

Item 4e **12/00943/CON**

Case Officer **Ian Heywood**

Ward **Lostock**

Proposal **Application for Conservation Area Consent to demolish the existing dwelling (127a) and other out buildings situated on the site (development associated planning application 12/00942/FUL). Resubmission of withdrawn application 12/00629/CON.**

Location **127A Station Road Croston Leyland LancashirePR26 9RP**

Applicant **Mrs L Glover**

Consultation expiry: **14 November 2012**

Application expiry: **29 November 2012**

This report relates to two related applications 12/00942/FUL & 12/00943/CON

Proposal

1. The erection of a replacement dwelling and 4 further dwellings to form a small residential street with associated access road, driveways, private gardens and communal landscaping.
2. Conservation Consent for the demolition of a bungalow (127A Station Road, Croston) and a number of out buildings.

Site Description

3. The site is located on the eastern side of Station Road at the centre of the Croston settlement close to the junction of Town Road and Westhead Road. The western or front part of the site is located within Croston Conservation Area, a designated heritage asset as defined by Annex 2 to the NPPF. Located at the front of the site is a mid twentieth century bungalow constructed of red brick with a Welsh slate roof positioned side on to the highway. Immediately behind that building is a builder's merchant's yard, now disused, that contains a number of storage buildings. The yard is accessed by a single track drive, albeit wide enough for commercial vehicles.

Development Description

4. Following pre-application discussions with the planning authority and two meetings with the Parish Council the applicant submitted proposals to demolish the existing bungalow, as it was considered by officers that its character was quite alien to that of the village overall, and that a replacement two-storey dwelling of appropriate design would sit better in this context and to erect four additional dwellings on the site of the former builder's merchants yard. The design of all the dwellings includes, at the request of the Parish Council, a work 'pod' to allow the possibility of, albeit limited, live-work activity to be undertaken within the development. The design chosen adopts a traditional form but with contemporary elements such as sections of elevations completed with a rendered finish and small sections of flat roofs covered by sedum (green roofs).
5. The site is to be sold and it is not envisaged that the development will be undertaken by the applicant.

Recommendation

6. It is recommended that these applications are granted both planning permission and conservation area consent.

Main Issues

7. The main issues for consideration in respect of this planning application are:
 - Principle of the development
 - Impact upon a Designated Heritage Asset – Croston Conservation Area
 - Impact on the neighbours
 - Design
 - Flood Risk
 - Traffic and Transport
 - Drainage and Sewers

Representations

8. One letter of objection has been received. The basis of this objection is:
 - a. Traffic congestion and parking

Response to objections

9. The response to these objections is as follows:
 - a. LCC Highways have not expressed any concerns for the creation of extra traffic by the development in terms of the adverse impact upon congestion. The proposed parking provision is considered to be more than adequate.
 - b. LCC Highways have not expressed any concern about the proposed access onto Station Road in terms of highways safety.
10. No letters of support have been received

Consultations

11. **The Environment Agency** has commented that they have no objections to the proposed development and that they are satisfied that it would not be at an unacceptable risk of flooding providing that the development proceeds with the mitigation measures suggested in the applicants Flood Risk Assessment in place. These will be made a condition to any permission granted.
12. **United Utilities** have commented that they do not object to the proposal per se; however they have requested some conditions and informatives to be attached to any permission that may be granted.
13. **Lancashire County Council (Highways)** do not object to the development proposal in principle and consider that an access onto Station Road at this point will not be problematic in terms of traffic movements, congestion and parking. They consider that more than adequate parking is proposed within the development. They do express concern that to achieve the proposed access at the entrance to the site this will involve the use of land outside the control of the applicant. It is suggested that a 'grampian' or pre-commencement condition is attached to any permission granted to control this part of the development, i.e. the development cannot commence until the access arrangements have been completed.
14. **Chorley's Waste & Contaminated Land Officer** has suggested a number of conditions and informatives to be attached to any permission that may be granted to ensure appropriate

investigation for contamination of the land and the imposition of mitigation measures should these prove to be necessary.

15. **Chorley's Planning Policy Team** comments that whilst Croston is not an area identified for housing development the proposal could be justified against Local Plan policy GN4 and HS6. Whilst not strictly in conformity with the adopted Central Lancashire Core Strategy the applicant has put forward sufficient justification for the development by providing the potential for residents to work from home.
16. **Croston Parish Council** supports the applications and has been involved in extensive discussions prior to submission. Indeed the views of the PC have, to a significant extent, shaped the development proposals.

