

Item 4h **11/00894/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 14 no. detached two-storey dwellings and associated garaging and infrastructure (changes to access point and layout of the previously approved permission 11/00480/FULMAJ and an additional house).**

Location **Burrows (Grass Machinery) Limited Wigan Road Clayton-Le-Woods Leyland Lancashire**

Applicant **Wainhomes North West Ltd**

Consultation expiry: **30 November 2011**

Application expiry: **18 January 2012**

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
 - Density
 - Levels
 - Impact on the neighbours
 - Design and Layout
 - Open Space
 - Trees and Landscape
 - Ecology
 - Traffic and Transport
 - Drainage and Sewers

Representations

4. One letter of objection has been received from Oaktree Bungalow stating that the new properties facing on to Wigan Road seem to be being built closer than the existing old property line. They state when they purchased their property their solicitor told them they would not be able to extend the front of the property as it would be out of line with the existing built properties. Even the old Burrows Grass Machinery is in line with the existing buildings. They would like to see the buildings moved back in line with all the properties in existence on Wigan Road to its junction with Lancaster Lane and any future building works kept in line.
5. Clayton-le-Woods Parish Council have no comments to make on the application.

Consultations

6. **Lancashire County Council (Ecology)** see body of report.

7. **The Environment Agency** have no objection in principle to the proposed development but wish to make the following comments:-
8. Surface water run off from this site should be restricted to existing rates in order that the proposed development does not contribute to an increased risk of flooding. Surface water run off can be attenuated through the use of Sustainable Drainage Systems (SUDS). Support for the SUDS approach to managing surface water run-off is set out in paragraph 22 of Planning Policy Statement (PPS) 1: Delivering Sustainable Development and in more detail in PPS 25: Development and Flood Risk at Annex F. Paragraph F8 of the Annex notes that "Local Planning Authorities should ensure that their policies and decisions on applications support and complement Building Regulations on sustainable rainwater drainage". These not only attenuate the rate of surface water discharged to the system but help improve the quality of the water. They can also offer other benefits in terms of promoting groundwater recharge and amenity enhancements. This approach involves using a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands.
9. They state they have reviewed the ecology report submitted with the application in relation to the impact of the development on the aquatic environment. They support the pond enhancements as recommend in paragraph 5.1.9, but 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. **United Utilities** have not commented on the current application however they did comment on the previous one to which they had 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.
11. **Chorley Planning Policy** -This proposal differs from the previously approved scheme as it involves a change of access point, change to the layout and the addition of one more dwelling. However, it is not considered that it raises any new planning policy issues. The original policy comments were as follows:
 12. 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 they would have a highway objection to the proposed development in principle and would recommend that the application is strongly resisted on highway grounds.
19. Wigan Road is a heavily used primary distributor road with a 40mph speed limit and forms part of the A49 from which access can be gained to the M65, M61 and M6.
20. The site already has approved permission under application 11/00480/FULMAJ for 13no dwellings on the site.
21. The new application is for 14no detached dwellings on the site with proposed changes to the access points.
22. The revised road layout (dwg no: 072.01.55.P01 Rev H) would incorporate shared private driveways (double) on either side of the proposed access road in close proximity of the road junction. This is unacceptable from a road safety view point as the multiple access points (3no) will lead to a level of conflict in vehicle movements at the locality to the detriment of safety for users of the public highway. In addition any short term on-street parking on the A49 by visitors and servicing vehicles to the 4no dwellings that are to be directly accessed off Wigan Road will interfere with the normal visibility sightlines that are to be enjoyed at the new access road. The revised access proposals are therefore likely to have adverse impact on the safety and operation of the highway network at the locality.
23. The previously approved application would have included 2no separate driveways to be accessed off Wigan Road however in this instance the access points, which are both located to the south of the access road, serve individual properties and are set further away from the road junction with the nearest access being 25m away and the second access a further 10m away. In the current application the 2no double driveway access points set either side of the access road are only 15m away.
24. Amended plans have been received since these comments were made and LCC Highways have made further comments:
25. As already indicated Wigan Road is a heavily used primary distributor road with a 40mph speed limit and forms part of the A49 from which access can be gained to the M65, M61 and M6, and any proposals that are likely to have an adverse impact on road safety will simply not be acceptable. The proposal for the two double driveways on either side of the new access road is not acceptable. They therefore maintain their highway objection.

26. **Chorley's Waste & Contaminated Land Officer** - ask for a pre-commencement condition in relation to land contamination. They note that there has been some ground investigation work at the site. However, the development proposal have been altered from the previous application so they would expect any reports that are submitted in support of this new application to make reference to the revised development. Furthermore a detailed remediation statement would be required for approval.
27. **Police Architectural Liaison Officer** - This is a rural location and although crime is low in the area, given that the proposed dwellings are in the main 4/5 bedroom properties there is a potential risk of burglary and car key burglary on site particularly as there is easy access on the A49 to the major motorway networks M64, M61 and M6. As a result it is recommended that consideration be given to achieving Secured By Design accreditation for the individual dwellings. If this is progressed further security advice and checklists can be provided.
28. The change of access point from the centre of the site is acceptable from a crime perspective e.g. restricted to 1 access/egress point however LCC would need to be consulted regarding traffic management issues off Wigan Road.
29. Regarding the wildflower grassland, this should not provide potential areas of concealment for offenders and vertical posts on fencing should not provide climbing aids from the adjoining fields.
30. They have no issues regarding the additional dwelling, the opportunity for natural surveillance has been enhanced by the layout of dwellings.

