP May 2011), it seems reasonably unlikely that the proposed development would result in significant ecological impacts, provided that the recommendations given in Section 5 of the ecological report are implemented in full.

8. They recommend that implementation of the recommendations given in Section 5 of the Ecological Appraisal report should be the subject of a planning condition.

9. The Environment Agency

Originally objected to scheme on the basis that no assessment of the risks to nature conservation had been submitted, however a report had been done, they had just not received it. Once they had received the report they withdraw their objection on these grounds and state that they support the pond enhancements as recommend in paragraph 5.1.9, but we would also recommend that natural features such as the pond and trees in the working area should be protected by temporary protective fencing to avoid them becoming polluted or damaged during construction.

10. With regard to flood risk they state surface water run off from the site should be restricted to existing rates in order that the proposed development does not contribute to an increased risk of flooding.

11. United Utilities

Have no objection to the proposed development, however they state in accordance with PPS25 surface water should not be allowed to discharge to the foul/combined sewer, this prevents foul flooding and pollution of the environment. They also state 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 and may require the consent of the Environment Agency. If surface water is allowed to be discharged to the public surface water sewerage system we may require the flow to be attenuated to a maximum discharge rate determined by United Utilities.

12. Chorley Planning Policy

This site was last used for grass machinery sales, servicing, repairs and for car sales and as such is predominantly a brownfield site. The proposal involves the demolition of a property known as The New Bungalow but this does not take the appearance of a typical residential property and it is not clear whether it has been in any form of residential use, or whether it has provided further accommodation for the businesses on site.

13. Whilst the uses on site have now largely ceased this site did provide a range of employment opportunities. Policy EM9 of the Chorley Local Plan relates to the redevelopment of existing employment sites and is accompanied by Supplementary Planning Guidance (SPG) on this matter. The policy does not define employment use, but Paragraph 3 of the SPG relating to Policy EM9 states that for 'policy EM9 sites employment use is defined as Use Classes B1, B2, B8 & A2'. This site includes a mix of uses including car sales, which is a sui generis use, and the sale, servicing and repair of grass machinery to the general public and to the trade. Therefore, although the site provides employment opportunities they

are not in the form of typical B1, B2, B8 & A2 uses as envisaged by the SPG and the site was not assessed as part of the Central Lancashire Employment Land Review. Therefore, the site is not an employment site as protected under Policy EM9.

14. This site has been suggested for housing purposes as part of the site allocations process. The report on the 'Site Allocations and Development Management Policies Development Plan Document – Preferred Option Stage' does not propose to allocate this site for housing use as it was considered to be in active employment use. The assessment process for this document took a wider view than Policy EM9 of what constitutes employment uses. Since the assessment was made it has also become clear that most of the employment generating uses on site have now ceased.
15. The Secretary of State's has recently granted an outline application for 300 residential properties on land adjoining the site. The site will therefore be bordered by residential properties to the north, south and east. In these circumstances re-use of the site for employment purposes may be inappropriate in terms of residential amenity due to potential disturbance by noise and overlooking. The Preferred Options Report also proposes the development of the Safeguarded Land adjoining the site for mixed uses including housing and employment, but it does not set out where differing uses are most appropriate at this stage.
16. This proposal does incorporate a small piece of land to the rear of the bungalow but this does not take the form of a private residential garden and its development would not undermine the local character of the area.
17. In summary, this site is not considered to be an employment site as protected under Policy EM9 and its associated SPG. It is a brownfield site and it is considered that residential use could be acceptable.
18. **Lancashire County Council (Highways)**
State the A49 Wigan Road is a heavily used primary distributor road with a 40mph speed limit. Initially LCC Highways objected to the scheme due to the radii into the site being too small, that there was no pedestrian footway within the site and the private access to plots 2 & 3 was located too close to the junction. Also, the brickwork pier and railing wall would fall within the visibility splay and plot 3 had insufficient parking. They also asked for vehicle swept path analysis to prove the vehicle turning facility for plots 8 and 10.
19. Amended plans were submitted in response to these comments and LCC Highway no longer objects to the proposal subject to conditions being applied.
20. **Chorley's Waste & Contaminated Land Officer**
Ask for a pre-commencement condition in relation to land contamination including a methodology for ground contamination and investigation.
21. **Lancashire County Council (Education)**
State that a claim for school places is not required for the development.