Assessment

Principle of the development

17. The site is located within the settlement boundary of Croston and is accepted as a previously developed or 'brown field' site, being previously used as a builders merchants yard that principally supplied roofing contractors. It is also located within an area of residential development with residential properties located immediately adjacent to the entrance to the site. It is considered that consequently residential is the most appropriate use of this site.
18. Whilst the proposed development does not strictly accord with the Core Strategy the applicant has put forward sufficient justification for the development by providing the potential for residents to work from home. This at least goes some way to offsetting the loss of the, albeit now redundant, employment use of the land. This also conforms with Adopted Local Plan Review 2003 policies GN4 and HS6, which refer to the use of previously developed land in providing facilities needed by the local community – live-work units in this case and also the criteria to be met:
 - The site is accessible;
 - The existing social and physical infrastructure can absorb the additional development;
 - The development is compatible with surrounding uses;
 - The development can be satisfactorily accommodated on the site;
 - The site has adequate road access, foul and surface water drainage arrangements and other essential services.In this case it is considered that all these criteria can be met and conditions can be used to ensure compliance.

Impact upon a designated heritage asset

19. The development site is partly within the Croston Conservation Area and as such, under the terms of NPPF Section 12, must be considered in terms of the impact upon the significance of this designated heritage asset. The incumbent bungalow at the front of the site within the conservation area that it is proposed be demolished is quite alien in character to the conservation area and its loss will have no impact upon the significance of the designated heritage asset. The replacement building has been carefully designed to be sympathetic, in both design and choice of materials, to those of the immediate vicinity of the conservation area and will overall enhance the significance of the designated heritage asset.
20. Numbers 1 and 3 Out Lane, 129 and 133 Station Road are all listed buildings, grade II, that are therefore also designated heritage assets as defined by Annex 2 to the NPPF. None of these buildings is less than 20 metres from the development site and the closest building, 1 Out Lane, has a number of substantial storage buildings, stables and trees that effectively hide the development site, and any potential buildings, from view. It is therefore considered

that the impact upon these designated heritage assets will be minimal and as such their significance will be sustained.

Impact on the neighbours

21. Neighbouring residential properties are to be found to the south of the development site, on Out Lane, which have long rear gardens that abut the site. Number 1 Out Lane includes substantial storage sheds/stable buildings in the rear garden effectively masking the development site from view. The adjacent property, 'Southview', will have a separation distance at first floor window level of approximately 23 metres. To the north of the site is to be found open countryside and the former Methodist school building, now a residential conversion separated from the site by approximately 40 metres of private amenity space. To the west of the site are terraced residential properties on the western side of Station Road and number 127 is a two storey dwelling immediately adjacent to the existing bungalow.
22. The demolition of a number of ramshackle sheds, used previously in conjunction with the now closed roofing contractors supply business, will enhance the relationship to neighbouring properties, as will the loss of industrial commercial traffic in to and out of the site.
23. The proposed interface distances between neighbouring properties and the development are either the same as those for the existing bungalow at the western edge of the site or for the remainder of the development site are considered acceptable and commensurate with this close grained settlement and furthermore meet the Council's recommended standards.

Design

24. The chosen design and use of materials for, firstly the dwelling to replace the bungalow, have been chosen to reflect neighbouring properties on both Station Road and Town Road beyond and are considered to be acceptable. The use of a two-storey house in place of the bungalow will effectively complete the street frontage in a sympathetic style. The four new dwellings within the site use a more contemporary yet sympathetic style of design and again use complimentary materials to blend with the majority of development within Croston –brick and render being found commonly within the settlement. There is a contemporary element in the use of more extensive glazing in the links to the work 'pods' together with green sedum roofs to add architectural interest within the development. These are also considered to be acceptable concepts that, furthermore, will enhance the setting of the conservation area.

Flood Risk

25. The Environment Agency has confirmed that the proposed development would not be susceptible to an unacceptable flood risk. The mitigation measures as proposed by the applicants Flood Risk Assessment will be made a condition to any permission granted and full details of finished floor levels, other than the 600mm above the 1 in 100 year flood level quoted in the Design and Access Statement will also be required before works commence on site.

Traffic and Transport

26. County Council Highways Engineers have confirmed that, subject to conditions, the proposed development is acceptable and will not cause any undue traffic hazards or issues for parking. The development proposes an amount of parking space that meets the Council's required standard, three spaces per dwelling, and swept path analysis confirms to the satisfaction of highway engineers that movement of service and emergency vehicles is to their required standard.

Drainage and Sewers

27. United Utilities have requested a number of conditions, which will be attached to any consent granted, to include the method of attachment to the public sewer and the use of a surface water attenuation tank. These will not only ensure compliance with their statutory undertaker requirements but also compliance with Adopted Core Strategy Policy 29.

Section 106 Agreement

28. A Section 106 Agreement has been drafted to cover a financial contribution for the provision of green space, play space and play equipment to the value of £5516 (plus legal fees).

