

Item 4b **11/00875/FULMAJ**

Case Officer **Mrs Nicola Hopkins**

Ward **Chorley East**

Proposal **Application to extend the time limit for implementation of extant planning permission 07/01426/FULMAJ at Talbot Mill for the erection of 149 residential dwellings including landscaping and access off Froom Street.**

Location **Land Formerly Talbot Mill Froom Street Chorley**

Applicant **St Francis Group**

Consultation expiry: **9 November 2011**

Application expiry: **28 December 2011**

Proposal

1. This application relates to an extension to the time period for implementation of a previously approved planning application (which was extant at the time of submission) for the erection of 149 residential dwellings at the former Talbot Mill site including landscaping and access off Froom Street.
2. Full planning permission was granted for the development on 12 June 2009 and the applicants have until 12 June 2012 to commence the development. This development has not commenced however in October 2009 legislation was introduced, subsequent to the 2008 Planning Act, which allows applicants to extend the time period for implementation of extant planning approvals.
3. This legislation was introduced in order to make it easier for developers to keep planning permissions alive for longer during the economic downturn. A new planning permission is applied for to replace the existing permission.

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
 - Background of the development
 - Parking
 - Sustainable Resources
 - Neighbour concerns

Representations

6. 10 letters of objection have been received raising the following points:
 - Safety issues and increased traffic concerns of access via Froom St.
 - Loss of our privacy.
 - Noise & disturbance
 - Loss of mature trees
 - Too much traffic
 - Froom Street has inadequate traffic management- issues of access during bad weather
 - Junction with Eaves Lane is very narrow and constricted
 - Impact on pedestrian using the bridge and footpaths
 - Access should be gained off Bagganley Lane
 - Employment use would be preferred
 - Impact on wildlife
 - Will have no countryside left if this carries on, more and more houses are being built on what used to be green belt area.
 - Too many houses

Consultations

7. Lancashire County Council (Planning Obligations) have requested contributions towards waste management and education.

Assessment

Principle of the development

8. Guidance issued by the Department of Communities and Local Government states that when determining applications for extensions to time limits the development will by definition have been judged to be acceptable in principle at an earlier date (in this case by permitting application 07/01426/FULMAJ). While such applications must be decided in accordance with the plan, unless material considerations indicate otherwise, Local Planning Authorities should in making their decision focus their attention on development plan policies and other material consideration which may have changed significantly since the original grant of planning permission.
9. In this case there has not been any physical change to the site however, there have been a number of changes to policy that the proposal should be assessed against. The Government have amended PPG13 which previously required local authorities to set limits for off street parking in residential developments. The revised PPG13 removes this requirement and allows local authorities to set their own parking levels.
10. In September 2008 the first policy document, Sustainable Resources DPD, within Chorley's new Local Development Framework (LDF), was adopted and is a material planning consideration in respect of this application.

Background of the development

11. There is extensive planning history relating to the Talbot Mill Site all of which relates to the use of the site for residential development. The site was previously occupied by a large Mill building which has now been demolished. Due to the previous use of the land the site falls to be considered as previously developed land within the PPS3 definition and as such is the preferred choice for residential redevelopment rather than Greenfield land. This fact was established by the Inspector at the previous public inquiry. Therefore, in principle, the redevelopment of the land for residential purposes is considered to be acceptable. However the nature and location of the site raises several issues some of which lead to the previous refused applications, these issues will be dealt with in turn.
12. Outline planning permission was refused for the residential redevelopment of the site in 2000 (00/00021/OUT) however this decision was overturned at appeal. As such the principle of redeveloping the site for residential purposes was established. Although this application was determined in 2003 an application was submitted (03/00857/FULMAJ) which sought to vary conditions attached to planning permission 00/00021/OUT seeking to extend the period of time for the submission of reserved matters and the commencement of development. At the time of considering the previous application on this site the extension of time period application had not been determined. As the application was still live this held the original outline planning permission as extant. This extension of time period application was subsequently withdrawn following the approval of full planning permission at this site.

