

Item 3d	15/00506/REMMAJ
Case Officer	Nicola Hopkins
Ward	Adlington And Anderton
Proposal	Reserved Matters Application for the erection of 158 dwellings comprising 1, 2, 3, and 4 bedroom homes, open space and associated works (pursuant to outline planning consent ref: 12/00741/OUTMAJ)
Location	Land Surrounding Huyton Terrace Previously Baly Place Farm, Bolton Road, Adlington
Applicant	Stewart Milne Homes
Consultation expiry:	4th September 2015
Decision due by:	25th August 2015 (time extension agreed until 11th September 2015)

Recommendation

Approve reserved matters consent

Executive Summary

This site already has outline planning consent for the erection of up to 170 dwellings and is allocated for housing within the Local Plan. As such the principle of housing is acceptable. This application purely relates to the detail of the proposed site and proposes 158 new dwellings. The access arrangements were agreed at outline stage and all matters in respect of the principle of developing the site for up to 170 dwellings (such as ecological impacts, drainage impacts, highway impacts, impact on local services etc.) were fully considered as part of the outline planning application. The main issues to consider therefore are the proposed layout of the houses and any impact on the neighbours.

Representations

Adlington Town Council have made the following comments:

- The site plan does not clearly indicate the levels and heights of the proposed buildings, and the type of housing proposed in the development is out of keeping with the existing housing surrounding the site which is predominantly bungalows. Some of these may be overshadowed and overlooked by the new housing as in some parts of the site the new housing could be at a higher level than existing buildings.
- There has been no consultation with existing residents by the builders and no opportunity to raise questions and concerns, other than during the statutory planning process. Given the size of the proposed development this would be expected.
- Concern has also been expressed by a local resident with considerable expertise in hydrology over the drainage of the site. The council was informed that much of the site is waterlogged and whilst it is appreciated that a pond is to be constructed/retained to aid with drainage, the development will create considerable rainwater runoff. All the runoff from the site will drain into the headwater of the River Douglas which may have the effect of increasing the likelihood of flooding in the Croston area further downstream.
- The Council has concerns over the long term sustainability of Adlington should the current rate of development continue without any investment in infrastructure, services and transport.
- At the time that outline planning permission was granted for this site, the sustainability of the development based on the current local infrastructure was questioned in several areas. At this time all the relevant agencies stated that they could make adequate provision for the development. Given the massive budget cuts that have been made to these agencies in the intervening period, the council is concerned that these assurances are no longer valid.
- The Council considers that planning permission should not be granted until additional provision has been made for the following:
 1. Primary school places
 2. Medical, dental and emergency health services
 3. Police support
- Highways in the village are busy, particularly at peak times, and this is exacerbated when there are problems on the M61 motorway and traffic is diverted through Adlington. Concern has been expressed that the existing road system will not support the proposed increase in the number of vehicles.
- Parking is a problem on Bolton Road and adjacent roads, and some of the parking space currently available for residents will be lost if the development is allowed. The outline plan included some provision for off-road parking for the current Bolton Road residents. The Council is concerned that this proposal omits this provision.
- There is already traffic congestion on Bolton Road and this will be exacerbated by the development of this site. The local Police have expressed concern about speeding in the area of the proposed development (Fox Developments' own survey recorded average speeds of 31mph on this 30 mph road.) Consideration should also be given to the proposed development of 1200 homes in Horwich, less than 4 miles along Bolton Road- it seems that this has not been taken into account in projecting road usage, possibly as the proposed development is outside the LCC area in Greater Manchester.
- Because of the lack of employment opportunities in Adlington, this development will create a large increase in commuters, contrary to Government

policy.

- Public transport is not a viable option as the express bus service to Manchester has recently been withdrawn and the rail service is infrequent. Despite frequent representations by the Council to the relevant bodies, there are no plans to increase public transport services.
- The Town Council requests a site visit at a busy time of day by Lancashire County Council Highways to assess the design and layout of the access road. The Council is particularly concerned at the proposed junction's proximity to the St Joseph's Primary School entrance and pedestrian access across Bolton Road, and also the proposed position of the pedestrian crossing, which is close to both the proposed site entrance and the bus stop, and is also sited close to the brow of the hill.
- The Council welcomes the inclusion of a large percentage of affordable housing in the proposals, but requests that a local allocations policy is included as a condition if planning permission is granted so that priority is given to applicants with a connection to Adlington and the surrounding areas, as was recently implemented on the smaller "Cotton Fields" development in the village.

Following discussions with local residents and representatives of Stuart Milne Homes at the recent Adlington Town Council meeting, the Council have raised the following comments and questions relating to the application:

- A local resident who is a retired hydrologist has attended two Council meetings to express his concern that any building on this site would have disastrous consequences in terms of increasing the flood risk in areas further downstream on the River Douglas and specifically in the Croston area. The Council requests that before planning permission is granted an independent study of the hydrology of the site and surrounding area is undertaken to investigate the potential effects of construction on the wider local area and any increased flood risks associated with this.
- Following on from consultation with local residents, Fox Strategic Land & Property, the original applicants for outline planning permission on this site 12/00741/OUTMAJ, were understood by both the residents and Town Council to have included an area in the plan allocated to off-road parking for the existing residents to mitigate the effect of the new junction on their ability to park their cars close to their properties. This requirement has not been included in the outline plan given to Stuart Milne Homes. The Council would like to know if the revised version of the outline plan including parking for the existing residents was considered by the Planning Department.

In total 56 representations have been received which are summarised below

Objection	Not specified
Total No. received: 55	Total No. received:1
<ul style="list-style-type: none"> • Inadequate primary schooling for Adlington/Anderton already • Insufficient GP medical cover for additional residents • Insufficient dental cover for additional residents • The drainage system requires a complete overhaul before any extra burden is loaded into it • Trains to/from Manchester and Chorley are overcrowded • The road network in Adlington/Anderton is already filled to capacity • Access to/ exit from the development area directly onto the main Chorley/Bolton road and M61/M6 motorways will create even more problems regarding vehicle queuing 	<ul style="list-style-type: none"> • Before any more houses are built in Adlington the infrastructure needs supporting. • The roads are already chaotic and in a state of disrepair. The railway service to and from Manchester/Preston is already over-subscribed with standing room only especially at peak times.

- The speed limit on Bolton Road entering in and out of the village will need to be reduced to 20 mph if the development goes ahead
- There are other development sites in the Chorley area which should take priority to this site simply because they are more sustainable than this one.
- Disturbing and killing local wildlife
- Spoiling residents views
- Noise pollution
- Taking away local walking area
- Distress for residents while building in progress
- Creating access issues and generating rubbish problems
- Reducing house prices for surrounding houses
- Personal stress, effecting work travelling time
- Loss of privacy caused by overlooking of properties surrounding the development
- Unacceptably high density / overdevelopment of the village
- How will the builder protect neighbouring properties from damage, dust and dirt when they demolish 74?
- We welcome the green space - who is going to maintain this space and the buffer space?
- What are the hours that the builders will be working? Will they be working at the weekends? Where will they park their cars? Will the lorries be allowed to come early and park along the road with their engines running (as they did at Grove Farm)?
- Where is the sewage and waste water going to go?
- What are the detailed measurements of the NEAP land?
- Pulling down two bungalows and replacing them with two large houses and a road doesn't sound possible
- Will the builders get rid of the rat population or will disturbing them make it worse?
- The 999 year lease that no. 72 and no. 70 Bolton Road have for the 3 yards of land extending from boundary-wall for rear access to these houses- not been shown on the plan
- The cross-section does not show the levels from the existing houses on Bolton Road. The land rises very steeply towards the centre of the field
- Play area- want to know 'specifically' what facilities are intended and for what age group. Will it be lit up at night? Will it hold noisy apparatus? Will it be closed in the evening? What type of lighting, if any? Will there be bins and when will they be

emptied?