Assessment

Principle of the development

22. The site is within the settlement of Clayton-le-Woods as defined in the Local Plan.
23. This site was last used for grass machinery sales, servicing, repairs and for car sales and petrol station and as such is predominantly a brownfield site. Although the site provided employment opportunities they were not in the form of typical B1, B2, B8 & A2 uses as envisaged by the Supplementary Planning Guidance to Policy EM9 and the site was not assessed as part of the Central Lancashire Employment Land Review. The site is not considered an employment site as protected under Policy EM9 and therefore the proposal is not contrary to this policy.
24. Part of the site is occupied by a property know as The New Bungalow which is overgrown and is not clear if part of it has been used as accommodation for the businesses on the site. The Council have adopted an Interim Policy – Private Garden Development, however it is considered very little weight can be given to this policy considering the recent appeal decision at Lancaster Lane. It is not considered that the loss of the garden of this property, which is not viewed as such, would have a detrimental impact on the local character of the area and therefore the proposal is not considered contrary to PPS3.
25. In addition, during the consideration of this application the Secretary of State has granted an outline application for 300 residential properties on land adjoining the site. The site will therefore be bordered on all sides by residential properties.

26. The proposal for residential properties on the site is therefore considered acceptable in principle.

Housing Development

27. Policy HS4 of the Local Plan covers the Design and Layout of Residential Developments. It is considered that the proposal complies with this policy. The surrounding properties of varying styles and materials and the proposed properties comply with the Council's interface guidelines within the site.

Density

28. The density of the proposal would be 16 dwellings per hectare, although this is slightly less than normal, the surrounding area is generally made up of properties on larger plots and therefore the density is considered acceptable for the local context. There are concerns expressed by objectors that the proposal is overdevelopment of the site, however PPS3 states the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment. The main views of the development will be of the frontage properties which largely reflect the layout of the existing frontage on Wigan Road, therefore it is considered that the density of the proposal is acceptable.

Levels

29. There will be approximately a 1m difference in levels between the properties on the frontage with Wigan Road and those to the rear of the site as the land rises west to east, however it is not considered this will be readily noticeable due to the length of the site and the rise will be gradual across the properties. It is therefore considered acceptable.

Impact on the neighbours

30. The only neighbour directly bounding with the site is Oaktree Bungalow to the south. This property is a bungalow with a driveway and single width tandem garage attached to it on the side bounding with the application site. It has a window, door and high level window in its southern elevation facing plot 1 which has a proposed double garage nearest this boundary. It is considered that this relationship is acceptable as although the side window in Oaktree Bungalow will look on to the side of the proposed garage between which there will be approximately 5.5m this is not an unusual relationship between side windows and it would be expected that there would be a boundary treatment between neighbouring properties preventing views from this window. The relationship with Plot 1 is therefore considered acceptable.

31. The property on Plot 8 will face towards the rear of Oaktree Bungalow but there will be approximately 35m between the first floor windows of plot 8 and the rear of this property. Although Plot 8 will be closer to the garden of the bungalow it will not be directly over looking.

32. The surrounding land has recently been granted outline planning permission at appeal for 300 dwellings. Originally the proposed properties on plots 9-10 fell short of the interface distance to the rear boundary with the adjacent land and the property on Plot 8 was originally a Montgomery 'L'- shaped house type. It was considered these may sterilise development on the adjacent land and therefore amended plans have been received so that all properties comply with the interface distance of 10m to a boundary. In addition Plot 8 has been amended to a Stephenson house type, reducing the massing of the property against the adjacent land. There are no properties directly facing the site, the side of the garden of the property known as Congham House is opposite a small part of the site but there are over 34m between the property on Plot 1 and this garden which exceeds the interface guidelines.

33. The amended plans are therefore considered acceptable in relation to neighbour amenity.

Design

34. The proposed house types are from the standard palette of Wainhomes. However, there is variation across the site and there are a wide variety of properties in the vicinity. The properties are set back from the road in line with the existing properties along this part of Wigan Road. The application is considered acceptable in this respect.

Open Space

35. There is a requirement for a Section 106 agreement to secure a contribution to public open space and this application is therefore recommended subject to that agreement being in place.

Trees and Landscape

36. There is a mature oak tree on the frontage with Wigan Road. This is proposed to be retained as part of the scheme and a condition will be applied with regard tree protection during construction. There is some hedging existing on the site that is also to be retained and a landscaping condition will be applied to any permission.

Ecology

37. The County Ecologist has reviewed the ecological appraisal submitted with the application and is satisfied that it seems reasonably unlikely that the proposed development would result in significant ecological impacts, providing the recommendations given in Section 5 of the report are implemented in full. This will be secured by condition. The proposal is considered acceptable in relation to Policy EP4 of the Local Plan and PPS9.

