

Item 3e **15/01147/FULMAJ**

Case Officer **Caron Taylor**

Ward **Chorley South East**

Proposal **Demolition of Chorley Fire Station and erection of 18 no. affordable dwellings (12 no. houses and 6 no. apartments) with car parking and associated landscaping**

Location **Chorley Fire Station
Weldbank Lane
Chorley
PR7 3NQ**

Applicant **Chorley Community Housing**

Consultation expiry: **17th December 2015**

Decision due by: **18th February 2016**

Recommendation
The application is recommended for approval.

Representations

In total 1 representation has been received which is summarised below
Objection
Total No. received: 1
<ul style="list-style-type: none"> • Whilst the redevelopment of the redundant fire station site is welcome, the construction of 18 dwellings for affordable community leases is subject to objection; • The layout of the site will negatively affect the aesthetics of Weldbank Lane. The placement of the 6 apartment building at the front and centre of the proposed plot is in stark contrast to all other architecture on Weldbank Lane; • The number of dwellings, at 18, is also too many for the site. Given the aesthetic of Weldbank Lane, this density of dwellings will create a miniature housing estate. Such a density of dwellings will create tensions and foster a degenerative social environment that will breed crime; • The proposal for allocation of 18 dwellings and parking clearly takes into account the inability of Weldbank Lane to support further parking on the street itself. However, it is clearly not taking into concern the traffic congestion already prevalent on the road and the addition of 18 vehicles will add to this issue and likely result in deaths given the proximity of three nearby schools. The planning committee must also consider the environmental detriment of adding further vehicles to the road; • Planning should be considerate of BREEAM standards and require a public transportation plan to encourage people away from the use of private motor vehicles. A further question must be asked as to why some of the dwellings have two car park spaces. Surely, those in need of low cost rental accommodation should not be able to afford the running or ownership costs of two motor vehicles? • Planning should also consider the toll upon local infrastructure. Water drainage, water supplies and electricity supply networks will all need upgraded as they are at breach point.

Consultees

Consultee	Summary of Comments received
LCC Flood Risk Management Team	Object to the application without further information being submitted (see body of report).
LCC Highways	<p>The layout of the proposed development is acceptable from highways perspective. They advise the two visitor spaces should instead be provided and marked as mobility spaces for use by the disabled. Provision should also be made for secure and covered cycle storage in accordance with the Chorley Council Parking Standard.</p> <p>The existing dropped section of footway frontage the site on Weldbank Lane should be reinstated to its original level including new kerb realignments with provision made for individual dropped crossings to the proposed frontage parking spaces. The proposed frontage parking on Gloucester Road would also require new individual dropped crossings.</p> <p>They suggest conditions to be applied if the application is approved.</p>
Ecology Advisor	<p>Sufficient information has been provided on ecological matters to allow the application to proceed to determination in this regard.</p> <p>A number of conditions are recommended to ensure that features of value are retained and protected during the implementation of any scheme.</p>
Chorley's Contaminated Land Officer	Requests a site investigation condition.
Police Architectural Liaison Officer	State the architect has confirmed that the development will be built to achieve Secured by Design standard and that all security recommendations needed to comply have been incorporated into the design.
Environment Agency	Have no objection in principle but make comments that the site appears to have been the subject of past activity which poses a high risk of pollution to controlled waters and advise that the Council consults with the Environmental Health/Environmental Protection Department for further advice and where necessary seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site.
Chorley's Environmental Health Officer	State they have no historic pollution incidents recorded for this site and have no further comments in relation to the proposed development, all issues would be covered by the contaminated land site investigation condition.
Strategic Housing	The application is to provide social housing dwelling types in high demand as demonstrated by the housing register, and is therefore conducive to meeting local housing need. Strategic Housing welcomes this application as it would improve the housing offer in the borough.
LCC Education	LCC seek a contribution of £12,029.62 for 1 primary school place. However LCC will not be seeking a contribution for secondary school places.
United Utilities	Have no objection to the development subject to a condition that the drainage is carried out in accordance with the foul and surface water drainage design submitted and surface water must drain to a

	watercourse at the restricted rate of 11.6 l/s with no surface water draining to the public foul or combined sewer.
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Assessment

Principle of the Development

1. The site is located within the settlement area of Chorley as identified in the adopted Local Plan 2012-2026. Within Core Strategy Policy 1: Locating Growth Chorley is identified as a Key Service Centre where growth and investment will be focussed. The site already has outline consent under permission ref: 12/00809/OUTMAJ. This granted outline permission for 14 no. dwellings following demolition of fire station.
2. The proposal would result in the redevelopment of previously developed land within a sustainable location. As such, in principle, developing the site for housing accords with Policy 1 of the Adopted Core Strategy and the Local Plan.

