

Planning Committee

Tuesday, 12th July 2022, 6.30 pm

Council Chamber, Town Hall, Chorley and [YouTube](#)

Agenda

Apologies

1 **Minutes of meeting Tuesday, 14 June 2022 of Planning Committee** (Pages 3 - 6)

2 **Declarations of Any Interests**

Members are reminded of their responsibility to declare any pecuniary interest in respect of matters contained in this agenda.

If you have a pecuniary interest you must withdraw from the meeting. Normally you should leave the room before the business starts to be discussed. You do, however, have the same right to speak as a member of the public and may remain in the room to enable you to exercise that right and then leave immediately. In either case you must not seek to improperly influence a decision on the matter.

3 **Planning applications to be determined**

The Director (Planning and Development) has submitted ten items for planning applications to be determined (enclosed).

Plans to be considered will be displayed at the meeting or may be viewed in advance by following the links to the current planning applications on our website.

<https://planning.chorley.gov.uk/online-applications/search.do?action=simple&searchType=Application>

a **21/00439/FULMAJ - Botany Bay, Canal Mill, Botany Bay, Chorley** (Pages 7 - 80)

b **22/00266/FUL - 122 Chapel Lane, Coppull, Chorley** (Pages 81 - 106)

c **21/01329/FUL - Wise Marys Farm, 263 Hoghton Lane, Hoghton, Preston** (Pages 107 - 136)

d **21/00232/OUT - Land West Of 1 The Owls, Blue Stone Lane, Mawdesley** (Pages 137 - 158)

e	21/00966/FULMAJ - Rectory Field, School Lane, Mawdesley, Ormskirk, L40 3TG	
	This item has been withdrawn from the agenda.	
f	21/01475/FULMAJ - DXC Technology, Euxton House, Euxton Lane, Euxton, Chorley	
	This item has been withdrawn from the agenda.	
g	21/01247/FUL - Lower House Fold Farm, Trigg Lane, Heapey, Chorley, PR6 9BZ	(Pages 159 - 192)
h	22/00402/REMMAJ - The Strawberry Fields Digital Hub, Euxton Lane, Chorley, PR7 1PS	(Pages 193 - 220)
i	21/00935/FUL - 1 Bracken Close	(Pages 221 - 246)
j	22/00414/FUL - Land opposite 37 Preston Road Coppull	(Pages 247 - 266)
4	Any urgent business previously agreed with the Chair	
5	Addendum	(Pages 267 - 294)

Gary Hall
Chief Executive

Electronic agendas sent to Members of the Planning Committee Councillor June Molyneux (Chair), Councillor Alex Hilton (Vice-Chair) and Councillors Aaron Beaver, Martin Boardman, Gordon France, Danny Gee, Tom Gray, Harold Heaton, Keith Iddon, Alistair Morwood, Jean Sherwood, Neville Whitham and Alan Whittaker.

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk

It was **resolved (10:1:1) that:**

Planning permission refused for the following reasons:

- 1. The proposed development would have cumulative impact on highway safety that would be severe and would exacerbate existing highway safety hazards. Contrary to paragraph 111 of the NPPF and Policy BNE1 of the Chorley Local Plan.**
- 2. The proposed development is contrary to policy 1 of the Central Lancashire Core Strategy 2012 the application site is not within an area that has been identified for growth and investment. The only types of development that would be considered acceptable in smaller villages such as Charnock Richard will be typically small scale and limited to appropriate infilling conversion of buildings and proposals to meet local needs, the proposal does not meet any of these criteria. No exceptional reasons have been put forward to support a larger scale development scheme.**

18 21/00635/REMMAJ - Land Between Pear Tree Lane And School Lane, Pear Tree Lane, Euxton

Public Speakers: Robert Bryce (Objector) and Alexis De Pol (Agent)

After careful consideration, it was proposed by Councillor Alex Hilton and seconded by Councillor Martin Boardman that officer recommendations were approved.

It was **resolved (11:1:1) that:**

Planning permission granted subject to conditions and the completion of a supplemental S106 Unilateral Undertaking to ensure that the reserved matters application is bound by agreement.

19 21/01065/FULMAJ - Botany Bay Boat Yard, 7 Botany Bay, Chorley, PR6 9AE

After careful consideration, it was proposed by Councillor Adrian Lowe and seconded by Councillor Alistair Morwood that officer recommendations were approved.

It was **resolved (12:1:0) that:**

Planning permission granted subject to conditions.