- Will remove access and parking space
- 2 new houses on Bolton Road- not in keeping with the majority of houses along Bolton Road and one will overlook the bungalow 74a
- Disappointed not to see any bungalows on the plans. Perfect opportunity to incorporate a quiet retirement area for bungalows within this estate
- There is mention of buffer trees between existing properties and the proposed buildings. Who will manage the cutting of these trees? What type of trees will be planted? Who will tend lamps, pathways and roads?
- The plan shows a house squeezed in right up to no. 64 Bolton Road. This seems very inconsiderate planning to the residents of that specific property
- Highway safety proximity to Rothwell Road
- How can any council planners allow a playground on our back doorstep and a zebra crossing on our front doorstep and maintain that it 'provides respect for our private and family life'?
- No indication whether the proposed site will be built in stages/phases. Which area will be started first? What times of day the site will be operational. How much noise and disruption and how long it will take to complete?
- Contravene Government guidance PPS1 and 3 Planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole
- This is greenfield land- there is plenty of brownfield land to develop
- Will increase flood risk
- The development should be phased
- Houses are not needed
- Proposed layout different to illustrative masterplan submitted at outline stage and now results in dwellings being very close to existing dwellings
- The siting of the dwellings does not accord with the Councils spacing distances
- There are safety issues in respect of the proposed access point onto Bolton Road
- Not wanted by local residents- will change the character of the area
- Another development adjacent to the very disruptive Grove Farm estate will devastate one of the only remaining green spaces in Adlington and cause further great distress to the residents of houses adjacent to the development on Abbey Grove, Mayfield Avenue and Bolton Road

- Loss of stream and spinney
- How many houses will be allocated to housing associations?
- No provision within the scheme to encourage alternative modes of transport
- The scheme requires an additional access road from the south west boundary to join up with Huyton Industrial Estate and thus direct connection to the A6
- The plans indicate plots 68 to 75 to reflect the materials of Huyton Terrace, yet plots 76 - 79 also in the vicinity of Huyton Terrace so why are they not to reflect the materials?
- The apartments at 3 storey do not reflect the surrounding neighbourhood, the majority of properties on Abbey Grove are bungalows and the intended surrounding property are all two storey
- The increase in housing would require dog waste bins on the footpath leading to Huyton Terrace Should the option of putting Huyton Terrace onto mains sewers
- Loss of resident parking on Bolton Road
- Speed along Bolton Road
- The two propped houses at the site entrance will be over powering to the terraced houses opposite.
- The estimate of the build is around 4 years. This is going to cause considerable distress and disruption with construction vehicles, noise and dirt.
- Has the section 106 been satisfied before any construction? Has any investment been ring fenced?
- The layout of the housing is a concern. The levels haven't been shown at the start of the development
- The distance to the houses bordering the site (shown as show houses) are very close to existing residents.
- There are concerns regarding the water runoff
- The affordable housing allocation should be for Adlington/Anderton residents only who are struggling to get on the property ladder
- 6 residents parking spaces isn't sufficient

Consultees

Consultee	Summary of Comments received
Lancashire Constabulary Architectural Liaison Officer	Has made some recommendations in respect of Secured by Design
Environment Agency	No further comments to make other than those made at outline stage
LCC Highways	Originally raised concerns however these were overcome by the submission of amended plans
Lead Local Flood Authority	No objection
CBC Waste and Contaminated Land Officer	Has commented on waste collection at the site

Assessment

Proposed Development

1. The application site is located within Adlington and is accessed via Bolton Road. Outline planning permission was granted in August 2013 to erect up to 170 dwellings on the site. Stewart Milne Homes have applied under Section 73 of the Town and Country Planning Act (15/00568/OUTMAJ) to vary the requirements of the Code for Sustainable Homes conditions which has a resolution to approve and the decision will be issued as soon as the Unilateral Undertaking is signed. This is likely to result in a minor amendment to the description of the development to refer to the new outline consent which will be addressed on the addendum.
2. The application site itself is adjacent to Belmont Road, Abbey Grove and Huyton Terrace and is located to the rear of the dwellings on Bolton Road. To the north east of the site is Bolton Road from which the vehicular access will be achieved.
3. The application is submitted by Stewart Milne Homes to erect 158 dwellings on the site.

Principle of the Development

4. The application site has outline planning permission for housing and is allocated in the Chorley Local Plan (Policy HS1.24) for residential development. As such the principle of erecting houses on this site is considered acceptable.

Density

8. Policy 5 (Housing Density) of the Adopted Central Lancashire Core Strategy states that National Policy no longer sets out an indicative density of 30 dwellings per hectare(dph). However, in suburban and rural locations a density of 25-35 dph is typical.
9. Policy 5 also states that density is an important consideration in any proposed housing scheme, however, the key objective is to achieve high quality design that responds to the character of the area in terms of existing density.
10. The site covers an area of 7.3 hectares. The application is for the development of 158 dwellings. As part of the outline consent it was established that the developable area of the site (i.e. that excluding formal and informal play space and natural constraints) was 4.86 hectares. The density of the proposed development will therefore be approximately 33 dwellings per hectare. The density of the scheme allows for the construction of family dwellings with private amenity space reflecting current market trends. This density also takes into account the topography of the site which has implications on the layout of the site.
11. The proposed density of the development is considered to be in accordance with Policy 5 of the Adopted Central Lancashire Core Strategy.

Impact on neighbour amenity and levels

12. Proposed plot 9 is sited adjacent to 74a Bolton Road which is a detached bungalow. 74 and 76 Bolton Road, which are also bungalows, will be demolished to facilitate the development and will be replaced with the access into the site and 2 detached two storey dwellinghouses (plots 1 and 9). As part of the consideration of this application the applicants have relocated plots 1 and 9 further away from Bolton Road to address some of the neighbours' concerns.
13. The proposed dwelling on plot 9 is a Carlton house type which is a two storey detached dwellinghouse which will be built approximately 0.3m higher (finished floor level) than the existing bungalow. There is one window in the side elevation of the proposed dwelling which will face the roof of the existing bungalow but will be obscurely glazed. The proposed dwelling matches the building line of the existing bungalow and due to the orientation (to the south east) will not result in loss of light to the neighbours garden area. Although 74a is a bungalow there is a mix of dwellings along this section of Bolton Road and it is not considered that a two storey dwelling as proposed will be out of character with the area. By matching the building lines this also ensures that the proposed dwelling will not create an overbearing impact to the occupiers of 74a Bolton Road.

14. There are windows in the side elevation of 74a Bolton Road, however these do not appear to serve habitable rooms and as such there will be no loss of light as a result of the proposals in respect of the habitable rooms at 74a Bolton Road.
15. 64 and 66 Bolton Road will face the side elevation of plot 10 which is a Castlevale house type. This house type was amended by the applicants during the consideration of the application so that the existing dwellings face a side gable wall of the proposed dwelling. The proposed dwelling on plot 10 is a two storey detached dwelling which does have a first floor side window however this does not serve a habitable room and as such can be obscurely glazed. Approximately 21.5m is retained from the side elevation of the proposed dwelling to the rear elevation of 64 Bolton Road (the Council's standard spacing distance for this type of relationship is 12m). 64 Bolton Road is a semi-detached two storey dwellinghouse which has a finished floor level approximately 0.21m higher than proposed plot 10. As the finished floor levels of both the proposed and existing dwelling are similar and the proposed dwelling is located to the west (reducing the impact of any loss of light) of the existing dwelling the relationship is considered to be acceptable.
16. 62a Bolton Road faces the rear garden of proposed plot 10 and is approximately 16.5m from the rear garden boundary (the Council's standard spacing distance for this type of relationship is 10m). 62a Bolton Road is a detached two storey property which is built on differing land levels creating a split level house and incorporates a rear dormer window which appears at first floor level due to the level change. 62a Bolton Road has a finished floor level very similar to the proposed dwelling on plot 10 and as such the relationship is considered to be acceptable.
17. The properties on Belmont Road are located to the north west of the application site. Plots 12-15 back onto the existing properties on Belmont Road. The proposed properties will be slightly lower in terms of the finished floor level than the existing dwellings on Belmont Road (which are bungalows) and will be separated by a distance of approximately 72m (at the nearest point between plot 13 and 44 Belmont Road). Given the distance maintained and the presence of a tree belt, which is to be maintained, this relationship is considered to be acceptable.
18. Proposed plots 16, 24 and 25 side onto the boundary with the properties on Belmont Road and will be constructed at a similar finished floor level as the existing dwellings. As the proposed and existing dwellings will be separated by a distance of approximately 57m (at the nearest point between plot 16 and 36 Belmont Road) it is not considered that the proposed dwellings will adversely impact on the amenities of the existing residents.
19. Proposed plot 102 is a two storey Corrywood house type which is a dual aspect house which will face the tree belt/ cycle link within this part of the site. The proposed dwelling is sited approximately 19m from the rear garden boundary of 7 Abbey Grove which is a sufficient distance to ensure that no overlooking occurs particularly with the presence of the retained tree belt.
20. Plots 98-102 have principal elevations which face the rear garden boundary of 13-19 Abbey Grove. The properties on Abbey Grove are bungalows some of which have rear dormer windows. The proposed properties will be slightly higher in terms of the finished floor level than the existing dwellings on Abbey Grove and will be separated by a distance of approximately 23m (at the nearest point between plot 102 and the rear garden of 13 Abbey Grove). Given the distance maintained and the presence of a tree belt which is to be maintained this relationship is considered to be acceptable even with the dwellings being built at a higher land level (with a maximum difference of 1.5m).
21. Proposed plots 149-158 back onto the dwellings on Abbey Grove. The proposed properties will be lower in terms of the finished floor level than the existing dwellings on Abbey Grove (which are bungalows) and will be separated by a distance of approximately 29.5m (at the nearest point between plot 151 and 23 Abbey Grove). A 5m wide buffer planting zone is proposed along the boundary with these properties. Given the distance maintained and the presence of the landscaped strip this relationship is considered to be acceptable. The buffer strip is shown outside the garden areas and will be maintained by the private Management Company at the site. The aim is to create a natural buffer between these plots and existing bungalows on Abbey Grove and a footpath has been shown for a Management Company to access and maintain the planting.