Design, Appearance and Layout

3. The application site is a former fire station site on the corner of Weldbank Lane and Gloucester Road in Chorley. A new fire station is situated at Washington Hall. The fire station buildings are mainly low level, some with flat roofs and others with shallow pitches. There is also a training tower which is approximately 16.5m high on the site. The corner of the site with Gloucester Road and the Gloucester Road frontage is landscaped with a lawn. The access and parking for the fire station is from Weldbank Lane to the east of the site close to where it bounds with Lancashire County Council's site which houses Chorley Adult Disability Services and Shaftesbury High School, though fire appliances access the fleet garage via a large concrete apron which also fronts Weldbank Lane.
4. The character of the area is of predominantly two-storey houses. Weldbank Lane itself is largely characterised by terraced houses built of red brick with vertically proportioned windows, including ground floor bay windows, slate pitched roofs with chimneys and canopies over the doors. There are some more modern detached and semi-detached two-storey houses on Weldbank Lane to the west of the site with front gables. Gloucester Road is characterised by more modern properties constructed in the 1960s. They are simpler in design with low pitched roofs, roof tiles and horizontally proportioned windows built of a more orange/brown coloured brick with rendered panels. To the east of the site is open space and the access to Lancashire County Council's site.
5. The proposal is for 12 houses and 6 apartments. The apartments are designed to look like the other houses on the site, except with two entrances doors and are located at plots 6/7, 8/9 and 12/13. Each 'house' has one apartment at ground floor and one at first floor.
6. The proposed development maintains the existing lawned area on the corner of Weldbank Lane and Gloucester Road. The properties are laid out so plots 1-7 face Gloucester Road, plots 8-13 face Weldbank Lane and plots 14 and 17 face towards the open space to the east of the site. This is considered acceptable as the layout faces outwards onto all sides it is viewed from.
7. In terms of the design of the properties they take reference from the properties on Weldbank Lane with bay windows and canopies over the front doors, being a modern interpretation of this feature on the terraced houses on Weldbank Lane. The units on the corners have front gables reflecting the properties to the west, with rendered panel which reflects the properties opposite the site on Gloucester Road. The roof pitches are also similar to the houses surrounding the development site.
8. The existing dwarf wall on the corner of Weldbank Lane and Gloucester Road is to be retained around the area of amenity greenspace. To the front of the properties will be 0.9m railings, with close boarded fencing to separate rear gardens.
9. Neighbour comments regarding on the proposed layout impacting negatively on Weldbank Lane due to the placement of the 6 apartments building at the front and centre of the layout being in stark contrast to all other architecture on Weldbank Lane are noted. It is not however considered that the design of the apartments is contrasting to the rest of the scheme or at odds with the

immediate area. The apartments are designed as two-storey buildings to sit alongside two-storey properties which are characteristic of the area.

10. The density of the proposed dwellings is considered acceptable and similar to the immediate surrounding properties. Opposite the site on Weldbank Lane are terraced properties with small rear gardens/yards which extend to the streets beyond, such as Claremont Road, Balcarres Road and Whittam Road. Gloucester Road and Claremont Road are characterised by two-storey semi-detached properties, several of which are split into two apartments similar to the application proposal. It is not therefore considered the apartments are out of keeping with the area.
11. As part of the layout a bin storage area will be provided within the parking court for the plots 14-18 to store the bins on the relevant collection day. This store is set back from the site frontage and it will not therefore be highly visible in the streetscene and is considered acceptable.
12. The design, layout and appearance of the proposal is therefore considered acceptable.