20 22/00266/FUL - 122 Chapel Lane, Coppull, Chorley - this item has been withdrawn

This item was withdrawn from the agenda.

- 21 **21/00935/FUL - 1 Bracken Close, Chorley, PR6 0EJ - this item has been withdrawn**

This item was withdrawn from the agenda.

- 22 **21/01091/OUT - Devonshire Garage, Devonshire Road, Chorley - this item has been withdrawn**

This item was withdrawn from the agenda.

- 23 **21/00232/OUT - Land West Of 1The Owls, Blue Stone Lane, Mawdesley - this item has been withdrawn**

This item was withdrawn from the agenda.

- 24 **22/00451/FUL - Barracks Farm, 1 Chapel Lane, Hoghton - this item has been withdrawn**

This item was withdrawn from the agenda.

- 25 **21/01341/FUL - Rivington Hall Barn And Part Rivington Hall, Rivington Lane, Rivington, Bolton, BL6 7SB**

After careful consideration, it was proposed by Councillor Alistair Morwood and seconded by Councillor Martin Boardman that officer recommendations were approved.

It was **resolved (unanimously) that:**

Permission granted subject to no objections being received from Historic England, that planning permission be granted subject to conditions.

- 26 **22/00242/FULMAJ - Canal Mill, Botany Bay, Chorley**

After careful consideration, it was proposed by Councillor Danny Gee and seconded by Councillor Harold Heaton that officer recommendations were approved.

It was **resolved (unanimously) that:**

Planning permission for the temporary use of land is approved subject to conditions.

- 27 **22/00285/FUL - 10-12 Spendmore Lane, Coppull, Chorley, PR7 4NZ**

After careful consideration, it was proposed by Councillor Martin Boardman and seconded by Councillor Alex Hilton that officer recommendations were approved.

It was **resolved (unanimously) that:**

Permission is granted subject to conditions and a S106 legal agreement relating to a commuted sum of £536 towards improvements to identified sites that are low quality and/or low value within the accessibility catchment area.

28 21/01473/FULMAJ - The Boatyard, Bolton Road, Houghton

After careful consideration, it was proposed by Councillor Harold Heaton and seconded by Councillor Jean Sherwood that officer recommendations were approved.

It was **resolved (unanimously) that:**

Planning permission is granted subject to conditions.

Chair

Date

APPLICATION REPORT – 21/00439/FULMAJ

Validation Date: 21 April 2021

Ward: Chorley North And Astley

Type of Application: Major Full Planning

Proposal: Hybrid planning application seeking detailed and outline planning permission for the development of Botany Bay Business Park comprising development of Blocks A to J (37,661 sqm GIA) as follows: detailed planning permission is sought for Blocks C to J (36,996 sqm GIA) for Use Classes E (light industry only), B2 and B8; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26; and outline planning permission (all matters reserved except for means of access) for Block A (181 sqm) for Use Class E (food and drink)/sui generis (hot food takeaway) and Block B (484 sqm) for Use Class E and related access, car parking, circulation and landscaping

Location: Botany Bay Canal Mill Botany Bay Chorley PR6 9AF

Case Officer: Mr Iain Crossland

Applicant: Mr Barry Williams, FI Real Estate Management Ltd

Agent: Mr John Francis, John Francis Planning

Consultation expiry: 31 May 2021

Decision due by: 15 July 2022 (Extension of time agreed)

RECOMMENDATION

1. It is recommended that planning permission is granted subject to conditions and a s106 agreement to secure a public transport contribution, travel plan support contribution and for the enhancement of the pedestrian and cycle network.

SITE DESCRIPTION

2. The application site comprises approximately 8.4 Ha of open hard surfaced land either side of Canal Mill at Botany Bay and is located to the immediate east of the M61 motorway in the settlement area of Chorley, between the motorway and the Leeds and Liverpool canal. The land is open and mainly used for the storage of commercial vehicles on a temporary basis, with the remaining land currently unused and overgrown.
3. The site consists of a generally level plain to the central part of the site which slopes up towards the M61 to the west, the A647 to the north and on the northern part of the site slopes up towards the access road to the east. The embankments rise by as much as 8m above the main, level, part of the site.
4. Access to the site would be provided via the existing access to Botany Bay via an existing roundabout on the A674 Millennium Way. There are no dwellings close to the site, which has an industrial character, whilst it is noted that there are long range views of the site from higher land to the east.