22. The properties on Abbey Grove have longer than average gardens (the shortest being 12m at 21 Abbey Grove but with some extending up to 21m in length) which exceed the required 10m window to garden distance. Although the properties on Abbey Grove will be elevated compared with the proposed dwellings in this part of the site it is important to note that the existing dwellings are bungalows with no first floor windows to enable overlooking. Given the length of the existing gardens and the presence of the proposed buffer planting strip it is not considered that the existing dwellings will create overlooking to the detriment of the future residents amenities even taking into account the level difference.
23. Plots 105-119 comprises a three storey apartment block housing 15 apartments all of which will be affordable units. This apartment block is located close to the boundary with 19 Abbey Grove which is a detached bungalow with its garden area at the side adjacent to the boundary of the proposed parking associated with the proposed apartments. The rear elevation of the proposed apartments retains approximately 12m to the common boundary with 19 Abbey Grove and approximately 31m to the dwelling itself. 19 Abbey Grove is elevated when compared to the finished floor level of the proposed apartment block being approximately 3.14m higher in terms of the land level. On the rear elevation of the proposed apartment block there are habitable room windows at ground, first and second floor level however given the level difference only the first and second floor will be immediately visible from 19 Abbey Grove reflecting the appearance of a two storey building rather than a three storey building. Given the level difference the standard separation distances (10m to the garden boundary and 21m to the windows) are applicable which is achieved and exceeded in the case of this relationship.
24. Proposed plots 25-39 back onto proposed plots 88-102 and will be built between 5-6.5m higher in land levels. Applying the increase in spacing required by the Council's standards due to the significant level changes across the site would result in a significant amount of space retained between dwellings. This is the case in respect of this relationship which would require between 41-45m rear window to rear window where only between 32-37m is retained.
25. The sectional plan demonstrates the extent of views from the ground and first floor windows. The proposed and existing rear boundary treatments along with the level difference ensures that there will not be any loss of privacy or amenity for the future residents which address the purposes of applying separation distances. There may be some overlooking from the rear garden areas of the higher properties however any future purchasers will be fully aware of this relationship when they purchase the properties and this represents the most suitable solution for this part of the site to address the level changes and provide efficient use of the land.
26. Apart from the above part of the site the remainder of the site has been design internally to ensure that the spacing standards are met when taking into account level changes and where this was not achieved on the original layout the plans have been amended accordingly.
27. Concerns have been raised about the impact of the proposed dwellings fronting Bolton Road (plots 1 and 9) on the existing terraced properties on the opposite side of Bolton Road. The concerns raised relate to the proposed dwellings being higher than the existing dwellings creating an imposing impact on the existing residents. The dwellings on plots 1 and 9 which are opposite 81-87 Bolton Road have a similar finished floor level to the adjacent bungalow which is very similar to the finished floor levels of the dwellings on the opposite side of Bolton Road. As the proposed dwellings are 2 storey and located approximately 23m from the front elevation of the existing properties (in excess of the required 21m) it is not considered that these dwellings will adversely impact on the amenities of the occupiers of the existing properties on the opposite side of Bolton Road.
28. 91 Bolton Road faces the approved access point and will achieve views of the first dwelling within the site (plot 2). The proposed dwelling however is only 0.7m higher than the proposed dwellings which front Bolton Road and given that plot 2 is located approximately 63m from the front elevation of 91 Bolton Road it is not considered that the proposed dwellings will adversely impact on the amenities of the occupiers of this property.

Affordable housing

29. In accordance with Policy 7 of the Adopted Central Lancashire Core Strategy the development is required to provide 30% affordable housing. The proposed development would result in 158 new dwellings and so in accordance with current policy the scheme should provide 47 affordable units.
30. The development provides 47 affordable homes comprising:
- 15 one bedroom apartments
 - 14 two bedroom houses
 - 18 three bedroom houses
31. The Council's Strategic Housing Officer has reviewed the proposed affordable housing mix and commented that this mix has changed since the Housing Officers comments at outline stage. The S106 Agreement attached to the outline consent at this site requires 70% of the affordable units (33 dwellings) to be social rented units and the remaining 30% (14 dwellings) to be intermediate units. At outline stage the precise mix of dwellings was not set out. It is understood that the registered provider at this site will be Adactus and the Strategic Housing Officer will be discussing the proposed mix with Adactus. His additional comments following these discussions will be reported on the addendum.
32. The affordable units are identified on plots 37-46 in the centre of the site, 50-53 in the centre of the site, 84-87 in the centre of the site, 134-144 at the southern end of the site, 155-157 adjacent to Abbey Grove and the 15 block of apartments (plots 105-119) adjacent to Abbey Grove. The Adopted Affordable Housing SPD encourages the dispersal of affordable housing units within residential development to promote mixed communities and minimise social exclusion. It is considered that siting the proposed affordable houses within several parts of the site accords with the aspirations of the SPD.
33. The Unilateral Undertaking associated with the outline consent at this site included eligibility criteria for the affordable housing which requires a local connection to Chorley in respect of the occupation of the affordable units.

Sustainable Resources

34. Policy 27 of the Core Strategy currently requires dwellinghouses to be built to meet Code for Sustainable Homes Level 4 which increases to Level 6 on 1st January 2016. However the 2015 Deregulation Bill received Royal Assent on Thursday 26th March 2015 which effectively removes Code for Sustainable Homes. The Bill does include transitional provisions which include:

"For the specific issue of energy performance, local planning authorities will continue to be able to set and apply policies in their Local Plans which require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. This is expected to happen alongside the introduction of zero carbon homes policy in late 2016. The government has stated that, from then, the energy performance requirements in Building Regulations will be set at a level equivalent to the (outgoing) Code for Sustainable Homes Level 4. Until the amendment is commenced, we would expect local planning authorities to take this statement of the government's intention into account in applying existing policies and not set conditions with requirements above a Code Level 4 equivalent."

"Where there is an existing plan policy which references the Code for Sustainable Homes, authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard, or in the case of energy a standard consistent with the policy set out in the earlier paragraph in this statement, concerning energy performance."

35. The original outline consent required the dwellings to be built in accordance with Policy 27 however Stewart Milne Homes have applied to vary the requirements of the outline consent in respect of these conditions recently. This outline consent will be issued as soon as the Unilateral Undertaking is signed and there will be a requirement for the dwellings to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations in accordance with the above provisions.

Trees and landscape

36. The outline application was supported by an Arboricultural report and a Tree Preservation Order (TPO 3 (Adlington 2012) was placed on the trees with high and moderate value to ensure their future retention and/ or ensure adequate mitigation for any losses. These trees are detailed as retained within the proposed layout.
37. Concerns have been raised by neighbours along Bolton Road about the impact of the proposed development on their parking facilities and the lack of residents parking detailed on the proposed layout. The concept Masterplan submitted with application 12/00082/OUTMAJ incorporated an area of residents parking at the entrance to the site:



38. This application (12/00082/OUTMAJ) related to up to 300 dwellings and was subsequently withdrawn. When the new application was submitted (12/00741/OUTMAJ) the site area was reduced and the number of dwellings reduced to up to 170 dwellings. The amended illustrative masterplan which accompanied the revised application, on which the basis of outline consent was granted, included no residents parking area and as such there is no requirement to include parking for the residents of Bolton Road within the reserved matters application.



39. However following concerns raised by residents the layout plan has been amended to include an area near the site entrance for the provision of 6 parking spaces for the residents affected by the proposed highway works. The area proposed for this parking will require the removal of a few existing trees which are protected by the TPO. This will be addressed by condition.

Waste Collection

40. The Council's Waste and Contaminated Land Officer originally made comments on the waste collection at the site including the need for bin storage at the apartment block. Following receipt of these comments the plans have been updated including the provision for bin storage at the apartment block (plot 105-119) which addresses the officers concerns.