Neighbour Amenity

13. There are no residential properties that bound with the site to the east and southeast.
14. The nearest properties to the northeast are 43 and 43A Gloucester Road which are two flats. There is a door and two windows in the end elevation of this building. The Council's interface distances set out there should be 12m between a window at first floor and a blank wall. There will be approximately 10.5m between the first floor window and the side elevation of the proposed property on plot 1, however this is not a main habitable room window to this property and there are no habitable windows in the side of plot 1 (only a landing) and it is therefore considered an acceptable relationship.
15. Opposite the site on Gloucester Road are numbers 46 to 50. There is approximately 34m between the front windows of these properties and the front windows of the properties proposed on plots 1-4 which is considered to be an acceptable relationship.
16. Number 23 Weldbank Lane has main windows on its side elevation facing towards the site. There is approximately 22m retained between these windows and the front elevation of plot 6/7 which accords with the Council's standard spacing distances.
17. Opposite the site on Weldbank Lane are residential terraced properties numbers 32 to 62 (number 46 is a shop at ground floor). There is approximately 21.8m retained between the front of these properties and the proposed dwellings on plots 8-13 which accords with the Council's standard spacing distances.
18. Within the site in excess of 21 metres is retained between the rear of plots 1-5 and 17-18 which accords with the Council's standard spacing distances. The Council's standards require this to increase by 1m for every 0.25m difference in levels (over 0.5m). There is a 0.6m difference in finished floor levels between plots 14-16 and plots 3-4 and therefore the interface distance between facing first floor windows should be 22m. The proposal is very slightly short at 21.9m but is considered acceptable.
19. The proposed layout shows 11.2m between the rear first floor windows of plot 12/13 and the side elevation of plot 14. This is slightly below the interface distance of 12m, however is considered acceptable as plot 14 is 31cm lower than plots 12/13 and plots 12/13 are also due southwest so plot 14 will not create overshadowing except very early in the morning.
20. Plots 6/7 and 8/9 are at right angles to each other but share a rear garden rather than having their own private amenity space. The rear first floor windows of plots 8/9 will look towards the side boundary of the rear garden of plot 6 and are approximately 8m away. An identical relationship is created between the first floor rear windows of plots 6/7 and the rear garden area of plot 10. This is below the Council's interface distance of 10m however this layout enables the provision of a frontage to both Gloucester Road and Weldbank Lane which is looked upon favourably from a

design perspective. Therefore it is considered that the layout carries significant weight in favour of the application sufficient to outweigh the non-compliance with the interface distance.

21. Overall the application is considered acceptable in terms of neighbour amenity.

Highways and Parking

22. In terms of highways there would have been a level of comings and goings to the site when the property was in use as fire station. The access to plots 14-18 and associated parking court is in the same position on Weldbank Lane as the previous access to the fire station and the frontage parking to plots 8-13 on Welbank Lane are in a similar position to the previous concrete apron used by fire appliances. Parking for plots 1 to 7 will be on tandem drives accessed from Gloucester Road. The comments of Lancashire County Council Highways have not yet been received and will therefore be reported on the committee addendum.

23. Parking is provided either in front of the individual properties or in a small parking court in front of plots 14 -18 which is not prominent from outside the site. Siting the parking court in front of the properties will ensure that the parking is well over-looked to minimise the risk of crime.

24. Parking is provided in line with the Council's standards set out in Policy ST4 of the Local Plan. Two spaces are provided for two bed properties and one space for one bed properties. One additional space is also proposed near to the parking court area and two spaces opposite the side gable of plots 12/13.

25. The comments of LCC Highways regarding reallocating visitor spaces as mobility spaces for use by the disabled are noted. The Council's parking standards in Policy ST4 state that disabled spaces on housing developments will be negotiated on a case by case basis. The proposed development has three additional spaces over and above the number required for the number of bedrooms and properties proposed. These spaces will be available for overflow parking or visitors if other spaces are taken. It is not considered that allocating two of these as disabled spaces when the parking court serves only five dwellings is reasonable. The properties are to be built and rented out by a Registered Provider and therefore will have control over the parking spaces and can allocate spaces as disabled as necessary in the future.

26. LCC Highways stated that provision should also be made for secure and covered cycle storage in accordance with the Council's parking standards. The properties, including the apartments are to be provided with sheds in the rear gardens in which bicycles can be stored.