Parking

13. The original application was considered at DC Committee in May 2008 and in respect of parking the dwellinghouses incorporate either in curtilage and/or garage accommodation and the apartments incorporate parking courts. However the levels of parking do not meet the Council's requirements in respect of the size of dwellings proposed.
14. The parking is deficient in the following areas: all of the two bedroom apartments proposed (within the apartment blocks) do not accommodate 2 spaces per apartment and 28 of the approved four bedroom dwellings do not accommodate 3 off road parking spaces.
15. In addition to the above although it appears that 48 of the other approved properties accommodate sufficient parking the driveways do not appear to accord with Council's requirements (6 metres long in front of a garage and 5.5 metres in all other cases).
16. Due to the restrictions within the site in some cases it does not appear possible to incorporate sufficient parking for the properties proposed however it is possible to replace the 4 bedroom dwellings with 3 bedroom dwellings and incorporate some 1 bedroom apartments which have a reduced parking requirement.
17. The agent for the application was advised of this and the plans have been amended to incorporate adequate parking levels in accordance with the above suggestions. The amended proposals result in a

reduction of 2 bedroom apartments from 64 to 39 with the inclusion of 25 one bedroom apartments and the removal of all of the 4 bedroom houses (31 units) to be replaced with 3 bedroom units.

18. Additionally the approved garages do not meet the standard set out within Manual for Streets (6x3 metres). These dimensions are required to enable a car to be accommodated within the garage along with storage space to ensure that the garage is actually used as a parking space. The garages do however incorporate sufficient space to accommodate a vehicle, particularly in respect of the width, and as such in this case a condition will be attached to the recommendation requiring a shed at each of the plots with a garage.

Sustainable Resources

19. As set out above the Sustainable Resources DPD, within Chorley's new Local Development Framework (LDF), was adopted in September 2008. The previous application was considered by DC Committee in May 2008 and it was resolved (8:7) to grant planning permission subject to a Legal Agreement and suggested conditions. This consideration pre-dates the DPD however the associated S106 Agreement was not signed until 11 June 2009 and the decision issued on 12 June which post dates the adoption of the DPD.
20. As the application was considered prior to the adoption of this DPD the requirements of Policy SR1 were not incorporated into the development. Although it was noted that the principles of sustainable design should be incorporated into the development. To secure this the following condition was attached to the decision notice:

Prior to the commencement of the development full details of a scheme for the collection and storage of rainwater shall be submitted to and approved in writing by the Local Planning Authority. The submitted information shall include full details of the systems to be installed at each of the apartment blocks and individual residential units, and how this water will be recycled within the residential units.
Reason: In the interests of reducing the potential of flooding at the site and as a contribution to renewable energy resources at the site. In accordance with Government advice contained in Planning Policy Statement 1: Delivering Sustainable Development, the supplement to PPS1: Planning and Climate Change and Planning Policy Statement 25: Development and Flood Risk.
21. Policy SR1 currently requires properties to be built to Code for Sustainable Homes Level 3 (raising to Code Level 4 in 2013) and incorporate 15% reduction in carbon emissions which is over and above the above condition. As such appropriately worded conditions will be attached to the recommendation in accordance with Policy SR1.

