

## **APPLICATION REPORT – 18/00332/CB3**

**Validation Date: 9 April 2018**

**Ward: Heath Charnock And Rivington**

**Type of Application: Chorley Regulation 3**

**Proposal: Erection of gateway monument**

**Location: Heath Charnock Gateway Westhoughton Road Heath Charnock**

**Case Officer: Simon Forster**

**Applicant: Chorley Borough Council**

**Agent: N/A**

**Consultation expiry: 16 May 2018**

**Decision due by: 4 June 2018**

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### **RECOMMENDATION**

1. It is recommended that planning permission is granted subject to conditions.

### **SITE DESCRIPTION**

2. The application site is located in the Green Belt at the junction of Westhoughton Road (A6) and Chorley Road (A673) within the settlement of Heath Charnock. The area in the vicinity of the application site is semi-rural in character and is dominated by highways infrastructure associated with the A6 and A673. There are residential properties located approximately 160m and 260m to the south east and north west of the application site respectively and a motor servicing business located approximately 45m to the north east of the application site.

### **DESCRIPTION OF PROPOSED DEVELOPMENT**

3. This application seeks planning permission for the erection of a gateway monument comprising a central memorial stone with surrounding natural stone walls located within the grassed area between the A6 and A673.

### **REPRESENTATIONS**

4. No representations have been received.

### **CONSULTATIONS**

5. Lancashire Highway Services - Have confirmed they have no objections to the proposed development subject to a condition and have provided guidance on undertaking works in the adopted highway.
6. Heath Charnock Parish Council – No comments have been received.

## PLANNING CONSIDERATIONS

7. The main issues for consideration are as follows:

- The principle of development in the Green Belt
- Impact on the character and appearance of the locality
- Impact on neighbour amenity
- Highway safety

### Principle of development in the Green Belt

8. The National Planning Policy Framework (The Framework) states that there is a general presumption against inappropriate development in the Green Belt and advises that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

9. National guidance on Green Belt is contained in Chapter 9 of the Framework which states:

*79. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.*

*80. Green Belt serves five purposes:*

- *to check the unrestricted sprawl of large built-up areas;*
- *to prevent neighbouring towns merging into one another;*
- *to assist in safeguarding the countryside from encroachment;*
- *to preserve the setting and special character of historic towns; and*
- *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

10. The Framework sets out a number of exceptions to inappropriate development in the Green Belt. Paragraph 90 of the Framework states that:

*Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:*

- *mineral extraction;*
- *engineering operations;*
- *local transport infrastructure which can demonstrate a requirement for a Green Belt location;*
- *the re-use of buildings provided that the buildings are of permanent and substantial construction; and*
- *development brought forward under a Community Right to Build Order.*

11. The development is considered to be an engineering operation in accordance with paragraph 90 of the Framework. Engineering operations are not necessarily inappropriate development within Green Belt locations providing that they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.

12. As such there are two considerations in respect of the proposal and the appropriateness of the development in the Green Belt as follows:

*Will the development preserve the openness of the Green Belt?*

Whilst the test for sites such as this relates to preserving openness it is important to note that the Framework contains no specific definition of 'openness'. The monument would be placed on a grassed area at the intersection of two highways and the openness of the Green Belt at this location would be preserved.

*Will the development conflict with the purposes of including land in the Green Belt?*

Paragraph 80 of the Framework sets out the five Green Belt purposes which the scheme is assessed against as below:

*Purpose 1 (to check the unrestricted sprawl of large built-up areas).*

The development would not result in the encroachment of built development into the Green Belt.

*Purpose 2 (to prevent neighbouring towns merging into one another)*

The development would not lead to the coalescence of neighbouring towns or neighbouring villages.

*Purpose 3 (to assist in safeguarding the countryside from encroachment;).*

The works do not represent encroachment into the countryside.

*Purpose 4 (to preserve the setting and special character of historic towns;).*

This does not apply as the site is not located near a historical town

*Purpose 5 (to assist in urban regeneration, by encouraging the recycling of derelict and other urban land).*

It is not considered that this purpose is relevant in this instance.

13. It is considered that the proposed development preserves the openness of the Green Belt and does not conflict with any of the purposes of including land in Green Belt in accordance with paragraph 90 of the Framework.

#### Impact on the character and appearance of the locality

14. Policy BNE1 of the Chorley Local Plan 2012 – 2026 states:

*'Planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, where relevant to the development the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and respect the character of the site and local area.'*

15. The application site is located within a semi-rural setting dominated by highways infrastructure associated with the A6 and A673. The proposed development would be fabricated from natural stone materials and would be 1.7m high. It is not considered that it would harm the character and appearance of the locality.

#### Impact on neighbour amenity

16. Policy BNE1 of the Chorley Local Plan 2012 – 2026 states:

*'Planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, the development would not cause harm to any neighbouring property by virtue of overlooking, overshadowing or by creating overbearing impacts.'*

17. The proposed development would be located 160m and 260m from the nearest residential properties to the south east and north west respectively.

18. In this context, it is not considered that the proposed development would result in any harm to the level of amenity currently enjoyed by neighbours.

### Highway safety

19. LCC Highways have not raised objections and have confirmed that the proposed development would not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the application site subject to the attachment of a suitable condition.
20. LCC highways have also provided general guidance to the applicant with regard to working within the adopted highway and the placing of items in the adopted highway.
21. In the context set out above, it is not considered that there would be any unacceptable impact on highway safety.

### **CONCLUSION**

22. It is considered that the proposed development is not incongruous in the context of the surrounding area and would not cause significant detrimental harm to the openness of the Green Belt, the character and appearance of the streetscene, residential amenity or highway safety. It is recommended that the application is approved.

### **RELEVANT HISTORY OF THE SITE**

23. There is no recent relevant planning history.

**RELEVANT 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.

### Suggested conditions

1. The proposed development must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. The development hereby permitted shall be carried out in accordance with the approved plans below:

<b>Title</b>	<b>Plan Ref</b>	<b>Received On</b>
Location Plan	N/A	10.04.2018
Heath Charnock Memorial Stone – proposed location, setting out and construction details / information	SK/01	03.04.23018

*Reason: For the avoidance of doubt and in the interests of proper planning.*

3. The external facing materials, detailed on the approved plans, shall be used and no others substituted unless alternatives are first submitted to and agreed in writing by the Local Planning Authority, when the development shall then be carried out in accordance with the alternatives approved.

*Reason: To ensure that the materials used are visually appropriate to the locality.*

4. Prior to the commencement of development a Traffic Management Plan (TMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the

highway authority). The TMA shall include and specify the provisions to be made for the following:-

- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials used in the construction of the development;
- Storage of such plant and materials;
- Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
- Routes to be used by vehicles carrying plant and materials to and from the site;
- Measures to ensure that construction and delivery vehicles do not impede access to the footway and carriageway

*Reasons: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.*