Traffic and Transport

38. LCC Highways now have no objection to the amended plans. The radii have been amended and a footway added. Plot 2 is now accessed off Wigan Road directly but has off road turning space and Plot 3 has a driveway positioned away from the junction. The brickwork piers have been removed from the visibility splay and the developer has provided vehicle swept path analysis to the satisfaction of LCC.

39. In terms of parking, although some of the double garages are deficient in size to be classed as two parking spaces, all the four bedroom properties now have two off-road parking spaces and a garage of a size that can be counted as one further space, giving them three spaces. The Davy house type on plot 4 has a tandem drive and has had its single garage enlarged to 6m x 3m to be counted as a further space. All the properties therefore have the required number of parking spaces in accordance with the Council's standards.

40. The proposal is now considered acceptable in terms of highways safety and parking in accordance with Policy TR4 and PPG13.

Drainage and Sewers

41. The Environment Agency has asked for surface water runoff to be restricted to existing run-off rates. United Utilities also have no objection subject to the site draining on a separate system, with only foul drainage connected into the foul sewer. In addition they require surface water to discharge to the soakaway/watercourse/surface water sewer which may require the consent of the Environment Agency. If surface water is allowed to be discharged to the public surface water sewerage system they may require the flow to be attenuated to a maximum discharge rate determined by United Utilities.

42. The case officer has liaised between the two bodies to ensure that a discharge rate that they are both happy with can be agreed.

43. The Environment Agency has confirmed that surface water will be attenuated to existing rates (31l/s), and United Utilities have agreed this. The Environment Agency have no problem with this agreed discharge rate as surface water run-off rates will not increase as a result of the redevelopment of the site.

44. The Environment Agency does however note that it is proposed to attenuate surface water on-site and it is noted that SUDS are not appropriate. As such, attenuation is likely to be through the use of oversized pipes or underground storage tanks, but no details are provided. They advise that if the local authority wants control over the method of attenuation, they would still recommend that a condition be applied, alternatively the developer will agree it directly with United Utilities and therefore a condition would not be needed. As the Council is satisfied that the Environment Agency and United Utilities agree on the discharge rate (to existing rates), meaning run-off will not increase as a result of the development, it is considered that the method of attenuation can be agreed between the developer and United Utilities directly (subject to a condition restricting run-off to existing rates).

Other Issues Raised in Representations

45. In relation to access to St Catherine's School on Moss Lane the site will have an internal footway which leads onto Wigan Road. The east side of Wigan Road has a footpath to where it meets Moss Lane and Moss Lane itself has a footpath on one side. LCC Highways are satisfied with the scheme.

46. With regards to drainage the site will drain to existing rates and therefore surface water run-off rates will not increase as a result of the redevelopment of the site.

Overall Conclusion

47. The application is recommended for approval subject to conditions.

Planning Policies

National Planning Policies:

PPS3, PPS9, PPG13, PPS25

Adopted Chorley Borough Local Plan Review

Policies: GN1, EP4, EP9, HS4, EM9, TR4

Planning History

79/1371 Outline permission for workshop and showroom for horticultural equipment. Permitted

90/00446/FUL Extension of stores and workshop areas and erection of new structure for storage of grass cutting machinery. Permitted

97/00610/COU Use of front of forecourt for sale of cars. Permitted retrospectively. September 2000.

Recommendation: **Permit (Subject to Legal Agreement)** Conditions

1. The integral/attached and detached garages hereby permitted shall be kept freely available for the parking of cars and shall not be converted to living accommodation, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995.
Reason: To ensure adequate garaging/off street parking provision is made/maintained and thereby avoid hazards caused by on-street parking and in accordance with Policy No.TR4 of the Adopted Chorley Borough Local Plan Review.
2. Surface water run off from the site shall be restricted to existing rates.
Reason: In order that the proposed development does not contribute to an increased risk of flooding and in accordance with PPS25 and Policy EP18 of the Adopted Chorley Borough Local Plan Review.
3. 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.
4. The recommendations given in Section 5 of the ecological report (ERAP May 2011) shall be implemented in full and the pond and trees in the working area shall be protected by temporary protective fencing during construction to avoid them becoming polluted or damaged during construction.
Reason: To ensure ecology on site is protected during construction and in accordance with PPS4 and Policy EP4 of the Adopted Chorley Borough Local Plan Review.
5. Surface water shall not discharge to the foul/combined sewer and 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 (which may require the consent of the Environment Agency).
Reason: To prevent flooding and foul flooding and pollution of the environment and in accordance with PPS25.
6. There is a potential for ground contamination at this site (including depot). Due to the size of development and sensitive end-use, 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 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 any remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of 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.