RECENT PLANNING HISTORY

5. A planning application that is considered relevant is outline planning application ref: 17/00715/OUTMAJ for a retail biased mixed-use development at the Botany Bay site. This application was a hybrid application. It sought outline planning permission for retail floorspace (Use Classes A1, A3, A4 & A5), hotel (Use class C1), crèche/ nursery (use Class D1) and provision of associated car parking, highways, landscaping and infrastructure and any ancillary development thereto, with all matters reserved except for access which was proposed off the existing A674 roundabout. Full planning permission was sought for demolition (as applied for) of on- site structures and the change of use of the retained building (Use Classes A1, A3, B1, C1, D1). Outline planning permission was granted on 21 October 2019.
6. It should be noted that this planning application was part of a trio of applications made at the same time. The other two applications were also made in outline form and were as follows outline application ref: 17/00714/OUTMAJ for residential on land to the east of the Botany Bay Site ("Great Knowley Site") and outline planning application ref: 17/00713/OUTMAJ for employment development on land north of the Botany Bay Site and A674.
7. These outline applications were also approved in October 2019. Neither have been progressed in the sense that reserved matters have not been submitted for either of the applications.
8. A temporary planning permission for the use of land for the storage of commercial vehicles was granted in June 2022 and was required in response to a supply chain matter affecting a local vehicle manufacturer.

DESCRIPTION OF PROPOSED DEVELOPMENT

9. This current application is a hybrid application that seeks detailed and outline planning permission for the development of Botany Bay Business Park comprising 10no. independent blocks of development comprising 33no. individual units. Some of the blocks of development would provide single units in their own right, whilst others would be subdivided. All units are for employment and commercial uses, whilst the existing former mill building does not form part of the application site and is to be retained in its existing form.
10. The 10no. blocks of development are identified as blocks A – J and would accommodate 33 individual units.
11. Floorspace details are as follows:
 - 37,661 sqm (GIA) of total floorspace (Blocks A-J)
 - 36,996 sqm (GIA) of employment floorspace (Blocks C-J)
 - 665 sqm (GIA) of commercial floorspace (Blocks A-B)
12. Block A is for use as Class E (retail or food and drink) and/or sui-generis (fast food takeaway). Block B is for commercial uses covered under Class E (retail and food and drink uses). Blocks C-J are for employment uses in the form of Class E (light industry only), Use Class B2 (general industry) and Use Class B8 (warehousing).
13. Detailed planning permission is sought for Blocks C to J (36,996 sqm GIA) for Use Classes E (light industry only), B2 and B8; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26;
14. Outline planning permission (with all matters reserved except for means of access) is sought for Block A (181 sqm) for Use Class E (food and drink)/sui generis (hot food takeaway) and Block B (484 sqm) for Use Class E.

REPRESENTATIONS

15. Representations in objection have been received from 17 no. individuals raising the following issues:

- Adverse impacts on highway capacity
- Impacts on highway safety
- No need for more industrial units in Chorley
- Adverse visual impact of development
- Industrial development is unsightly
- The site should be used for housing
- Air pollution from traffic
- Concerns as to whether adequate parking will be provided
- Wildlife impacts
- Heritage impacts
- Concerns around loss of access through the site
- The developer should deliver the retail scheme that has approval
- More solar panels and green technology should be added
- More landscaping and open space should be included
- Development will not enhance the canal side
- Lack of information about the plans for the mill building
- Noise and disturbance from increased helicopter movements
- The development is a missed opportunity for something better

CONSULTATIONS

16. National Highways: Have no objection subject to conditions.

17. Lancashire County Council Archaeology Service: Have no objection subject to a condition.

18. The Coal Authority: Have no objection - standing advice recommended

19. Canal & River Trust: Have no objection, with advice and conditions provided

20. Inland Waterways Association: Have commented that in granting this application the council will be losing many opportunities to enhance the area for leisure, health and wellbeing

21. Lancashire County Council Highway Services (LCC Highway Services): With consideration for all of the additional information provided, LCC Highway Services consider that the principle of the proposal can be made acceptable, if suitably controlled through planning conditions. The highway network impacted on, by this development, is complex with uncertainty on future traffic flow and resulting congestion, especially at and on the approaches to the Hartwood Hall roundabout, Hospital roundabout and the M61 J8. With this, it is important that with this development, a phased mitigation is linked to triggers which will ensure that the local network, including the junctions highlighted, do operate within limits and satisfy the needs of cyclists, pedestrians and public transport, at all stages.