Ecology

41. The ecological impacts of the development were fully considered at outline stage and the following conditions attached to the outline consent:

5. No development shall take place until a scheme of landscaping, to include habitat creation, enhancement and management) for each phase of the development has been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail that may have previously been submitted. The scheme shall indicate all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of the development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; detail and change of ground level or landform, mitigation/compensation proposals outlined in the report 'Bolton Road, Adlington Lancashire, Ecological Assessment' (FPCR Environment and Design Limited, July 2012): paragraphs 4.32, 5.11, 4.38-4.40 (habitats and habitat connectivity), 4.41 (SUDS). 4.44 (bat roosting opportunities), 4.45 (breeding bird opportunities) and 4.46 (long terms management proposals). the scheme shall demonstrate maintenance and enhancement of the biodiversity value of the site. Thereafter, landscaping shall be carried out in accordance with the approved details. Reason: In the interests of amenity of the area and in accordance with Policy GN5 of the Chorley Local Plan Review and Policy 17 of the Adopted Core Strategy and to ensure opportunities for biodiversity maintenance and enhancement of the site.

15. The Himalayan Balsam and Japanese Knotweed on the site shall be controlled/treated in accordance with Environment Agency guidelines. Following the treatment of the species evidence to demonstrate that the species had been eradicated/controlled shall be submitted to and

approved in writing by the Local Planning Authority. Reason: To prevent the further spread of Himalayan Balsam and Japanese Knotweed as a result of the development.

21. Prior to the commencement of works on site, a Construction Environment Management Plan shall be submitted to and approved in writing by Chorley Borough Council. The approved plan shall be implemented in full. The plan shall be in accordance with the recommendations of the report 'Bolton Road, Adlington, Lancashire Ecological Assessment' (FPCR Environment and Design Ltd, July 2012): paragraphs 4.24-4.3 (protection of retained habitats and features, working measures to control invasive species). Reason: To ensure that habitats are suitably protected by works on the site.

22. The precautionary measures for the protection of badgers outlined in paragraph 4.31 of the report 'Bolton Road, Adlington, Lancashire. Ecological Assessment' (FPCR Environment and Design Ltd, July 2012) shall be implemented in full before the development is commenced. Reason: To ensure the protection of badgers during the course of the development in accordance with the Protection of Badgers Act, 1992.

23. Precautionary measures for the avoidance of impact on bats (Appendix 7: Method Statement for Tree Works, 'Bolton Road, Adlington, Lancashire. Ecological Assessment' (FPCR Environment and Design Limited, July 2012)) shall be implemented in full. Reason: To ensure the protection of any bat species present on site and to comply with the legislation outlined in the Wildlife and Countryside Act, 1981 (as amended).

24. Precautionary measures for the avoidance of impacts on water voles (as outlined in paragraph 4.36 'Bolton Road, Adlington, Lancashire, Ecological assessment' (FPCR Environment and Design Ltd, July 2012) shall be implemented in full. This includes re-surveys prior to the development and if water voles are suspected, proposals for mitigation must be submitted for approval and subsequently implemented in full. Reason: to prevent impacts on water voles during the course of development.

25. There shall be no felling of trees, vegetation clearance works, demolition works or other works that may affect nesting birds between March and July (inclusive), unless the absence of nesting birds has been confirmed by further written surveys or inspections. Reason: To ensure the protection of nesting birds during the construction period.

26. Measures for the avoidance of impacts on nesting birds (paragraph 4.35, 'Bolton Road, Adlington, Lancashire Ecological Assessment' (FPCR Environment and Design Ltd, July 2012) shall be implemented in full. Reason: To prevent detrimental impact on nesting birds during development of the site.

27. During the construction period, all trees to be retained shall be protected by 1.2m high fencing as specified in paragraph 8.2.2 of the 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 areas to be fenced. All excavations within the areas so fenced shall be carried out by hand. Reason: to safeguard the trees to be retained and in accordance with policy Nos. EP9 and HT9 of the Adopted Chorley Local Plan Review.

42. Following the Supreme Court ruling (*Morge vs Hampshire County Council* – Supreme Court ruling Jan 2011) the Local Authority now have a responsibility to consult Natural England on proposals which may affect protected species and ask the following questions:

- Is the proposal likely to result in a breach of the Habitats Regulations?
- If so, is Natural England likely to grant a licence?

43. Natural England has not been consulted on the proposals as it is not considered that that the proposals will result in a breach of the Habitats Regulations.

44. Following the high court decision (*R (on the application of Simon Woolley) v Cheshire East Borough Council*, June 2009) the Local Planning Authority have a legal duty to determine whether

the three 'derogation tests' of the Habitats Directive implemented by the Conservation (Natural Habitats &c.) Regulations 1994 have been met when determining whether to grant planning permission for a development which could harm a European Protected Species. The three tests include:

- a) the activity must be for imperative reasons of overriding public interest of for public health and safety;
- b) there must be no satisfactory alternative and
- c) favourable conservation status of the species must be maintained.

45. This requirement does not negate the need for a Licence from Natural England in respect of Protected Species and the Local Planning Authority are required to engage with the Directive. It is not considered that the proposals will impact on protected species and the ecological impacts of the development have already been addressed by condition.

Drainage and Sewers

46. Concerns have been raised about drainage and flooding. This was fully assessed as part of the outline planning application and the Environment Agency confirmed that they had no objection subject to conditions. The following condition was attached to the outline consent:

No development shall commence until a surface water drainage scheme for the site, based upon Sustainable Drainage Principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall limit the surface water run-off generated by the 100 year critical storm so that it will not exceed the run off from the undeveloped site and not increase the risk of flooding off site and include details of how the drainage system shall be maintained and maintained after completion. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. *Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system.*

47. This condition needs to be formally discharged prior to the commencement of the development on site.

48. Since the outline planning consent was granted Lancashire County Council is now the Lead Local Flood Authority for Chorley and they have confirmed that they have no objection although they have commented on the Land Drainage Act requirements. This is a matter from the applicants to agree with LCC.

49. The submitted layout plan indicates the installation of a vehicular and pedestrian crossing over an existing ordinary watercourse. Under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), consent from the Lead Local Flood Authority is required if the applicants want to install culverts, structures such as weirs or carry out works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not. Structures which span the entire watercourse without affecting the banks do not require consent.

50. The Lead Local Flood Authority will generally refuse consent applications which seek to culvert an existing ordinary watercourse. This is in line with Environment Agency guidance on protecting watercourses. For the avoidance of doubt, once planning permission has been obtained it does not mean that land drainage consent will be given.

Open Space

51. In accordance with Policy HS4A of the Local Plan all new housing developments will be required to make provision for open space and recreation facilities where there are identified deficiencies. In this regard the scheme incorporates 2.14 hectares of public open space in the form of a linear park and an equipped play space. The onsite open space will be managed by a Private Management and Maintenance Company and an Open Space Management and Maintenance Plan is required as part of the Unilateral Undertaking.

52. The proposed equipped play area is sited close to the site entrance and the layout has been designed to ensure that the proposed dwellings create natural surveillance to this play area by

overlooking this part of the site. To ensure the future home owners are fully aware of this equipped play area a condition will be attached requiring the marketing details in respect of this part of the site.

53. In accordance with Policy HS4B a contribution towards playing pitch provision within the Borough was secured by the Unilateral Undertaking attached to the outline consent. This provision will be wholly off site.

Highways

54. A number of concerns have been raised about the highway and traffic implications of the proposals however the full highway implications of erecting up to 170 dwellings at this site was fully considered as part of the original outline application for this site as access was addressed at outline stage. The Highway Authority were satisfied with the proposals at outline stage and the following conditions were attached to the outline consent at this site which addresses the highway impacts of the development:

9. No part of the development hereby approved shall commence until a scheme for the construction of all site access, emergency access and the off-site highway works of highway improvement referred to below have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Prior to the first occupation of any part of the development, hereby approved, the highway works should be constructed in accordance with the details approved. The required highway works to include:

- Construction of the site access has been completed based on drawing No 1249/07 Rev B or variation as requested by the Local Planning Authority in consultation with the Local Highways Authority.
- The improvement of two bus stops (one in each direction) to Quality Bus Standard incorporating real time bus information, located close to the site access on Bolton Road as requested by the Local Planning Authority in consultation with the Local Highways Authority.
- The provision of a PUFFIN crossing on Bolton Road.
- Improvement works to provide cycle and pedestrian facilities at the existing Bolton Road/Chorley Road/ Railway Road/Babylon Lane junction as shown on drawing 1249/23 'proposed junction improvement scheme'. The works include advance cycle stop lines and lead in cycle lane on the approach to all arms of the junction; together with the provision of pedestrian facilities on the Railway Road/Babylon Lane arms of the junction. To also include the installation of MOVA signal technology to optimise signal timing to improve network reliability.