Assessment

Principle of the development

31. The principle of the development of this site has already been established by the previous permission 11/00480/FULMAJ. This report will therefore focus on the changes to the scheme only.

Density

32. The density of the proposal would be 17.5 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.

Levels

33. 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. There is no need to increase the interface distances between the properties.

Impact on the neighbours

34. 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 14 which has a two storey gable nearest this boundary. Although on the previously approved layout there was a double garage proposed nearest this boundary it is still considered that this relationship is acceptable as although the side window in Oaktree Bungalow will look on to the side of the property on plot 14 between which there will be approximately 5.5m this is not an unusual relationship between side windows and there will be no windows in the southern elevation of plot 14. The relationship with Plot 14 is therefore considered acceptable.
35. The rear elevation of the property on plot 12 will face towards the rear garden of Oaktree Bungalow. The bungalow has a long rear garden (approximately 33m) and the property on plot 12 will not face towards the most private part of the garden near the rear of the bungalow. There will be 10m from the first floor windows of this property to the boundary which complies with the interface guidelines. The rear of plot 11 will face towards the rear of

the application property but further away from the garden of Oaktree Bungalow. This is considered an acceptable relationship between the properties and their gardens.

36. Oaktree Bungalow has objected to the application but not on neighbour amenity grounds, rather on the building line, this issue is covered in the design and layout section below.
37. During the consideration of the previous application (11/00480/FULMAJ) the Secretary of State 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. Originally the proposed properties on plots 7 and 8 fell short of the interface distance to the rear boundary with the adjacent land. As per the previous application it was considered this 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 the boundary. 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 30m between the property on Plot 14 and this garden which exceeds the interface guidelines.
38. The properties within the site comply with the Council's interface guidelines in relation to neighbour amenity following amended plans being received relocating the double garage on plot 6 to prevent direct views from plot 7 into its rear garden.
39. The amended plans are therefore considered acceptable in relation to neighbour amenity.

Design and Layout

40. Policy HS4 of the Local Plan covers the Design and Layout of Residential Developments. The proposed house types are from the standard palette of Wainhomes properties, 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. One objection has been received to the application on the grounds that the properties facing on to Wigan Road seem to be being built closer than the existing old property line. They state when they purchased their property their solicitor told them they would not be able to extend the front of the property as it would be out of line with the existing built properties and the old Burrows Grass Machinery is in line with the existing buildings. They would like to see the buildings moved back in line with all the properties in existence on Wigan Road to its junction with Lancaster Lane and any future building works kept in line.
41. To respond to this point Burrows Grass Machinery was situated marginally further forward than the existing properties on Wigan Road. The properties now proposed across the front of the site (plots 1, 2, 13 and 14) will project beyond the existing bungalow to the south. Plot 14 the nearest to Oaktree Bungalow will project by 1m (not including the bay window) and plot 13 will project 3m beyond it. Plots 1 and 2 on the other side of the access road will be a mirror image of this. Although the properties do project in front of the existing properties it is not considered unacceptable. They do not project significantly forward and are set back from the pavement by at least 19m so the difference will not be greatly noticed in the street scene. It is not considered that it is necessary for the properties to be in exact line with each other as the properties now proposed will be viewed as being different to the bungalows to the south anyway.
42. The internal layout of the site is that all the properties are served by one cul-de-sac. The layout is considered acceptable.
43. In terms of design the surrounding properties are of a wide range of styles and materials therefore the proposed properties are considered acceptable to their context.

Open Space

44. 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

45. 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

46. The County Ecologist has not commented on the current application but did review the ecological appraisal as part of the previous application and was 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 changes to the proposal will not impact on the pond area in the northeast corner of the site to a greater extent than the previous layout. The proposal is considered acceptable in relation to Policy EP4 of the Local Plan and PPS9 subject to a condition.