22. LCC Public Rights of Way: Have provided general advice and recommend that cycle storage details be provided and upgrades to cycle paths and footpaths be secured via a s106 agreement

23. Environment Agency: Have no objection subject to conditions

24. Greater Manchester Ecology Unit: Conditions recommended

25. Regulatory Services - Environmental Health: Have commented that there is no evidence of any harmful impacts from noise

26. Waste & Contaminated Land: Have no objection subject to conditions

27. Lead Local Flood Authority: Have no objection subject to conditions
28. Natural England: Based on the plans submitted, Natural England considers that the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes
29. United Utilities: Have no objection subject to conditions

PLANNING CONSIDERATIONS

Principle of development

30. The National Planning Policy Framework (the Framework) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
31. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
 - a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
32. At the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).
33. For decision-taking this means:

approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
34. Paragraph 81 of the Framework covers Building a Strong Competitive Economy and states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

35. It is noted that policy 1(b) of the Central Lancashire Core Strategy, seeks to encourage growth and investment in the key service centre of Chorley Town focussing on the regeneration of the Town Centre*(as defined by Policy 11) but with some greenfield development.
36. The Chorley Local Plan 2012-2026 allocates specific sites for development or protection in accordance with the policies and general locations for development as set out in the Central Lancashire Core Strategy 2012. The Local Plan meets Chorley's development needs to 2026 and includes policies to either protect sites or guide the way they are developed.
37. The application site is located within the settlement boundary of Chorley, as defined by policy V2 of the Local Plan. Within the settlement areas excluded from the Green Belt, and identified on the Policies Map, there is a presumption in favour of appropriate sustainable development, subject to material planning considerations and the other policies and proposals within the Plan.
38. Policy EP1 of the Chorley Local Plan 2012 - 2026 sets out the approach to employment allocations. The application site is covered by allocation EP1.2 Botany Bay, which is identified as an employment site for sub-regionally significant development. This means that the site is allocated and protected for uses falling under Use Classes B1 (now within use class E), B2 and B8, with some allowance for C1 to allow for a hotel. The development proposes employment uses comprising light industrial (use class E), general industrial (use class B2) and storage and distribution (use class B8), which fits within the specifications of the allocation. It is noted that some limited space would be given over to other uses within Class E. This would comprise only 665 sqm out of a total of 37,661 sqm and is, therefore, a very small proportion of the overall development, which in this context is considered to be an ancillary element of the development that supports the overall employment focus. The wider supporting ancillary uses falling within Class E on this part of the site reflect the provisions of policy EP2 of the Chorley Local Plan 2012 – 2026, which sets a more detailed remit for the comprehensive development of the site.
39. Given that the proposed development meets with the uses identified by policy EP1 of the Chorley Local Plan 2012-2026, other than a small ancillary element, the proposal is considered to comply with the above policies and is considered acceptable in principle.
40. The Chorley Local Plan 2012-2026 policy EP3 provides guidance for the development of new business development. This policy sets out a number of criteria to be satisfied by such proposals. The most relevant criteria to this proposal are set out and assessed as follows:
- a) they are of a scale and character that is commensurate with the size of the settlement;*
41. The proposed development is of a scale that is commensurate with the area of the application site and reflects the scale of buildings at the nearby Chorley North Industrial Estate on the opposite side of the M61 motorway. The proposal comprises large industrial warehouse units set either side of the existing Canal Mill building, which does not form part of the proposed development. The scale of development varies, reducing in scale towards the south with the larger buildings to the north of the site closer to the motorway junction and existing mill, whilst the smaller units would be to the south of the mill building closer to the residential areas and buildings of lesser scale. The design and character of the development is of a modern functional style typical of modern industrial development. This is an appropriate design response to the site and its surroundings given the significant level of development envisaged by the Local Plan allocation and the location of the site close to a motorway junction.
- b) the site is planned and laid out on a comprehensive basis;*
42. The allocation would be developed on a comprehensive basis accounting for access, parking and servicing requirements, landscaping and site constraints, whilst balancing this with an effective and efficient use of the allocation. Although the Canal Mill building would not form part of the development at this time, its retention would not unduly restrict the

development potential or employment generating capacity of the site, given that it could be converted to an employment use.

c) the site will not prejudice future, or current economic activities within nearby areas;

43. There is no evidence to suggest that the proposed development would prejudice future, or current economic activities within nearby areas and the site is allocated for the use proposed, therefore, the development seeks to fulfil the planned development for the area;

d) the proposal will not cause unacceptable harm e.g. noise, smells to surrounding uses;