Overall Conclusion

29. Whilst the proposed development site is within Croston, wherein no further expansion of the settlement is proposed, the site is considered as previously developed and is seen to meet the requirements of Local Plan Policies for the redevelopment of previously developed land. The proposed development is considered to enhance the appearance and significance of the Croston Conservation Area, designated heritage asset and to sustain the significance of adjacent listed buildings. The design has been carefully considered and not only responds to the context, but also takes on board the aspirations of local people. It also responds to the aspirations of the Parish Council in providing an opportunity for home working for prospective purchasers. The development is acceptable in terms of highways and parking, drainage and flood risk, all of which being suitably controlled by appropriate conditions. Relationships to neighbouring residential properties will be sustained or enhanced and the removal of inappropriate vehicular movements and unsightly buildings will further enhance the amenity of local residents and visitors to Croston alike. The applications are therefore recommended for approval.

Other Matters

Public Consultation

30. The applicant consulted the Parish Council on two separate occasions.

Sustainability

31. Whilst it is anticipated that the development will be constructed in a sustainable manner, to the requisite Code for Sustainable Homes level, a pre-commencement condition has been included requiring the prospective developer to submit a "Sustainable Resources Statement in accordance with Policy 27 of the Core Strategy.

Planning Policies

Saved Policies from the Adopted Chorley Borough Local Plan Review 2003: GN4 and HS6.

Publication Local Plan (2012): Site Allocations and Development Management DPD Policies: HS1, HS7, BNE1 and BNE8.

National Planning Policy Framework Sections: 6, 7, 10 and 12.

Adopted Central Lancashire Joint Core Strategy DPD (2012) Policies: 1, 5, 7, 16, 17, 27 and 29.
SPD on Design

Planning History

Ref: 80/00674/FUL

Decision:PERFPP

Decision Date: 18 August 1980

Description:

Change of use of general industrial and builders yard to builders yard

Ref: 80/00652/FUL

Decision:PERFPP

Decision Date: 4 August 1980

Description: Change of use of shop to office and extension to bungalow

Ref: 80/00443/CLEUD **Decision:**WDN **Decision Date:** 20 June 1980

Description: Established Use Certificate - Builders Yard

Ref: 12/00628/FUL **Decision:**WDN **Decision Date:** 20 August 2012

Description: To demolish the existing dwelling (127a) and other out buildings situated on the site and construct a replacement dwelling fronting Station Road and also 5 further dwellings to form a small residential street on the rest of the application site, with associated access road, driveways, private gardens and communal landscaping.

Ref: 12/00629/CON **Decision:**WDN **Decision Date:** 20 August 2012

Description: To demolish the existing dwelling (127a) and other out buildings situated on the site (development associated with 12/00628/FUL).

Ref: 12/00942/FUL **Decision:**PDE **Decision Date:**

Description: Application to demolish the existing dwelling (127a) and other out buildings situated on the site and to build a replacement dwelling fronting Station Road and also 4 further dwellings to form a small residential street on the rest of the application site, with associated access road, driveways, private gardens and communal landscaping (resubmission of withdrawn application ref: 12/00628/FUL)

Ref: 12/00943/CON **Decision:**PCO **Decision Date:**

Description: Application for Conservation Area Consent to demolish the existing dwelling (127a) and other out buildings situated on the site (development associated planning application 12/00942/FUL). Resubmission of withdrawn application 12/00629/CON.

**Recommendation: Permit - Conservation Area Consent
Conditions**

1. Before the works of demolition hereby permitted commence, further ecological surveys shall have been submitted to and approved in writing by the local planning authority to determine the presence, or otherwise, of protected species as defined in the Wildlife and Countryside Act and the European Habitats regulations.

Reason: To safeguard any protected species and to conform with the relevant legislation and Planning Policy:

- *The Conservation of Habitats and Species Regulations 2010 (as amended);*
- *The Wildlife and Countryside Act (1981)*
- *The Natural Environment and Rural Communities Act 2006*
- *National Planning Policy Framework*
- *Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and their impact within the planning system (DEFRA 01/2005);*

2. 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.

3. This consent relates to the following plans:

Plan Ref.	Received On:	Title:
12/1011/101A	23 October 2012	Proposed Site Plan

Reason: To define the consent and to ensure all works are carried out in a satisfactory manner.

4. Before the development hereby permitted is first commenced, full details of facilities to be provided for the cleaning of wheels of vehicles leaving the site shall be submitted to and approved in writing by the Local Planning Authority. The wheel wash facility shall be provided in accordance with the approved details, before the use of the site hereby permitted is first commenced and thereafter retained at all times during operation of the site.

Reason: To prevent the tracking of mud and/or the deposit of loose material upon the highway, in the interests of public safety and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review 2003.

5. Before the development hereby permitted is first commenced a site management and operation plan including the days and hours of operation of the site shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenity of local residents.