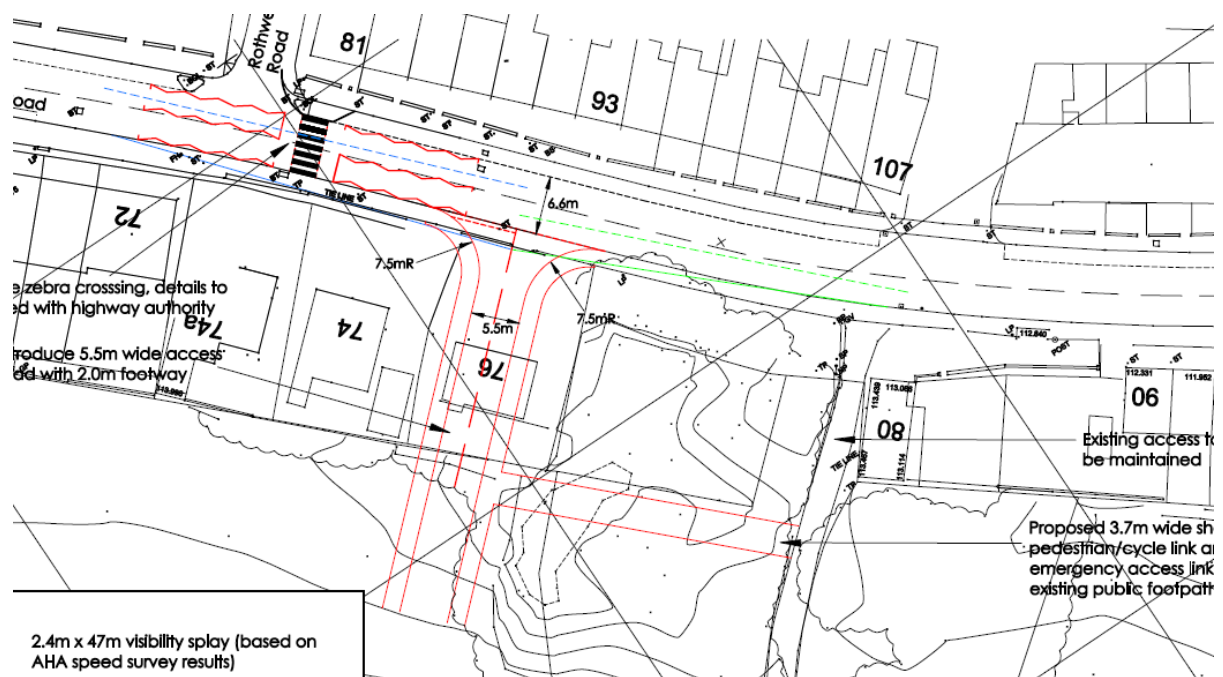
Reason: In order to satisfy the Local Planning Authority and the Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and in order to improve the accessibility of the site and ensure that residents of the development have satisfactory access to services and facilities.

10. No site preparation (which includes demolition) or construction shall commence until all of the off-site highways works have (including land dedications) have been completed on land not controlled by the applicant.

Reason: To ensure that the approved scheme referred to in condition 8 can be provided.

55. The Highway Engineer has been consulted on the current application and originally raised some concerns with the proposals however these were overcome by the submission of amended plans. The Highway Authority has no objection to the proposals.
56. The proposed development incorporates a mixture of 1, 2, 3 and 4 bedroom dwellings. Policy ST4 of the Local Plan confirms that 1 parking space is required for 1 bedroom dwellings, 2 parking spaces are required for 2/3 bedroom dwellings and the 3 parking spaces are required for 4+ bedroom dwellings. The proposals incorporate a mix of parking courts, driveways and garages in terms of parking provision. The original scheme did not meet the required parking requirements however the plans have been amended accordingly in accordance with Policy ST4.

57. The integral garages do not meet the Manual for Streets dimensions (6x3m) however plans have been submitted which demonstrate that the integral garages are large enough to accommodate a car. In these cases a shed will be provided, secured by condition, to address the storage requirements of these dwellings. Similarly the detached double garages do not accord with the Manual for Streets dimensions however they are large enough to accommodate at least one car and have a double driveway. As such there is sufficient parking provided and conversion of the garages will be restricted by the imposition of a condition to ensure that they are retained for parking provision.
58. Concerns were originally raised about the impact of the proposed access junction on the existing parking arrangements along Bolton Road. To mitigate the impact parking has been provided on site and will be secured by condition. Concerns have been raised that 6 parking spaces is not sufficient as numerous properties will be affected with the new crossing and site entrance. The neighbours have queried how will these parking spaces be allocated and how will it be ensured that only Bolton Road residents park there. The residents have also queried whether there will be any parking left available at the front of any houses. As set out within the Trees and Landscape section of the report there was no requirement at outline stage to provide residents parking however Stewart Milne Homes originally proposed 6 spaces for residents.
59. The access which was approved at outline stage is as follows and the alterations to Bolton Road will be secured via a S278 Agreement with LCC as the Highway Authority:



60. At outline stage it was confirmed that the crossing on Bolton Road will be a Puffin Crossing, secured as part of outline condition 9 above. The Puffin (an acronym for 'Pedestrian User-friendly Intelligent Crossing) is a signal controlled pedestrian crossing that has its sequences controlled by sensors mounted on the lights, rather than a timer. These sensors can detect whether any pedestrians are on the crossing and control the colour of the lights accordingly. Once the control button has been pressed, the lights will only change back to green once the crossing is clear. A puffin crossing doesn't have a flashing amber phase; drivers have to wait until the lights turn green before moving off.
61. The properties on the northern side of Bolton Road have a marked area of parking on the highway in the front of the dwellings. The above plan appears to detail retention of this designated parking area however there will be no parking in the red lined areas along Bolton Road indicated on the above plan. The Highway Engineer at LCC has confirmed that the width of the crossing point will range between 2.4m- 10m, there is a tolerance area retained to each side of the

crossing which ranges in width between 1.1m- 3m and the red 'no waiting' restrictions extend along the road for 16.5m. As such there will be no parking on the road available for a minimum length of 18.8m along Bolton Road up to a maximum length of 24.5m from the centre of the crossing.

62. 74a Bolton Road (74 and 76 Bolton Road detailed on the above plan will be demolished) has existing off road parking facilities. 68-72 Bolton Road are sited close to the footpath however each dwelling has an area of hardstanding between the front elevation and the back of the footpath which is used for parking.
63. As such in terms of impact on the existing parking arrangements, as a result of the alterations to Bolton Road, working on the basis of the widest crossing possible and the widest tolerance area, a distance of 24.5m from the centre of the crossing point detailed on the submitted plans will mean there is no on road parking available at the front of 75-89 Bolton Road (on the northern side) and 70, 72 and 74a Bolton Road (on the southern side). However it is noted that there is currently no on street parking available to the front of 79 Bolton Road due to the junction arrangements with Rothwell Road.
64. Given the existing parking arrangements in the area it is considered that the greatest impact in respect of parking will be the loss of the on road parking availability to the front of 75, 77, 81, 83, 85, 87 and 89 Bolton Road (7 properties) however this is based upon the widest crossing point and tolerance area and it is possible that this impact will be reduced by a narrower crossing point and tolerance area which will be determined when the design of the crossing is agreed at s278 stage. As 7 parking spaces potentially could be lost the plans have been amended to show 7 residents parking spaces to mitigate for the impact of the works to Bolton Road. This will be secured by the following condition:

As part of the construction of the main vehicular access junction, with Bolton Road, into the site the residents parking area (detailed on the approved Planning Layout) shall be surfaced or paved, drained and marked out all in accordance with the approved plan. As soon as the access junction is completed and made available for construction traffic the residents parking area shall be made available for use by the residents of Bolton Road. The parking area shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles and shall be retained open for use at all times by the residents of Bolton Road thereafter.

Reason: The construction of the access junction into the site will impact on existing residents parking along Bolton Road. To mitigate for the impact on the neighbours affected 6 parking spaces form part of the development proposals

65. It is noted that the availability of on street parking to the front of 70, 72 and 74a Bolton Road will be affected by the proposed works to Bolton Road however these properties currently utilise the hardstanding areas immediately to the front of the dwellings for parking which will still be available as part of the works.
66. Concerns have been raised about vehicles exiting the new junction onto Bolton Road shining their headlights into the properties on the opposite side of Bolton Road. The access arrangements for this site however were agreed at outline stage and 158 houses as proposed is slightly less than the 170 dwellings which have outline consent at this site.
67. Concerns have been raised about speeding along Bolton Road. In this regard the Highway Engineer has confirmed that there is currently no speed survey data readily available within close proximity of the site access to show the level at which vehicles may be exceeding the 30mph legal speed limit. However in May 2014 LCC in collaboration with the Police undertook what is called 'speed tasking' near Bolton Road/Shawes Drive which is about 200m east of the proposed site access. The speed tasking is done when complaints are received from residents about specific speeding problems. The speed survey is then conducted by LCC and if the results show high vehicle speeds, the results are then passed on to the Police to carry out enforcements at the location, mainly using mobile cameras. Any issues with speeding cannot be addressed as part of this reserved matters application however LCC and the Police can be made aware of any issues in the area.