44. It is noted that there are currently a range of noise generating sources around the site, most notably traffic passing along the M61 motorway to the west, whilst the nearest residential properties to the site are over 150m to the east at Botany Bay, over 120m to the south at Northgate Drive on the opposite side of the motorway, with those at Blackburn Road over 250m away. A noise report and air quality assessment have been submitted in support of the proposed development, which have been considered by the Council's Environmental Health Officer (EHO).
45. The EHO has identified that the noise report addresses the potential for noise disturbance to existing noise sensitive receptors and to those future occupants of proposed residential developments to the east of the site. The methodology followed during the assessment, worked on the worst case scenario of the activities likely to be carried out at the site, namely refrigerated HGV movements 24 hours a day. The findings suggest that the impact of these movements on existing residential properties would be "negligible to low" during the day and would also not have a "significant noise impact" at night when "taking into account the character and perceptibility of the noise and the prevailing acoustic climate".
46. The true extent of the impact from these activities will only be known once the future occupants of the proposed units reveal the extent of their operations and intensity of vehicle movements, particularly during the night-time hours. It is difficult to state what additional mitigation measures could be introduced at source to reduce this potential impact on existing residential properties other than a restriction on hours of operation that would guarantee there would be no adverse noise impact at night.
47. The report does specifically highlight that these activities have the likelihood of causing a significant adverse impact to the future occupants of the residential properties at the adjacent development site. The report acknowledges that robust mitigation measures would have to be considered at the design stage and the EHO agrees with this statement.
48. The EHO response acknowledges that Bureau Veritas' noise impact assessment was based upon a worst-case scenario (refrigerated HGV movements 24hrs per day). It must also be noted, however, that the assessment assumptions under that worst case scenario were also based on absolute worst-case activity levels (i.e. the number of HGV movements were considered to be overtly robust and the maximum likely, particularly during the night-time period). For clarity, the assessment of night time noise was based on 20 HGV movements on the access road per hour throughout the night, plus associated manoeuvring and loading/unloading noise at each of the proposed distribution units. It is, therefore, clear that the assessment was carried out on basis of worst case scenario in all respects.
49. The noise impact assessment identified that there would be no significant impacts at existing residential receptors around the application site and, therefore, the assessment made clear that appropriate mitigation would only be required to protect the future occupiers of the previously approved residential development and related amenity from commercial operation noise at night. This is particularly relevant in the context of the land to the east, on the far side of the canal from the proposed business park development, which is allocated for development and benefits from an outline planning permission. The housing development site is controlled by the applicant for this application as land owner.

50. Therefore, the developer is able to exert considerable control over and with respect the design and phasing of the new residential developments to the east, and there are a range of options that could be included within the eventual design of the residential development that would effectively mitigate noise impacts from the proposed development once it is operational. These measures can be incorporated to provide suitable residential amenity during both the day and night-time periods, even under the absolute worst case operating intensity at each of the proposed commercial units. Furthermore an outline consent does not guarantee that a housing development will be forthcoming and should not result in unnecessary conditions being attached to any grant of planning permission in this particular case, given the options available to deliver a residential scheme, with related noise attenuation features. On the basis a restriction on hours of operation, is not warranted, nor would it be desirable to include large acoustic barriers that would have an adverse impact on the canal side.
51. The development phase of the proposal does have the potential to cause an adverse impact on the existing nearby residents and it is recommended that a robust Construction Management Plan is prepared which focuses on ensuring all aspects of environmental issues are addressed, and required by condition.
52. As regards air quality the report has highlighted within its conclusions that the likely greatest impact to sensitive receptors is from particulate matter during the construction phase of the development rather than the operational phase. It has categorized the earthworks and constructions as 'Large' in terms of magnitude for dust emissions. It states there are few (1-10) residential properties within 100m of the site and, therefore, the sensitivity of the area is low.
53. It is, however, imperative that the mitigation measures identified in Section 6 for the construction phase are a requirement of any grant of planning permission to ensure maximum protection for residents from dust emissions during the construction phase. These details should be included within a robust Construction Management Plan secured by condition.
54. An assessment considering the emissions from road traffic was undertaken using Cambridge Environmental Research Consultants (CERC) ADMS-Roads™ dispersion model (version 5.0.0.1). The development is not located within an Air Quality Management Area (AQMA), with the nearest AQMA located in Leyland, approximately 5km north west of the proposed development.
55. The assessment of operational effects considered impacts on existing and new receptors from road traffic emissions associated with the employment development and masterplan development. The ADMS-Roads dispersion model (version 5.0.0.1) has been used to determine the likely NO₂, PM₁₀ and PM_{2.5} concentrations at existing and proposed receptor locations. Predicted pollutant concentration changes at existing receptors as a result of the development were assessed using the EPUK/IAQM significance criteria.
56. In accordance with EPUK/IAQM guidance, the impacts of the development on annual mean NO₂ concentrations were found to be negligible at all existing receptors and so are not considered significant. The empirical relationship given in LAQM.TG(16)5 states that exceedances of the 1-hour mean objective for NO₂ are only likely to occur where annual mean concentrations are 60µg/m³ or above. Annual mean NO₂ concentrations at all receptor locations are below this limit and, therefore, short-term NO₂ exposure from road traffic emissions at the assessed receptor locations is not considered to be significant. All selected receptors newly introduced by the masterplan site are below the annual mean NO₂ objective and so the site is considered suitable for the proposed use.
57. In accordance with EPUK/IAQM guidance, the impacts of the development on annual mean PM₁₀ concentrations were found to be negligible at all existing receptors and so are not considered significant. The maximum number of predicted exceedances of the 24-hour PM₁₀ 50µg/m³ AQS objective at any of the receptor locations with the employment development in place (2027 DS1) and with the masterplan cumulative development in place