Neighbour concerns

22. As set out above a number of concerns has been raised by residents in respect of increased traffic along Froom Street. This was addressed as part of the previous application Highway safety issues were not a reason for refusal in respect of the previous scheme however the Inspector and Secretary of State were concerned with the Traffic Assessment and pedestrian movements within the area. Concern was raised that, contrary to advise in PPG3, priority was given to vehicles rather than the needs of the pedestrians.
23. As part of the highway works proposed the deck structure of the Froom Street bridge will be replaced with an in-situ concrete structure having an overall width of 5.9 metres, the same as the existing structure. This allows for a 3.1 metre wide carriageway with a 1.8 metre wide footway to its north and a 600mm margin to its south. Traffic calming will be incorporated along Froom Street in the form of speed bumps.
24. Priority will be given for vehicles travelling down Froom Street. The level of the existing unadopted access to the east of the bridge will be raised to achieve a minimum forward visibility of 70 metres which exceeds the requirements set out within Manual for Streets. As part of the previous application the plans were amended to accommodate the Highway Engineers requirements and no objections were received from Lancashire County Council Highways in respect of the highway implications of the development.
25. A further traffic assessment was carried out at the site which demonstrated that there is adequate capacity at the Froom Street/ Eaves Lane junction to accommodate the traffic generated by the proposal.
26. A pedestrian count was carried out at the site in July 2007 during the morning and mid-afternoon/evening peak period. The traffic assessment demonstrated that the majority of pedestrians passing through the junction travelled along either footway of Eaves Lane crossing Froom Street and Aniline Street. Occasionally pedestrians crossed Eaves Lane at the central refuge to the north of the Froom

Street junction. Some people travelling to and from Froom Street crossed this street within 20 metres of the junction depending upon which side of the street they lived. No adverse pedestrian movement/ vehicle interaction was observed given the good intervisibility between all users on Froom Street and Eaves Lane.

27. The pedestrian refuges will be retained on Eaves Lane and, taking into consideration pedestrian movement in the area, it is considered that the increased vehicle movements can be accommodated at the existing junction whilst maintaining pedestrians' safety.
28. The traffic assessment demonstrated that, other than a relatively short length of Froom Street serving the terraced housing where the effective carriageway is restricted by parked vehicles to single lane working at certain times of the day, the majority of the length of Froom Street is of adequate width and utility to accommodate the traffic generated by the development.
29. As such the traffic implications were fully considered and satisfactorily addressed during the consideration of the previous application.
30. Concerns have also been raised in respect of ecology. The Ecologist considered the previous application and concluded that the ecological impacts (bat roosting opportunities, nesting birds, water voles, trees, spread of Japanese Knotweed) can be avoided and appropriate conditions were attached to the decision. These conditions will be replicated on this recommendation.
31. The proposals also include a scheme to enhance the canal footpath by replacing seating etc. A walkway west of the Black Brook will be provided to ensure residents can enjoy a circuitous route around the site.

Density

32. The site covers 4.37 hectares, the erection of 149 dwellings equates to 34 dwellings per hectare. Taking into consideration the character of the surrounding area, which is relatively high density, a high density development is considered to be appropriate in this location. The Inspector for the appeal in respect of the 2000 application, which was for a higher number of dwellings, agreed that the density was appropriate for the location.

Section 106 Agreement

33. Due to the nature of this development the original planning approval had an associated S106 Agreement which secured affordable housing and public open space. As this application results in the issuing of a new planning permission the obligations of the original agreement will be incorporated into a new S106 Agreement to accompany this planning approval, if members are minded to grant this time limit extension application.
34. Lancashire County Council Planning Contributions team have also requested £635,120 for Primary school places and £ 71,520 for waste management. This application purely relates to extending the time period for commencing the development and as set out above the S106 obligations have previously been agreed. As such it would not be possible to justify further S106 obligations in respect of this application.

Overall Conclusion

35. The Planning Policy changes which have occurred since the original grant of planning permission would not have resulted in a different outcome if a new planning application for this site was submitted now. As such it is recommended that a three year extension for the commencement of this development is approved.

Planning Policies

National Planning Policies:

PPS 1, PPS3, PPS23, PPS25, PPG13.