68. A number of footpath/ cycle links are proposed as part of the development including 2 pedestrian linkages to Bolton Road and a pedestrian link to Huyton Road. This accords with the principles established at outline stage. A condition is recommended in respect of triggers for these linkages. The original layout included a footpath link to the rear of plots 25-39 and 88-102 which reflects the outline consent. However concerns were raised about the practicalities of this link as the proposed houses would back onto it with 1.8m high fencing and hedgerows which would not create an attractive link which is what was envisaged at outline stage. The open space and footpath network were designed to make maximum use of the existing landscape structure and to link well with the wider footpath network however due to the lack of natural surveillance and the fact that the proposed cycle link appears to provide a more attractive route the majority of this link has been removed from the amended layout. A footpath link is retained however to the rear of plots 40-43 and plots 84-87 to enable choice of routes for pedestrians at the site.

Services

69. A number of concerns have been raised about the impact of the proposals on the local services (such as schools, doctors etc). At outline stage the Central Lancashire Primary Care Trust were consulted and confirmed that there are two GP surgeries in Adlington and one PCT owned health clinic. The PCT confirmed that Adlington Medical Centre has sufficient capacity to cope with the anticipated number of patients from the new development. This was based upon 170 new dwellings and as such no planning obligation was considered necessary in terms of health care. No comments were received in respect of a deficit in dental care.

70. In terms of education Lancashire County Council were consulted at outline stage. The Education Authority requested a S106 contribution to address a shortfall in primary school as a result of the proposals. A shortfall in secondary school places was not identified as an issue. As part of the associated legal agreement (Unilateral Undertaking) attached to the outline planning consent a contribution of £155,000 was secured towards primary school provision within Adlington.

71. The Unilateral Undertaking associated with the outline planning consent secured a Sustainable Transport Commuted Sum of £122,000 for the following elements:

- £12,000 for implementation of the Travel Plan
- £70,000 towards the improvements of the existing public right of way (continuation of Huyton Road)
- £20,000 towards the provision of a pedestrian/cycle link from the site to the Grove Farm development
- £20,000 towards the provision of secure cycle storage at Adlington Railway Station

72. As such the impact of the development on the local infrastructure was fully considered at outline stage.

Community Infrastructure Levy

73. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for housing - £65 per sq. m. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. However the original outline consent was granted prior to the charging regime and as such this scheme is not CIL liable.

Overall Conclusion

74. The erection of up to 170 dwellings on this site has already been established as acceptable and is considered to be an appropriate use of this site within a sustainable location. The matters for consideration as part of this application are the appearance, landscaping, layout and scale. As set out above the proposals are considered to be acceptable and it is recommended that reserved matters consent is granted subject to conditions.

Planning Policies

In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposals has had regard to guidance contained with the National Planning Policy Framework (the Framework) and the

development plan. The specific policies/ guidance considerations are contained within the body of the report.

Planning History

Reference	Description	Decision	Date
12/00082/OUTMAJ	Outline planning application for the development of land to the south of Bolton Road, Adlington for the erection of up to no. 300 dwellings and associated open space with all matters reserved, save for access.	Withdrawn	7 June 2012
12/00738/SCE	Screening opinion for the development of the land for up to 170 dwellings, demolition of 74 and 76 Bolton Road, formation of new access, landscaping, open space, highways and associated works.	EIA not required	10 August 2012
12/00741/OUTMAJ	Outline application for residential development of up to 170 dwellings, demolition of 74 and 76 Bolton Road, formation of new access, landscaping, open space, highways and associated works.	Approved	August 2013
15/00568/OUTMAJ	Section 73 application to vary conditions 16, 17 and 18 (all relating to Code for Sustainable Homes) and to remove condition 19 (Carbon Reduction Statement) attached to outline planning approval 12/00741/OUTMAJ	Pending decision	

Suggested Conditions

No.	Condition																																												
1.	The development hereby permitted must be begun three years from the date of this approval. Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.																																												
2.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <table border="1" data-bbox="320 472 1166 2009"> <thead> <tr> <th data-bbox="320 472 520 533">Title</th> <th data-bbox="520 472 703 533">Plot</th> <th data-bbox="703 472 983 533">Drawing Reference</th> <th data-bbox="983 472 1166 533">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 533 520 593">Planning Layout</td> <td data-bbox="520 533 703 593"></td> <td data-bbox="703 533 983 593">SK/PL/250/101 Rev D</td> <td data-bbox="983 533 1166 593">27th August 2015</td> </tr> <tr> <td data-bbox="320 593 520 654">Location Plan</td> <td data-bbox="520 593 703 654"></td> <td data-bbox="703 593 983 654">4698-P-01 Rev J</td> <td data-bbox="983 593 1166 654">22nd May 2015</td> </tr> <tr> <td data-bbox="320 654 520 714">Apartments first floor plan</td> <td data-bbox="520 654 703 714">105-119</td> <td data-bbox="703 654 983 714">WO999-ADL/APT/302</td> <td data-bbox="983 654 1166 714">14th August 2015</td> </tr> <tr> <td data-bbox="320 714 520 775">Apartments ground floor plan</td> <td data-bbox="520 714 703 775">105-119</td> <td data-bbox="703 714 983 775">WO999-ADL/APT/301</td> <td data-bbox="983 714 1166 775">14th August 2015</td> </tr> <tr> <td data-bbox="320 775 520 835">Apartments second floor plan</td> <td data-bbox="520 775 703 835">105-119</td> <td data-bbox="703 775 983 835">WO999-ADL/APT/303</td> <td data-bbox="983 775 1166 835">14th August 2015</td> </tr> <tr> <td data-bbox="320 835 520 896">Apartments front and side elevations</td> <td data-bbox="520 835 703 896">105-119</td> <td data-bbox="703 835 983 896">WO999-ADL/APT/501</td> <td data-bbox="983 835 1166 896">22nd May 2015</td> </tr> <tr> <td data-bbox="320 896 520 956">Apartments rear and side elevations</td> <td data-bbox="520 896 703 956">105-119</td> <td data-bbox="703 896 983 956">WO999-ADL/APT/502</td> <td data-bbox="983 896 1166 956">22nd May 2015</td> </tr> <tr> <td data-bbox="320 956 520 1337">Aston Ground & First Floor Plan</td> <td data-bbox="520 956 703 1337">6/ 7/ 29/ 30/ 38/ 41/ 42/ 45/ 51/ 52/ 85/ 86/ 89/ 90/ 93/ 135/ 136/ 139/ 142/ 143/ 156</td> <td data-bbox="703 956 983 1337">S14-70(AT)-2MT-601 Rev B</td> <td data-bbox="983 956 1166 1337">14th August 2015</td> </tr> <tr> <td data-bbox="320 1337 520 1673">Argyll Ground & First Floor Plan</td> <td data-bbox="520 1337 703 1673">5/8/ 28/ 31/ 34/ 36/ 37/ 39/ 40/ 43/ 44/ 46/ 50/ 53/ 84/ 87/ 88/ 91/ 92/ 94/ 134/ 137/ 138/ 140/ 141/ 144/155/ 157</td> <td data-bbox="703 1337 983 1673">S14-82-3ET/S-600 Rev E</td> <td data-bbox="983 1337 1166 1673">14th August 2015</td> </tr> <tr> <td data-bbox="320 1673 520 2009">Argyll Elevations</td> <td data-bbox="520 1673 703 2009">5/8/ 28/ 31/ 34/ 36/ 37/ 39/ 40/ 43/ 44/ 46/ 50/ 53/ 84/ 87/ 88/ 91/ 92/ 94/ 134/ 137/ 138/ 140/ 141/ 144/155/ 157</td> <td data-bbox="703 1673 983 2009">NWE-S14-82-3D-900</td> <td data-bbox="983 1673 1166 2009">22nd May 2015</td> </tr> </tbody> </table>	Title	Plot	Drawing Reference	Received date	Planning Layout		SK/PL/250/101 Rev D	27 th August 2015	Location Plan		4698-P-01 Rev J	22 nd May 2015	Apartments first floor plan	105-119	WO999-ADL/APT/302	14 th August 2015	Apartments ground floor plan	105-119	WO999-ADL/APT/301	14 th August 2015	Apartments second floor plan	105-119	WO999-ADL/APT/303	14 th August 2015	Apartments front and side elevations	105-119	WO999-ADL/APT/501	22 nd May 2015	Apartments rear and side elevations	105-119	WO999-ADL/APT/502	22 nd May 2015	Aston Ground & First Floor Plan	6/ 7/ 29/ 30/ 38/ 41/ 42/ 45/ 51/ 52/ 85/ 86/ 89/ 90/ 93/ 135/ 136/ 139/ 142/ 143/ 156	S14-70(AT)-2MT-601 Rev B	14 th August 2015	Argyll Ground & First Floor Plan	5/8/ 28/ 31/ 34/ 36/ 37/ 39/ 40/ 43/ 44/ 46/ 50/ 53/ 84/ 87/ 88/ 91/ 92/ 94/ 134/ 137/ 138/ 140/ 141/ 144/155/ 157	S14-82-3ET/S-600 Rev E	14 th August 2015	Argyll Elevations	5/8/ 28/ 31/ 34/ 36/ 37/ 39/ 40/ 43/ 44/ 46/ 50/ 53/ 84/ 87/ 88/ 91/ 92/ 94/ 134/ 137/ 138/ 140/ 141/ 144/155/ 157	NWE-S14-82-3D-900	22 nd May 2015
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Castlevale Ground & First Floor Plan	10/ 14/ 23/ 55/ 61/ 148	S14-90-3D-600 Rev G	14 th August 2015
Castlevale Elevations	10/ 14/ 23/ 55/ 61/ 148	NWE-S14-90-3D- 900	22 nd May 2015
Caplewood Ground & First Floor Plan	62/ 63/ 82/ 83/ 97/ 98	S14-90-3ET-600 Rev E	14 th August 2015
Corrywood Ground & First Floor Plan	1/ 79/ 102/ 126	S14-97-3D-600 Rev E	14 th August 2015
Corrywood Elevations	79	NWE-S14-97-3D- 901	3 rd June 2015
Corrywood Elevations	1/ 102/ 126	NWE-S14-97-3D- 900	3 rd June 2015
Carlton Ground & First Floor Plan	2/ 9/ 12/ 21/ 47/ 54/ 59/ 65/ 67/ 74/ 78/ 128/ 131/ 153/ 154	S14-101A-4D-600 Rev G	14 th August 2015
Carlton Elevations	74/ 78	NEW-S14-101-4D- 901	3 rd June 2015
Denewood Ground & First Floor Plan	4/ 13/ 19/ 20/ 22/ 48/ 64/ 69/ 77/ 99/ 133/ 146/ 150/ 152	S14-111-4D-600 Rev E	14 th August 2015
Denewood Elevations	77	NWE-S14-111-4D- 901	3 rd June 2015
Denewood Elevations	4/ 13/ 19/ 20/ 22/ 48/ 64/ 69/ 99/ 133/ 146/ 150/ 152	NWE-S14-111-4D- 900	22 nd May 2015
Dukeswood Ground & First Floor Plan	3/11/ 18/ 24/ 32/ 49/ 60/ 66/ 68/ 73/ 96/ 100/ 132/ 145/ 147/ 149/ 151	S14-117-ED-600 Rev E	14 th August 2015
Dukeswood Elevations	73	NWE-S14-117-ED- 901	3 rd June 2015
Glenmore Ground & First Floor Plan	17/ 26/ 57/ 58/ 70/ 75/ 101/ 127	S14-126-4D-600 Rev B	14 th August 2015
Glenmore Elevations	75	NWE-S14-126-4D- 901	3 rd June 2015
Hampsfie ld Ground & First Floor Plan	16/ 25/ 27/ 33/ 56/ 71/ 72/ 76/ 80/ 81/ 95	S14-130-4D-600 Rev G	14 th August 2015
Hampsfie ld	72/ 76	NWE-S14-130-4D-	3 rd June