(2027 DS2) are both less than 1 day. This is well below the 35 permitted exceedances, with the proposed development leading to no increase in the number of exceedances of the 24-hour PM10 AQS objective at any existing receptors or at any receptors newly introduced by the masterplan development.

58. In accordance with EPUK/IAQM guidance, the impacts of the development on annual mean PM2.5 concentrations were found to be negligible at all existing receptors. Impacts of the development on annual mean PM2.5 concentrations are therefore not considered significant. At receptors newly introduced by the masterplan site, the NO2, PM10 and PM2.5 concentration in the 2027 DS2 scenario were all predicted below AQS objectives, and so the site is considered suitable for the proposed use.

e) the site has an adequate access that would not create a traffic hazard or have an undue environmental impact;

59. Access would be taken utilising the existing access to the site, which connects with an existing roundabout to the north east of the site. This distributor road provides direct access to the national motorway network, at junction 8 of the M61. The acceptability of the highway impacts have been assessed by both Lancashire County Council and National Highways and are set out in detail later in the report.

f) the proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;

60. The closest existing bus stops are to the south of the site, on the B6228 Blackburn Brow. Although the distance to the stops from the centre of the site is 600m, these stops provide hourly services, linking Chorley to wider Lancashire. This distance is above maximum standards and service provision isn't considered sufficient to support future employee's needs. This existing infrastructure provision is not conducive to supporting the use of public transport.

61. The supporting infrastructure needs to be upgraded having improved stops (DDA compliant), lay-by and if possible, including shelters and be delivered prior to any unit being occupied through the S278 process. The current service needs to be improved to satisfy employees needs in terms of frequency, times of day/week and destinations considered. The previously approved retail element would have included a shuttle bus service between Chorley town centre and the site and possibly a number of stops on route. However, this approach is not suitable for employment. With this, as a minimum, funding is required and has been identified and detailed under the heading '(E) Planning Obligations (s106 Planning Contributions)' of the LCC Highway Services consultation response. Without this funding it is considered that there is insufficient sustainable provision to the site and must, therefore, be secured.

62. The pedestrian and cycle networks in the vicinity of the site are relatively good and provide opportunities for encouraging sustainable access to the site. The proposal includes links to these networks and are expanded upon further in the highway section of the report.

g) open storage areas should be designed to minimise visual intrusion;

63. No open storage areas are proposed and it is recommended that outdoor storage be restricted by condition.

h) adequate screening is provided where necessary to any unsightly feature of the development and security fencing is located to the internal edge of any perimeter landscaping;

64. It is not considered that the development would result in any particularly unsightly elements, in the context of a major industrial scheme. Outdoor storage would be restricted and the outdoor areas would be used for parking, manoeuvring and servicing. No fencing details have been provided at this stage, however, it is anticipated based on the proposed layout plan

and landscape strategy that the fencing to the east in the proximity would be positioned on the site side of the landscaping. It is important that this and fencing in the more visually prominent areas should comprise paladin type fencing in a green pantone. In other less visible areas other solutions may be considered. It is recommended that a condition be attached to any grant of planning permission requiring a detailed fencing scheme to be submitted and it is considered that a suitable scheme can be agreed.