27. Neighbour comments regarding the parking levels and tenure are noted, however the Council do not apply separate parking standards to different tenures of properties. The parking standards are applied consistently across the borough. A Travel Plan is not required to be submitted with an application of this size.

28. The parking is therefore considered acceptable for the properties.

Drainage and Flood Risk

29. The site is currently largely covered by either buildings or hardstanding. The proposed development of the site would reduce the amount of hard standing on the site.

30. United Utilities have been consulted and have no objection to the development subject to their stipulated run-off rates being adhered to.

31. Lancashire County Council as the Lead Local Flood Authority (LLFA) objected to the application as the Planning Practice Guidance requires applicants for planning permission to discharge surface water runoff according to a hierarchy of runoff destinations and this does not appear to have been given adequate consideration. They therefore requested further information in line with the Planning Practice Guidance. The applicant has submitted further information in the form of a Drainage Strategy and this has been forwarded to the LLFA for further comments. This matter will be updated on the committee addendum.

Ecology and Landscaping

32. A protected species report accompanies the application. No evidence of bats were found and it indicated that the buildings were of low potential to support roosting activity and at the current time it can be concluded that European Protected Species – bats (Habitats Regulations 2010) do not represent a constraint on the demolition of the buildings.
33. The proposal is therefore considered acceptable in relation to ecology subject to conditions.
34. An Arboricultural Assessment also accompanies the application. This shows that there are no category A trees on the site though there is a category B tree (an Atlas Cedar) and several category C trees. Five category C (low quality) trees are shown to be removed with the other trees on the site retained with appropriate tree protection measures provided.
35. T8 (a category C Cherry tree) will be crown lifted to allow for vehicular access to proposed parking bays and the parking bays below will use no-dig construction. This is considered acceptable and the tree protection can be controlled by a condition.
36. The trees scheduled for removal are young and are not reported to support any decay or cavities. Therefore it is not considered necessary to require further bat assessment of these trees.
37. The proposal is therefore considered acceptable subject to conditions in relation to ecology.
38. The area of landscaping on the corner of Weldbank Land and Gloucester Road will be retained as part of the development, along with grassed area adjacent to the parking court on the east boundary. Within the site the rear gardens will be landscaped with the small grassed areas also dividing the driveways in front of the properties.
39. The landscaping of the site is therefore considered acceptable.

Viability

40. A viability assessment has been submitted with the application.
41. Under policies HS4A and HS4B of the Local Plan 2012-2016 there is a requirement for a financial contribution towards open space and playing pitches in the borough. In this case it would be £54,090.
42. In terms of sustainability, in accordance with Policy 27 of the adopted Core Strategy the proposed properties should be built to meet Code Level 6 from January 2016 and as it is an application for more than five dwellings it should also meet the other criteria of the policy. The Ministerial Statement on the 25th March 2015 announced that the Code for Sustainable Homes had been withdrawn. It also however sets out transitional arrangements which include local planning authorities being able to continue to set and apply policies in their Local Plans which require compliance with energy performance standards that exceed the energy requirements of Building Regulations, but are not above a Code Level 4 equivalent, until commencement of amendments to the Planning and Energy Act 2008. Therefore, whilst compliance with the Code can no longer be required, in accordance with the transitional arrangements, the Council still require an energy efficiency standard equivalent to Code Level 4 which is a 19% improvement above 2013 Building Regulations requirements.
43. The applicant states that the public open space payment and energy efficient standards required would make the scheme unviable.
44. Paragraph 173 of the Framework states that development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

45. The viability appraisal has been assessed by the Council's surveyor and they state that overall the fees and development costs appear reasonable the viability shows that there is no profit or additional funds to provide for and efficiency standard equivalent to Code Level 4 which is a 19% improvement above 2013 Building Regulations requirements or for public open space improvements. The development is the subject of grants to allow the development to take place.

46. It is therefore considered that the viability of the scheme with increased energy efficiency requirements and a public open space payment would be compromised. Therefore taking into account the advice in the Framework that viability is a material planning consideration, the proposal considered acceptable without a public open space payment or having to comply with an energy efficiency standard 19% improvement above 2013 Building Regulations requirements.

47. A neighbour has commented that planning should be considerate of BREEAM standards, however these standards relate to commercial rather than residential buildings. Code for Sustainable Homes was the sustainability standard applied to residential properties and is covered in the section above.