Elevations		900	2015
Hampshire Elevations	16/ 25/ 27/ 33/ 56/ 71/ 80/ 81/ 95	NWE-S14-130-3D-900	22 nd May 2015
Hollandwood Ground Floor Plan	15/ 103/ 104/ 129/ 130/ 158	S14-140-4D-600 Rev E	14 th August 2015
Hollandwood Elevations	15/ 103/ 104/ 129/ 130/ 158	NEW-S14-140-4D-900 Rev A	13 th July 2015
Hollandwood First Floor Plan	15/ 103/ 104/ 129/ 130/ 158	S14-140-4D-610 Rev B	14 th August 2015
Split Level Type 1	121/ 124	S14-117-4D-600	14 th August 2015
Split Level Type 1 Elevations	121/ 124	NWE-S14-117-4D-800	13 th July 2015
Split Level Type 2	122/ 123	S14-130-4D-600	14 th August 2015
Split Level Type 2	122/ 123	NWE-S14-130-4D-800	13 th July 2015
Split Level Type 3	120/ 125	S14-126-4D-600	14 th August 2015
Split Level Type 3	120/ 125	NWE-S14-126-4D-800	13 th July 2015
Detached double garage	15/ 103/ 104/ 129/ 130/ 158/	S14-SD-05-38	17 th August 2015
Elevation Treatments		SK250/SS/AD/101 Rev C	17 th August 2015
Elevation Treatments		SK250/SS/AD/801 Rev D	27 th August 2015
Site Sections Sheet 1		SK/PL/250/SS/101 Rev A	13 th July 2015
Site Sections Sheet 2		SK/PL/250/SS/102 Rev A	13 th July 2015
Site Sections Sheet 3		SK/PL/250/SS/103 Rev A	10 th August 2015
Elevation Treatments		SK250/SS/AD/802 Rev C	27 th August 2015
Elevation Treatments		SK250/SS/AD/803 Rev C	13 th July 2015
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External Works Layout 2 of 6		ELL-402-SMH-B-141 Rev B	28 th August 2015
External Works Layout 3 of 6		ELL-402-SMH-B-142 Rev B	28 th August 2015
External Works Layout 4 of 6		ELL-402-SMH-B-143 Rev B	28 th August 2015
External Works Layout 5 of 6		ELL-402-SMH-B-144 Rev B	28 th August 2015
External		ELL-402-SMH-B-	28 th August

	Works Layout 6 of 6		145 Rev B	2015
	Topographical Land Survey Sheet 1 of 2		S10/505	21 st August 2015
	Topographical Land Survey Sheet 2 of 2		S10/505	21 st August 2015
	Construction Management Plan		1	13 th July 2015
	Integral Garage Housetypes		SK/INT/DET/101 Rev A	21 st August 2015
	Boundary Treatment Plan (1 of 3)		SK/BT/250/101 Rev A	21 st August 2015
	Boundary Treatment Plan (2 of 3)		SK/BT/250/102 Rev A	21 st August 2015
	Boundary Treatment Plan (3 of 3)		SK/BT/250/103 Rev A	21 st August 2015
	Soft Landscape Proposals (Sheet 1 of 7)		6738-L-101 Rev A	27 th August 2015
	Soft Landscape Proposals (Sheet 2 of 7)		6738-L-102 Rev A	27 th August 2015
	Soft Landscape Proposals (Sheet 3 of 7)		6738-L-103 Rev A	27 th August 2015
	Soft Landscape Proposals (Sheet 4 of 7)		6738-L-104 Rev A	27 th August 2015
	Soft Landscape Proposals (Sheet 5 of 7)		6738-L-105 Rev A	27 th August 2015
	Soft Landscape Proposals (Sheet 6 of 7)		6738-L-106 Rev A	27 th August 2015
	Soft Landscape Proposals (Sheet 7 of 7)		6738-L-107 Rev A	27 th August 2015
	Soft Landscape Proposals Key Plan		6738-L-100 Rev A	27 th August 2015
	Detailed Sections		SK/PL/250/SS/501	28 th August 2015
Reason: For the avoidance of doubt and in the interests of proper planning				