i) on the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;

65. The proposed landscape framework and indicative planting layout seeks to increase the enclosure and visual screening of the site, whilst retaining what trees and vegetation exist around the periphery, securing and bolstering these along the canal side. The southern section of the eastern boundary would encompass the restocking of existing defunct hedgerow to provide a continuous single native row of hedge planting, assisting with containment and habitat connectivity, and creating a stringer green edge to the Leeds and Liverpool Canal pathway than presently exists.
66. The central section of the eastern boundary of the site comprises a 3 - 5m wide buffer strip, which would be planted with a triple staggered native hedgerow and an arrangement of scattered light standard hedgerow trees. A selection of water tolerant perennial grasses and wildflowers would be utilised to provide visual interest along the Leeds and Liverpool Canal. This would help to soften the site edge.
67. The northern section of the eastern boundary of the site would be planted with a linear strip of native woodland trees, comprising a matrix of whips and scattered light standard trees to depths of between 5m - 15m where there is space. The existing boundary of the site is to be strengthened with new hedgerow planting to re-stock gaps and to strengthen enclosure along the adjoining canal path. An eco-tone of habitats would be created along the site-side development edge via the planting of new native understorey vegetation comprising a mix of wildflower grasses and shrubs.
68. To the west side of the site that is enclosed, less accessible and less visual, a wilder habitat would be encouraged. An attenuation area would be planted with a mix of grasses and wet-woodland style trees. This is to include Emorsgate EM8 - Meadow Mixture for Wetlands (for the basin bottom) and Emorsgate EP1 - Pond Edge Mixture (for the basin edges). Trees to the edge of the attenuation area would include Alder, Birch, Goat Willow and Elder.
69. Within the site itself there would be some limited opportunities for more formal landscaping. Smaller scale ornamental trees would be used within internal spaces to create internal greening and softening of built form. Shrubs, strips of hedgerow planting and pockets of grassland would provide under storey seasonal interest and further assist in softening the internal spaces particularly around the smaller units to the north, although it is recognised that the internal area of the site is uncompromisingly industrial.
70. The overall landscaping scheme is considered to be a suitable solution in the context of the site and available space. Landscaping is concentrated on the perimeter areas, which would provide some softening of the development, particularly when in close proximity to the site edge, however, longer range views are unlikely to be screened or filtered.

j) the development makes safe and convenient access provision for people with disabilities;

71. It is proposed that access around the site would be level with minimal gradients, whilst DDA access would be provided at all units. There would also be 20 disabled parking bays.

k) the buildings are designed, laid out and landscaped to maximise the energy conservation potential of any development, and to minimise the risk of crime;

72. An energy statement has been submitted in support of the proposed development, which identifies that the proposed design solutions are predicted to reduce the total carbon

emissions by 127,353 Kg/CO₂/yr from the baseline emissions of 753,636 kg/CO₂/yr. This equates to a 16.90% carbon reduction from the calculated baseline regulated CO₂ emissions.

73. The approach for the proposed development of 5no. retail units and 28no. industrial units is to embed sustainability into the heart of the development through a range of design measures that include:

- 1) Enhanced building fabric to meet Building Regulation ADL2A 2016
- 2) Enhanced air tightness and thermal bridging
- 3) Heating by highly-efficient gas boiler and radiant system
- 4) Hot water will be provided by a highly efficient point of use system
- 5) Highly efficient lighting and lighting control strategy with LED type fittings
- 6) Photovoltaic arrays totalling 4.8kWp split between all retail units

74. The measures outlined above and overall 16.90% improvement in CO₂ emissions on the Building Regulations baseline would support the aspirations of the Council in consideration of policy 28 of the Central Lancashire Core Strategy.

l) the proposal will not result in surface water, drainage or sewerage related pollution problems; and

75. The applicant has submitted a Flood Risk Assessment and Outline Drainage Strategy in support of the proposed development. This has been assessed by the Lead Local Flood Authority (Lancashire County Council) and is covered in more detail below.

m) the proposal incorporates measures which help to prevent crime and promote community safety.

76. The site would be secured to all sides, proposing new security measures, whilst also maintaining existing means of security. Security fencing would be installed to the more vulnerable boundaries, whilst planting would be maintained at appropriate heights and spread to minimise opportunities for anti-social behaviour.