Community Infrastructure Levy (CIL)

48. It is noted that Lancashire County Council has requested a contribution for education from the application. However, since the 1st September 2013 this has been covered by the Community Infrastructure Levy (CIL) and the Council cannot 'double charge' by asking for a contribution through a legal agreement, in accordance with the CIL Regulations.

49. The development is CIL liable but the developer can apply for an exemption as the development is for affordable housing. This however does not allow the Council to alternatively secure a contribution through a legal agreement.

50. Notwithstanding the above, a viability argument has been put forward with the application and accepted by the Council, therefore even if education could be secured by a legal agreement the request could not be supported within the viability of the scheme.

Contamination and Coal Mining

51. In terms of contamination the Council's Contaminated Land Officer recommends a condition in relation to ground contamination due to the past processes and activities that have taken place at the site. The application is considered acceptable in this respect subject to a condition.

52. The site is in a Low Risk Area for coal mining. This requires an informative note to be applied to any permission.

Overall Conclusion

53. Although the site currently has outline permission for 14 units, it is considered that 18 units as proposed is acceptable. The design and layout respond to the character of the area and parking is provided in accordance with the Council's standards. Subject to the responses from Lancashire County Council Highways and the Lead Local Flood Authority being acceptable which will be reported on the committee addendum, the application is recommended for approval.

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 proposal has had regard to guidance contained within 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
12/00809/OUTMAJ	Outline application (with all matters reserved) for the erection of 14 no. dwellings following demolition of Fire	Permitted	12 th December 2012

	Station site.		
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Suggested Conditions

No.	Condition
1.	The proposed development must be begun not later than three years from the date of this permission. Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.
2.	All the dwellings hereby permitted shall be provided as affordable dwellings (as defined in the Central Lancashire Affordable Housing Supplementary Planning Document) to be managed by a Registered Provider. Reason: Weight has been given to the case put forward by the applicant as a Registered Provider in terms of the viability of the site in relation to the normal sustainability and public open space requirements.
3.	The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plan(s) or as may otherwise be agreed in writing with the Local Planning Authority before any development is first commenced. Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.
4.	No dwelling shall be occupied until all fences and walls shown in the approved details to bound its plot, have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development. Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.
5.	The parking and associated manoeuvring facilities shown on the plans hereby approved shall be surfaced or paved, drained and marked out and made available in accordance with the approved plan prior to the occupation of any of the buildings; such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015). Reason: To ensure provision of adequate off-street parking facilities within the site.
6.	Prior to the commencement of development details of all external facing and roofing materials (notwithstanding any details shown on previously submitted plan(s) and specification) shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved. Reason: To ensure that the materials used are visually appropriate to the locality.
7.	All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the earlier, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. Reason: In the interest of the appearance of the locality.
8.	Prior to the laying of any hardstanding full details of the colour, form and texture of all hard landscaping (ground surfacing materials) (notwithstanding any such detail