Traffic and Transport

47. LCC Highways have objected to the proposal. This application changes the access point from that previously approved under 11/00480/FULMAJ, being in the centre of the site rather than against the north boundary.
48. LCC Highways stated that the original layout submitted for this application would incorporate shared private driveways (double) on either side of the proposed access road in close proximity of the road junction and that this is unacceptable from a road safety view point as the multiple access points (3no) will lead to a level of conflict in vehicle movements at the locality to the detriment of safety for users of the public highway. In addition any short term on-street parking on the A49 by visitors and servicing vehicles to the 4no dwellings that are to be directly accessed off Wigan Road will interfere with the normal visibility sightlines that are to be enjoyed at the new access road. The revised access proposals are therefore likely to have adverse impact on the safety and operation of the highway network at the locality.
49. The case officer questioned this response as the previously approved application also had two private driveways off the main road as well as the main access point. LCC Highways responded by stating that in the previous application the access points, which were both located to the south of the access road, served individual properties and were set further away from the road junction with the nearest access being 25m away [from the centre of the access point] and the second access a further 10m away. In the current application the 2no double driveway access points set either side of the access road are only 15m away.
50. Amended plans were then received and LCC Highways have made further comments: Wigan Road is a heavily used primary distributor road with a 40mph speed limit and forms part of the A49 from which access can be gained to the M65, M61 and M6, and any proposal that are likely to have an adverse impact on road safety will simply not be acceptable. The proposal for two double driveways on either side of the new access road is not acceptable. They therefore maintain their highway objection.
51. However, the Council are the decision making body and although the advice of LCC Highways is sought, it is for the Local Planning Authority to decide whether to accept that advice. Any unreasonableness on the part of a consultee is in effect the Local Planning Authority's unreasonableness if they accept that advice, as has been borne out in an appeal decision in 2009 when South Ribble Council had costs awarded against them for relying on the advice of Lancashire County Council Highways which the County Council withdrew when the applicant appealed.
52. The Council in considering this application must therefore consider the advice of LCC Highways but must view their comments in the context of other issues including previous permissions. The original approval under 11/00480/FULMAJ had the access point 24m from the nearest of the two private driveway to the south (measurements taken from the centre of the access point). The amended plans on the current application still have two private driveways, one either side of the access point. The one to the south is 22.5m from the access point and the one to the north is 19m from the access point. Although each of the private access drives will serve two properties, it is not considered that this will lead to a material increase in traffic from the single dwellings the private driveways served on the previously

approved application. Overall there will still be two private driveways and the main access to the site. It is not considered that the Council could substantiate a reason for refusal on highway grounds given the previous approvals at the site that are not significantly different.

53. Without control plots 2 and 13 could be tempted to drive onto the cul-de-sac from the driveway in front of their property and so the Council has secured a hedge preventing this from happening that will be controlled by condition. The hedgerow will also match many of the existing boundary frontages on this part of Wigan Lane which are also hedgerows.
54. In terms of parking, although some of the double garages are deficient in size to be classed as two parking spaces, amended plans have been received so that all the properties have the required number of parking spaces in accordance with the Council's standards. The four properties on the road frontage each have three off road parking spaces, not including any integral garages, which should discourage parking on the main road.
55. It is considered that a highways reason for refusal could not be maintained at appeal and the application is therefore considered acceptable in highway terms.

Drainage and Sewers

56. The case officer liaised between the Environment Agency and United Utilities to ensure that a discharge rate that they are both happy with can be agreed as part of the previous application. It is therefore considered the proposal is acceptable in relation to drainage and flood risk subject to the same condition restricting run-off to existing rates.

Overall Conclusion

57. 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, 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.

11/00480/FULMAJ 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. Permitted September 2011

Recommendation: Permit Full Planning Permission Conditions

1. **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.
2. **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.

3. 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.
4. 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.
5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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) and achieve 2 credits within Issue Ene7: Low or Zero Carbon Technologies.

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.

11. 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.

12. No dwelling shall be occupied until a letter of assurance, detailing how the dwelling in question meets the necessary code level and 2 credits under Issue Ene7, has been issued to the Local Planning Authority, by an approved code assessor. 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 L Planning Layout	9 August 2011	
5.412/P/B/L	4 October 2011	Raleigh
5.412/P/L	4 October 2011	Raleigh
5.412/P/B/L10 Rev #	4 October 2011	Cromwell
5.412/P/L10 Rev #	4 October 2011	Cromwell
4.406/P/B/L10	4 October 2011	Scott
4.408/P/B/L10 Rev #	4 October 2011	Oxford
5.230/P/B/L Rev E	4 October 2011	Cambridge
4.201/P/B/L Rev #	4 October 2011	Newton
4.134/P/B/L Rev A	4 October 2011	Eton
5.236/P/B/L Rev #	4 October 2011	Richmond
072.SD.G.02.01	4 October 2011	Double Garage
05036/05	4 October 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 L.

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 access 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, 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.

19. 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.

20. The proposed access from the site to Wigan Road shall be constructed to a (minimum) width of 5.5m. 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.

21. The existing access to the site shall be physically and permanently closed and the 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.

22. The dwellings shall not 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.

23. All planting, seeding or turfing comprised in the approved plans 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, this shall specifically include the 600m high Hawthorne hedge shown on Drawing number 072.01.55.P01 Rev L. Any trees, plants or shrubs 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. The Hawthorn hedge shall be retained in perpetuity. If the Hawthorne hedge shown on this drawing is unsuccessful after a period of 5 years then details of an alternative boundary treatment to prevent vehicles driving onto the access road from the driveways of plots 2 and 13 shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details and retained in perpetuity.

Reason: In the interest of the appearance of the locality and in the case of the Hawthorne hedge to prevent vehicles driving across the pavement onto the Cul-de-sac and in accordance with Policy Nos GN5 and TR4 of the Adopted Chorley Borough Local Plan Review.