North West Regional Spatial Strategy

Policy DP1, Policy DP3, Policy UR7, Policy ER5

Adopted Chorley Borough Local Plan Review

Policies: GN1, GN5, HS1, HS4, HS5, HS19, HS21, EP4, EP9, EP10

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 4: Housing Delivery

Policy 7: Affordable Housing

Policy 10: Employment Premises and Sites

Policy 17: Design of New Buildings

Policy 22: Biodiversity and Geodiversity

Policy 27: Sustainable Resources and New Developments

Sites for Chorley- Issues and Options Discussion Paper December 2010

HS1.8: Talbot Mill, Froom Street

Planning History

99/00708/OUT- Outline application for the erection of 120 dwellings. Refused (Appeal Withdrawn)

00/00021/OUT- Outline application for 120 dwellings. Refused (Allowed on Appeal)

03/00857/FULMAJ- Variation of Conditions 2 and 3 on application 9/00/00021 (to extend time periods for submission of reserved matters and commencement of development). Withdrawn.

03/01037/REMAJ- Residential Development Approval of Reserved Matters. Withdrawn

04/00618/FULMAJ- Development of 159 residential dwellings including public open space, road layout, car parking and landscaping, with means of access off Froom Street and highway improvements to Froom Street. Refused

05/00007/FULMAJ- Development of 158 residential dwellings including landscaping, access off Froom Street and highway improvements to Froom Street / Eaves Lane. Refused

05/00050/FUL- Erection of 6 apartments. Refused

05/00344/FULMAJ- Development of 164 residential dwellings including landscaping, access off Froom Street, and highway improvements to Froom Street/Eaves Lane. Refused (Appeal dismissed).

07/01426/FULMAJ- Erection of 149 residential dwellings including landscaping and access off Froom Street. Approved June 2009

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. Before the development hereby permitted is first commenced full details of existing and proposed ground levels and proposed building slab levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plans. The development shall only be carried out in conformity with the approved details.**
Reason: To protect the appearance of the locality, 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.
- 3. Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences and walls to be erected (notwithstanding any such detail shown on previously submitted plans) shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until all fences and walls shown in the**

approved details to bound its plot have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.

Reason: To ensure a visually satisfactory form of development, to provide reasonable standards of privacy to residents and in accordance with Policy No. HS4 of the Adopted Chorley Borough Local Plan Review.

4. During the construction period, all trees to be retained shall be protected by 1.2 metre high fencing as specified in paragraph 8.2.2 of British Standard BS5837:2005 at a distance from the tree trunk equivalent to the outermost limit of the branch spread, or at a distance from the tree trunk equal to half the height of the tree (whichever is further from the tree trunk), or as may be first agreed in writing with the Local Planning Authority. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the areas so fenced. All excavations within the area so fenced shall be carried out by hand.
Reason: To safeguard the trees to be retained and in accordance with Policy Nos. EP9 of the Adopted Chorley Borough Local Plan Review.
5. The development hereby permitted shall not commence until samples of all external facing materials to the proposed buildings (notwithstanding any details 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 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.
6. 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.
7. Prior to the commencement of the development a scheme for the provision and implementation of a surface water regulation system shall be submitted to and approved in writing by the Local Planning Authority. The scheme thereafter shall be completed in accordance with the approved details.
Reason: To reduce the increased risk of flooding and in accordance with Government advice contained in PPS25 Development and Flood Risk
8. The development hereby approved shall be carried out in accordance with the measures outlines in the Flood Risk Assessment dated December 2007 and the addendum to the Flood Risk Assessment dated 18th February 2008 carried out by Weetwood Environmental Engineering.
Reason: To reduce the risk of flooding and in accordance with Government advice contained in PPS25 Development and Flood Risk
9. Prior to the commencement of the development a Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Method Statement shall include measures to ensure the protection of the Leeds Liverpool Canal during construction. Including measures to prevent any pollution of the canal by construction materials, dust or contaminated surface water run-off. The development thereafter shall be carried out in accordance with the approved method statement.
Reason: To ensure the development does not adversely impact on the water course and in accordance with Policy EP17 of the Adopted Chorley Borough Local Plan Review.
10. Prior to the occupation of the dwellinghouses hereby permitted the emergency access link from Bagganley Lane shall be constructed and operational in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The details shall include the measures to be implemented to prevent vehicular access except in emergencies and shall include details of proposed signage, details of the proposed bollards and samples of the proposed hard surfacing materials. The development thereafter shall be carried out in accordance with the approved scheme.
Reason: To ensure the acceptable development of the site and in accordance with Policy GN5 of the Adopted Chorley Borough Local Plan Review.