	<p>shown on previously submitted plans and specification) shall have been submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved, and shall be completed in all respects before the final completion of the development and thereafter retained.</p> <p>Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area.</p>																											
9.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <table border="1"> <thead> <tr> <th>Title</th> <th>Drawing Reference</th> <th>Received date</th> </tr> </thead> <tbody> <tr> <td>Proposed Site Layout</td> <td>P1258 103 Rev F</td> <td>19th November 2015</td> </tr> <tr> <td>Planting Plan</td> <td>P1258 107</td> <td>20th November 2015</td> </tr> <tr> <td>Proposed Site Section</td> <td>P1258 104 Rev A</td> <td>19th November 2015</td> </tr> <tr> <td>Boundary Treatments Plan</td> <td>P1258 105 Rev D</td> <td>19th November 2015</td> </tr> <tr> <td>Proposed 1B/2P Apartment/2B/4P House Block – TYPE A & B</td> <td>P1258 110 Rev D</td> <td>19th November 2015</td> </tr> <tr> <td>Proposed 4B/2P Semi-detached House – TYPE C</td> <td>P1258 311 Rev C</td> <td>19th November 2015</td> </tr> <tr> <td>Proposed 4B/2P Terrace Plans – Type C</td> <td>P1258 312 Rev C</td> <td>19th November 2015</td> </tr> <tr> <td>Proposed 4B/2P Terrace Elevations – TYPE C</td> <td>P1258 313 Rev B</td> <td>19th November 2015</td> </tr> </tbody> </table> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>	Title	Drawing Reference	Received date	Proposed Site Layout	P1258 103 Rev F	19th November 2015	Planting Plan	P1258 107	20th November 2015	Proposed Site Section	P1258 104 Rev A	19th November 2015	Boundary Treatments Plan	P1258 105 Rev D	19th November 2015	Proposed 1B/2P Apartment/2B/4P House Block – TYPE A & B	P1258 110 Rev D	19th November 2015	Proposed 4B/2P Semi-detached House – TYPE C	P1258 311 Rev C	19th November 2015	Proposed 4B/2P Terrace Plans – Type C	P1258 312 Rev C	19th November 2015	Proposed 4B/2P Terrace Elevations – TYPE C	P1258 313 Rev B	19th November 2015
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10.	<p>If the demolition of the existing buildings on the site are not undertaken by the end of June 2016 further advice should be sought from a qualified ecologist as to the need for a further updated survey for bats. If required, a copy of the survey along with any mitigation measures should be submitted to and approved in writing by the Local Planning Authority and the development shall then only be carried out in accordance with the approved details.</p> <p>Reason: The submitted report states that the current survey is considered valid for 1 year. If works are not started within one year then it may be necessary to repeat certain surveys.</p>																											
11.	<p>During the construction period, all trees to be retained shall be protected as shown on the Tree Protection Plan drawing ref: 15/AIA/Chorley/06 at Appendix 4 of the Arboricultural Impact Assessment/Method Statement by Tree Solutions submitted with the application. The area shown on this plan shall be constructed using 'no-dig' hard surface construction using the method as detailed.</p> <p>Reason: To safeguard the trees to be retained.</p>																											
12.	<p>Due to past processes and activities at the site, there is a potential for ground contamination. Due to the proposed sensitive end-use (housing with gardens), no development shall take place until:</p> <p>a) a methodology for investigation and assessment of ground contamination has been submitted to and agreed in writing with the Local Planning Authority. The investigation and assessment shall be carried out in accordance with current best practice including British Standard 10175:2011 'Investigation of potentially contaminated sites - Code of Practice'. The objectives of the investigation shall be, but not limited to, identifying the type(s), nature and extent of contamination present to the site, risks to receptors and potential for migration within and beyond the site boundary;</p> <p>b) all testing specified in the approved scheme (submitted under a) and the results of the investigation and risk assessment, together with remediation proposals to render the site capable of development have been submitted to the</p>																											

	<p>Local Planning Authority; c) the Local Planning Authority has given written approval to the remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of the remediation works a validation report containing any validation sampling results shall be submitted to the Local Authority for approval.</p> <p>Thereafter, the development shall only be carried out in full accordance with the approved remediation proposals. Should, during the course of the development, any contaminated material other than that referred to in the investigation and risk assessment report and identified for treatment in the remediation proposals be discovered, then the development should cease until such time as further remediation proposals have been submitted to and approved in writing by the Local Planning Authority. The development shall then only be carried out in accordance with the approved remediation proposals.</p> <p>Reason: To protect the environment and prevent harm to human health by ensuring that the land is remediated to an appropriate standard for the proposed end use. In accordance with Paragraph 121 of the National Planning Policy Framework (DCLG, 2012). This is required prior to commencement to ensure the development will not result in harm to human health.</p>
13.	<p>No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement (footway and kerb reinstatement) has been submitted to and approved by the Local Planning Authority. None of the dwellings shall be occupied until the access to serve that dwelling has been constructed and completed in accordance with the approved details.</p> <p>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.</p>
14.	<p>No dwelling shall be occupied until the shed for that dwelling has been erected as shown on the approved layout plan and shall be retained at all times thereafter.</p> <p>Reason: To encourage sustainable transport modes by providing somewhere secure to store bicycles.</p>
15.	<p>For the full period of demolition and construction, facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site and the roads adjacent to the site shall be mechanically swept as required during the full demolition and construction period.</p> <p>Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.</p>