3.	<p>The development hereby approved shall be undertaken in accordance with the submitted Construction Method Statement (received 10th July 2015) and associated plan (received 13th July 2015). The measures contained within the approved Statement shall be adhered to throughout the construction period and shall include specifically</p> <ul style="list-style-type: none"> o the parking of vehicles of site operatives and visitors shall be wholly within the application site at all times o the hours of operation (including deliveries) during construction shall be restricted to: <ul style="list-style-type: none"> ☐ 8am to 6pm Monday to Friday and 9am to 1pm on Saturdays. o The loading and unloading of plant and materials shall be undertaken wholly within the application site o The storage of plant and materials used in constructing the development shall be stored wholly within the application site o The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate o The provision of wheel washing facilities at the junction with Bolton Road to remain in situ at all times during the construction period <p>Reason: in the interests of highway safety and to protect the amenities of the nearby residents</p>
4.	<p>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 2015.</p> <p>Reason: To ensure adequate garaging/off street parking provision is made/maintained and thereby avoid hazards caused by on-street parking.</p>
5.	<p>Before the properties hereby permitted are first occupied, the driveways/ car parking courts shall be surfaced or paved, drained and marked out all in accordance with the approved plan. The driveways/ parking courts shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.</p> <p>Reason: To ensure adequate on site provision of car parking and manoeuvring areas</p>
6.	<p>The development hereby permitted shall only be carried out in conformity with the approved ground and building slab levels</p> <p>Reason: To protect the appearance of the locality and in the interests of the amenities of neighbouring properties.</p>
7.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (Schedule 2, Part 1, Classes A to E), or any Order amending or revoking and re-enacting that Order, no extensions or external alterations shall be undertaken to the dwellings hereby permitted on plots 16-49 (inclusive) , 53-55 (inclusive), 57-65 (inclusive), 70, 72, 75-102 (inclusive), 120-129 (inclusive), 137-138 (inclusive), 141-158 (inclusive).</p> <p>Reason: To protect the appearance of the locality and the amenity of the future occupiers of the approved dwellings and those surrounding the site.</p>
8.	<p>None of the following house types 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:</p>

	<ul style="list-style-type: none"> ○ Glenmore (plots 17/ 26/ 57/ 58/ 70/ 75/ 101/ 127) ○ Hampsfield (plots 16/ 25/ 27/ 33/ 56/ 71/ 72/ 76/ 80/ 81/ 95) ○ Split Level Type 1 (plots 121/ 124) ○ Dukeswood (plots 3/11/ 18/ 24/ 32/ 49/ 60/ 66/ 68/ 73/ 96/ 100/ 132/ 145/ 147/ 149/ 151) ○ Split Level Type 2 (plots 122/ 123) ○ Split Level Type 3 (plots 120/ 125) ○ Carlton (plots 2/ 9/ 12/ 21/ 47/ 54/ 59/ 65/ 67/ 74/ 78/ 128/ 131/ 153/ 154) ○ Denewood (plots 4/ 13/ 19/ 20/ 22/ 48/ 64/ 69/ 77/ 99/ 133/ 146/ 150/ 152) <p>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</p>
9.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order, with or without modification), no windows/doors other than those expressly authorised by this permission shall be inserted or constructed at any time in the:</p> <ul style="list-style-type: none"> ○ North west elevation of plot 9 ○ North east elevation of plot 10 ○ North west elevation of plot 5 ○ South east elevation of plot 15 ○ South east elevation of plot 44 ○ South east elevation of plot 43 ○ South east elevation of plot 84 ○ South elevation of plot 125 ○ South elevation of plot 141 <p>Reason: To protect the amenities and privacy of the adjoining properties</p>
10.	<p>All windows and doors in the:</p> <ul style="list-style-type: none"> ○ North west elevation of plot 9 ○ North east elevation of plot 10 ○ North west elevation of plot 5 ○ South east elevation of plot 15 ○ South east elevation of plot 44 ○ South east elevation of plot 43 ○ South east elevation of plot 84 ○ South elevation of plot 125 ○ South elevation of plot 141 <p>hereby permitted shall be fitted with obscure glass and obscure glazing shall be retained at all times thereafter. The obscure glazing shall be to at least Level 3 on the Pilkington Levels of Privacy, or such equivalent as may be agreed in writing by the local planning authority. Reason: In the interests of the privacy of occupiers of neighbouring properties.</p>
11.	<p>Prior to the occupation of any of the dwellings hereby approved details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established. Reason: To ensure that the estate streets serving the development are maintained</p>

	to an acceptable standard in the interest of residential / highway safety.
12.	<p>Prior to the construction of any of the streets referred to in the previous condition full engineering, drainage, street lighting and constructional details of the streets shall be submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details.</p> <p>Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway</p>
13.	<p>Prior to the occupation of the first dwellinghouse hereby permitted retractable bollards shall be erected at the emergency access point with Huyton Lane detailed on the approved plans. The bollards shall be retained in perpetuity thereafter.</p> <p>Reason: the need for an emergency access link was established as part of the outline consent at this site however to avoid general traffic using this access point control measures are required in the form of retractable bollards which will ensure unauthorised access is not achieved but enable use of this access in an emergency.</p>
14.	<p>Any works to construct hardstanding areas, parking areas, footpaths, access roads and/ or buildings within the root protection area of the retained trees (detailed on the approved Planning Layout plan) shall be undertaken using a 'no-dig' cellular confinement system method of construction or alternative method of construction which has previously been approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the continued protection of the trees and to ensure that the proposed development does not adversely impact on the retained trees.</p>
15.	<p>Before any tree felling is carried out in respect of the proposed residents parking area full details (including species, number, stature and location) of the trees to be felled and the replacement tree planting shall have been submitted to and approved in writing by the Local Planning Authority. The replacement tree planting shall be carried out in accordance with the approved details within nine months of the tree felling.</p> <p>Reason: The creation of a residents parking area results in some tree loss. The exact extent of tree loss does not form part of the submission documents and to ensure that any loss is mitigated replacement planting is required.</p>
16.	<p>No dwelling shall be occupied with 25 metres of the Neighbourhood Equipped Areas for Play (NEAP) (as identified on the approved Planning Layout) until the play area has been constructed and completed in accordance with plans which have previously been submitted to and approved in writing by the Local Planning Authority.</p> <p>Prior to the occupation of the dwellings sited within 25 metres of the NEAP (as identified on the approved Planning Layout) the future occupants shall be provided with marketing documentation, which has previously been submitted to and approved in writing by the Local Planning Authority, detailing the approved siting and specification of the NEAP.</p> <p>Reason: To ensure the provision of equipped play space to benefit the future occupiers of the site and to ensure that the any purchasers are fully aware of the presence of an equipped play area on this site.</p>
17.	<p>As part of the construction of the main vehicular access junction, with Bolton Road, into the site the residents parking area (detailed on the approved Planning Layout) shall be surfaced or paved, drained and marked out all in accordance with the approved plan. As soon as the access junction is completed and made available for construction traffic the residents parking area shall be made available for use by the residents of Bolton Road. The parking area shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles and shall be</p>

	<p>retained open for use at all times by the residents of Bolton Road thereafter. Reason: the construction of the access junction into the site will impact on existing residents parking along Bolton Road. To mitigate for the impact on the neighbours affected 6 parking spaces form part of the development proposals</p>
18.	<p>Prior to the occupation of plots 10-12, 56-60 and 2-4 the 5m wide buffer planting zone along the boundary with the existing dwellings on Bolton Road (detailed on the approved Planning Layout) shall be implemented in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.</p> <p>Any trees or plants within this buffer planting zone which, within a period of ten 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.</p> <p>Reason: In the interests of the appearance of the locality and to form of landscaped screen between the site and the neighbouring properties</p>
19.	<p>Prior to the occupation of plots 149-158 the 5m wide buffer planting zone along the boundary with the existing dwellings on Abbey Grove (detailed on the approved Planning Layout) shall be implemented in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.</p> <p>Any trees or plants within this buffer planting zone which, within a period of ten 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.</p> <p>Reason: In the interests of the appearance of the locality and to form of landscaped screen between the site and the neighbouring properties</p>
20.	<p>The footpath/ cycle links throughout the site (detailed on the approved Planning Layout) shall be implemented in accordance with the approved details as part of the whole development of the site. In particular:</p> <ul style="list-style-type: none"> ○ The 2m wide footpath link from the NEAP connecting to the cycle link shall be laid out in accordance with the approved details and made available for use by pedestrians prior to the occupation of plot 10. ○ The 3m wide pedestrian/ cycle link from Bolton Road to the southern boundary of the site shall be laid out in accordance with the approved details and made available for use by pedestrians/ cyclists prior to the occupation of the 104th dwellinghouse ○ The 2m wide footpath link connecting the pedestrian/ cycle link to the south western boundary of the site shall be laid out in accordance with the approved details and made available for use by pedestrians prior to the occupation of the last dwellinghouse on the site. <p>The footpaths/ cycleways shall be retained in perpetuity thereafter Reason: to ensure that the development supports sustainable transport measures and communities cycling and pedestrian movements are catered for on suitable desire lines as part of the development including two new pedestrian accesses on Bolton Road and a pedestrian link to Huyton Road. This condition ensures that these important linkages are provided as part of the whole scheme at a reasonable time.</p>