11. Prior to the first use of the development hereby permitted, a Residential Travel Plan shall be submitted to and approved in writing by, the local planning authority. The measures in the agreed Travel Plan shall then thereafter be complied with unless otherwise agreed in writing by the Local Planning Authority.
Reason: To reduce the number of car borne trips and to encourage the use of public transport and to accord with Policies TR1 and TR4 of the Adopted Chorley Borough Local Plan Review.
12. Prior to the occupation of the dwellinghouses hereby permitted the highway serving the site and the traffic calming measures along Froom Street shall have been completed in accordance with the approved details shown on plans reference P2040/04/118A and 04/210/100/003A, or as otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of highway safety and in accordance with Policy No.TR4 of the Adopted Chorley Borough Local Plan Review.
13. Prior to the felling of trees which have the potential to support bat roosts the trees and bridges shall be resurveyed to establish the presence of bats. The survey shall include the recommendations set out within the by Penny Anderson Associates Ltd. 2006. Baxter Estates Ltd, Talbot Mills, Ecological Assessment (paragraphs 6.5-6.15). If bats are found to be present work on site should cease and a professionally qualified Ecologist should be consulted to ensure that there will be no harm to bats.
Reason: In the interest of the continued protection of protected species and in accordance with Policy EP4 of the Adopted Chorley Borough Local Plan Review.
14. Prior to the commencement of the development a scheme for the provision of bat boxes/ bat bricks and bird boxes shall be submitted to an approved in writing by the Local Planning Authority. The scheme shall include the number proposed and the proposed location. The development thereafter shall be carried out in accordance with the approved details.
Reasons: In the interests of protected species and providing nesting opportunities for protected species. In accordance with Policy EP4 of the Adopted Chorley Borough Local Plan Review.
15. An undeveloped buffer zone of at least 5m should be retained along the watercourses and should include the pond to the north of the site. This buffer zone must be protected from construction activities (e.g. run-off/pollution, the storing of any material, or vehicle movements), and secured herras fencing at least 5m from the brook and canal shall be erected and retained during the period of construction to ensure the continued protection of Water Voles and the water bodies.
Reason: In the interests of the continued protection of protected species and to ensure the water body is not affected by any changes to drainage/hydrology, and does not receive any surface run-off or pollution from the development site. In accordance with Policies EP4 and EP17 of the Adopted Chorley Borough Local Plan Review.
16. 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.
17. The site shall be remediated in accordance with the approved remediation proposal, reference TC/P2062/04/GC produced by Gary Clarke (& Kathryn Iddon) of Thomas Consulting. Upon completion of the remediation works a validation report containing any validation sampling results shall be submitted to 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 Government advice contained in PPS23: Planning and Pollution Control
18. 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

19. Prior to the commencement of the development full details of the walkway enhancements along the canal and the Black Brook shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the proposed improvement measures (e.g. replacement seating), a demonstration that a circuitous route can be achieved and evidence that the route is fully accessible, including disabled access. Additionally the details shall include the footpath link to the housing development to the south of the site. The development thereafter shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the area and the future amenities of the residents. In accordance with Policy GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.

20. Prior to the commencement of the dwellinghouses on plots 70-73, 74-79, 80-85, 100-103 and 107 full details of the measures to be incorporated to protect these dwellings affected by the M61 Motorway, shall be submitted to and approved in writing by the Local Planning Authority. All work which forms part of the approved scheme shall be completed before the first occupation of the noise-sensitive dwellings and noise protection measures shall be retained thereafter.