7. 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. Full details of the boundary to the north of the site shall be submitted to and approved in writing by the Local Planning Authority and shall only be carried out in accordance with the approved details.

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.

8. The development hereby permitted shall not commence until full details of the colour, form and texture of all external facing materials to the proposed building(s) (notwithstanding any details shown on the 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 and HS4 of the Adopted Chorley Borough Local Plan Review.

9. 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.

10. Before the properties hereby permitted are first occupied, the driveways shall be surfaced or paved, drained and marked out all in accordance with the approved plan. The driveways shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

Reason: To ensure adequate on site provision of car parking and manoeuvring areas and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.

11. The development (or any phase or sub-phase) hereby permitted shall not begin until details of a 'Design Stage' assessment have been submitted to and approved in writing by the Local Planning Authority to show how the development will meet the Code for Sustainable Homes Level 3 (if the development is commenced before 2013) or Level 4 (if the development is commenced after 2013). 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.

12. No dwelling shall be occupied until a letter of assurance, detailing how the dwelling in question will meet the necessary code level, has been issued, to the Local Planning Authority, by an approved code assessor. The development thereafter shall be completed in accordance with the approved measures for achieving the required code level. Within 6 months of completion of that dwelling 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.

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

Plan Ref.	Received On:	Title:
072.01.55.P01 Rev G	9 August 2011	Planning Layout
DG/6.0/1/B Rev #	31 May 2011	Double 2 Door Garage
04289/050	2 August 2011	Single Garage
5.230/P/B/G Rev #	31 May 2011	Cambridge
4.309/P/B/L Rev #	31 May 2011	Oxford
5.312/P/L Rev A	31 May 2011	Raleigh
5.312/P/B/L Rev B	31 May 2011	Raleigh

5.236/P/B/L Rev #	2 August 2011	Richmond
5.133/P/B/L Rev	31 May 2011	Montgomery
5.133/P/B/G Rev #	31 May 2011	Montgomery
4.212/P/B/L Rev C	2 August 2011	Davy
4.203/P/B/L Rev B	2 August 2011	Stephenson
05036/20	31 May 2011	Wall/Fence Detail
05036/21	31 May 2011	Wall/Railings Detail
05036/22	31 May 2011	Gates/Pier Detail
05036/01	31 May 2011	Close Boarded Timber Fence
05036/05	31 May 2011	Screen Fence Details

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

14. 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.
15. Before the construction of the site hereby permitted is commenced facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site.
Reasons: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose material thus creating a hazard for road users and in accordance with Policy No. TR4 of the Chorley Borough Local Plan Review.
16. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plan 072.01.55.P01 Rev G.
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.
17. The level of the driveway shall be constructed 0.150m above the crown level of the carriageway.
Reason: To safeguard the future reconstruction of the highway and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.
18. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the nearside edge of the footway and visibility splay fences or walls shall be erected from the gateposts to the existing highway boundary, such splays shall be 45° to the centre line of the access. The gates shall open away from the highway. Should the access remain ungated 45° splays shall be provided between the highway boundary and points on either side of the drive measured 5m back from the nearside edge of the carriageway.
Reason: To permit vehicles to pull clear of the carriageway when entering the site and to assist visibility and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.
19. Before the access is used for vehicular purposes, that part of the access and driveways extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmac, concrete, block pavements, or other approved materials.
Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.
20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 4.5m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Wigan Road to points measured 120m in each direction along the nearer edge of the carriageway of Wigan Road, from the centre line of the access, and shall be constructed and maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority.
Reason: To ensure adequate visibility at the street junction or site access and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.
21. The proposed access from the site to Wigan Road shall be constructed to a (minimum) width of 5.5m and this width shall be maintained for a minimum distance of 20m measured back from the nearside edge of the carriageway. Radii shall be 10m.
Reason: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.
22. The existing access 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 (concurrent with the formation of the new access).

Reason: To limit the number of access points to, and to maintain the proper construction of the highway and in accordance with TR4 of the Adopted Chorley Borough Local Plan Review.

23. The dwellings shall be commenced until all the off-site highway works have been constructed in accordance with the approved plans.

Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.

24. 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.

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.