Reason: To protect the amenities of the future occupiers of the properties affected by the motorway and in accordance with Policy EP20 of the Adopted Chorley Borough Local Plan Review.

21. Prior to the commencement of the development full details of the laying out of the public open space and equipped play area shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of the play equipment and other equipment to be provided. The approved scheme shall be completed prior to the occupation of the dwellings on plots 1-4, 10-15 and 146-149 and the open space and play area shall be retained thereafter.

Reason: To ensure adequate provision is made for public open space and in accordance with Policies GN5 and HS19 of the Adopted Chorley Borough Local Plan Review.

22. Prior to the occupation of the dwellinghouses hereby permitted full details of the Management Company to deal with the future management and maintenance of the site shall be submitted to and approved in writing by the Local Planning Authority. The site shall thereafter be managed by the approved Management Company.

Reason: To ensure the satisfactory management of the private driveways and refuse storage/ collection at the site and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.

23. Prior to the commencement of the development full details of a scheme for the collection and storage of rainwater shall be submitted to and approved in writing by the Local Planning Authority. The submitted information shall include full details of the systems to be installed at each of the apartment blocks and individual residential units, and how this water will be recycled within the residential units.

Reason: In the interests of reducing the potential of flooding at the site and as a contribution to renewable energy resources at the site. In accordance with Government advice contained in Planning Policy Statement Delivering Sustainable Development, the supplement to PPS1: Planning and Climate Change and Planning Policy Statement 25: Development and Flood Risk.

24. The approved plans are:

| Plan Ref. | Received On: | Title: |
|------------------|------------------|---------------------------------------|
| 07/091/P01 Rev 0 | 22 January 2008 | Site Location Plan |
| 2314.04F | 28 November 2011 | Proposed Site Layout |
| 2314.01C | 10 March 2008 | Landscape Structure Plan |
| P2040/04/118A | 11 February 2008 | Tree Survey |
| 04/210/100/003A | 25 February 2008 | Canal Bridge and Site Entrance Layout |
| BH007/T01B | 31 January 2008 | Proposed Traffic Calming Measures |
| 07/091/P74A | 9 January 2008 | Topographical Survey |
| 07/091/P75A | 2 May 2008 | Street Scenes 1, 2 & 3 |
| 07/091/P76A | 2 May 2008 | Street Scenes 4 & 5 |
| 07/091/P77 | 2 May 2008 | Street Scene 6, 7 & 8 |
| 07/091/P60A | 2 May 2008 | Street Scene 9 |
| 07/091/P61 Rev B | 2 May 2008 | Plots 16-21 |
| | 28 November 2011 | Plots 30-35 |

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| 07/091/P63A | 9 May 2008 | Plots 36-46 Elevations |
| 07/091/P62 Rev B | 28 November 2011 | Plots 36-36 Floor Plans |
| 07/091/P64 Rev B | 28 November 2011 | Plots 54-59 |
| 07/091/P65 Rev B | 28 November 2011 | Plots 60-65 |
| 07/091/P66A | 9 May 2008 | Plots 66-69 |
| 07/091/P67Rev B | 28 November 2011 | Plots 74-79 |
| 07/091/P68 Rev B | 28 November 2011 | Plots 108-113 |
| 07/091/P69A | 2 May 2008 | Plots 137-141 |
| 07/091/P29A | 4 March 2008 | House Types E1/ E2 Elevations |
| 07/091/P30B | 2 May 2008 | House Types E1/E2 Elevations |
| 07/091/P03A | 4 March 2008 | Apartment Block 1- Elevation |
| 07/091/P02A | 4 March 2008 | Apartment Block 1 Floor Plans |
| 07/091/P46 | 4 March 2008 | Single and Double Garage |
| 07/091/P47 | 4 March 2008 | Single and Double Garages Pyramid Roof |
| 07/091/P50 | 4 March 2008 | Quad Garage Block 1 |
| 07/091/P27 Rev B | 28 November 2011 | House Type E1- Floor Plans |
| 07/091/P28 Rev A | 28 November 2011 | House Type E2- Floor Plans |
| 07/091/P70A | 2 May 2008 | House Type E3- Floor Plans |
| 07/091/P71A | 2 May 2008 | House Type E3- Elevations |
| 07/091/P26A | 4 March 2008 | House Type D1 Special- Elevations |
| 07/091/P25A | 4 March 2008 | House Types D/D1- Elevations |
| 07/091/P24A | 4 March 2008 | House Type D Elevations |
| 07/091/P23 | 4 March 2008 | House Type D1 Special Floor Plans |
| 07/091/P22 | 4 March 2008 | House Type D- Floor Plans |
| 07/091/P21A | 4 March 2008 | House Type C- Elevations |
| 07/091/P20 | 4 March 2008 | House Type C- Floor Plans |
| 07/091/P19A | 4 March 2008 | House Type B1 Special Elevations |
| 07/091/P18A | 4 March 2008 | House Type B1/B3 Elevations |
| 07/091/P17 | 4 March 2008 | House Types B1/B2 Elevations Block 3 |
| 07/091/P16 | 4 March 2008 | House Type B1- Elevations Semi-detached |
| 07/091/P15 | 4 March 2008 | House Type B1 Special Floor Plans |
| 07/091/P14B | 2 May 2008 | House Type B3- Floor Plans |
| 07/091/P13 | 4 March 2008 | House Type B2- Floor Plans |
| 07/091/P12 | 4 March 2008 | House Type B1- Floor Plans |
| 07/091/P40A | 4 March 2008 | House Type J1- Elevations |
| 07/091/P41 | 4 March 2008 | House Type J2- Elevations |
| 07/091/P39 Rev A | 28 November 2011 | House Type J1/J2 Floor Plans |
| 07/091/P38A | 4 March 2008 | House Type H Elevations |
| 07/091/P37 | 4 March 2008 | House Type H Floor Plans |
| 07/091/P72 | 4 March 2008 | House Type H1- Floor Plans |
| 07/091/P73 | 4 March 2008 | House Type H1- Elevations |
| 07/091/P36A | 4 March 2008 | House Type G- Elevations |
| 07/091/P35 | 4 March 2008 | House Type G- Floor Plans |
| 07/091/P34A | 4 March 2008 | House Type F2- Elevations |
| 07/091/P33A | 4 March 2008 | House Type F1- Elevations |
| 07/091/P32 | 4 March 2008 | House Type F2- Floor Plans |
| 07/091/P31 Rev A | 28 November 2011 | House Type F1- Floor Plans |
| 07/091/L01H | 2 May 2008 | Location Plan |
| 07/091/P59 Rev B | 28 November 2011 | Proposed Plot 6-15 |
| 07/091/P79 | 2 May 2008 | Proposed Site Section |
| 07/091/P78 | 9 May 2008 | House Types B3/E1 Elevations |
| 07/091/P80 | 15 May 2008 | Binstore Locations |
| 07/091/P81 | 15 May 2008 | Bin Store and Cycle Store Plans and Elevations |

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

25. No dwelling on plots 1, 2, 3, 4, 22-29 (inclusive), 47-53 (inclusive), 71, 72, 80-97 (inclusive), 98-107 (inclusive), 120-122 (inclusive), 125-129 (inclusive), 131-133 (inclusive), 143-148 (inclusive) 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
26. The integral and detached garages hereby permitted on plots 1, 2, 3, 4, 22-29 (inclusive), 47-53 (inclusive), 71, 72, 80-97 (inclusive), 98-107 (inclusive), 120-122 (inclusive), 125-129 (inclusive),

131-133 (inclusive), 143-148 (inclusive) 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

27. 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.
28. 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.
29. 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
30. 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.