Impact on character and appearance of the locality

77. The proposed development comprises 10no. independent blocks of development accommodating 33no. individual units. Some of the blocks of development would provide single units in their own right, whilst others would be subdivided. These would be laid out in an arc reflecting the shape of the site that is influenced by the highway infrastructure and canal either side. The units would be of varying height, massing and design and the larger blocks closest to the existing mill building that would be retained.

78. The buildings are modern industrial units of typical functional warehouse design and the palette of materials that would be used would be of simple grey finish. The material palette would not compete with the character of the existing mill building, although the scale of some buildings would be greater. The units themselves would utilise main cladding panels which would be vertical composite cladding panel. The colour of feature cladding panels, involves use of small ribbed horizontal cladding panels, which are to be confirmed. Windows and doors within main cladding panels would be powder coated aluminium. Colour wise this would match main cladding panels. Steel roller shutter doors would be in contrasting grey colour details of which are to be confirmed.

79. There would be areas of landscaped open space as well as smaller pockets of landscaping at regular intervals throughout the site, with bolstered landscaping to the periphery. This would help to soften the development to some extent, however, the industrial nature and appearance of the site cannot be disguised. The site is allocated for employment development in the Chorley Local Plan 2012-2026 and, therefore, any development of the site would be anticipated to incorporate large modern units. The development is typical of a modern industrial development, though it does provide for a range of unit types and different

scales of building. This helps to generate a degree of interest across the site as does the curved layout in response to the site constraints.

80. A landscape and visual impact assessment has been submitted in support of application. The landscape and visual appraisal report has been prepared in accordance with the latest guidance on landscape and visual impact assessment (GLVIA 3 2013) and it is generally considered that the LVA study area viewpoints selected and methodology are appropriate and representative to the location and the scale of the proposal.
81. The report concludes that the overall residual effect on the existing local landscape character would be minor adverse at the local scale. The application site lies within the urban rural fringe and its character is strongly influenced by the presence of light industrial and employment uses at Chorley North Industrial Park (including large scale warehouse developments) and urban infrastructure associated with the M61 and A671 corridors. In this context, it is accepted that the development would result in a minor adverse effect on landscape character in consideration of the landscape character of the site itself and the wider landscape context.
82. The contribution of open views of the Canal Mill focal landmark building is a key element in the enjoyment of existing views from public footpath 9-2-FP 26 (on and off site) and the canal towpath (Viewpoints 8, 9 & 10). Whilst it is acknowledged that the M60 corridor and proximity of Chorley North Industrial Park have a strong influence over the existing view, these views are very sensitive to change due to the dominance of the Canal Mill building in the existing view. In particular, from the north Viewpoints 9 and 10 the Canal Mill Building (c.19m above ground level) would be almost entirely screened from view by Blocks F & G, which are 16m in height and are positioned with primary elevations a considerable distance in front of the Canal Mills frontage. As such the visual impact from the canal would be adverse.
83. It is inevitable that the development would have an urbanising impact on the site when viewed from surrounding vantage points and in particular from the canal. However, it must be considered that the site is allocated for development of this type within the Chorley Local Plan. It is also noted that the site is set within the context of a motorway with an existing industrial development set to the west side of the motorway, and has a somewhat open and barren appearance. The proposal would urbanise the appearance of the site from the canal, though the landscape buffer would ameliorate this to some extent, subject to final details being secured by condition.
84. In summary the development would be of a commensurate scale in the context of the site area. The layout of the development would undoubtedly impact on the surroundings and public vantage points, though would be of a scale to be expected of a significant employment development as planned for at this site. The buildings would be of a functional modern design with some elements of interest but remaining suitably modest. The retention and bolstering of peripheral landscaping would soften the appearance of the development, though would not screen it in its entirety given the scale. Overall, the development would result in an acceptable appearance that would be reflective of the expectations for the site as set out in the Local Plan and would be of a standard of design expected of a modern employment site in meeting the needs of market, and in supporting jobs creation.

Impact on neighbour amenity

85. The application site occupies a position immediately adjacent to the M61 motorway and is relatively isolated from residential development. These factors support the allocation of the site for employment purposes and provide the conditions for major industrial development to be designed and laid out in a variety of ways. The proposed development comprises large industrial units of significant height. The nearest dwellings are, however, over 150m to the east at Botany Bay, over 120m to the south at Northgate Drive on the opposite side of the motorway, with those at Blackburn Road over 250m away. This is a significant degree of separation, such that the proposed buildings themselves would have no adverse impact on the amenity of the occupiers of any residential properties enjoyed within those dwellings. This does not mean to say that the buildings would not be visible, but that the separation is

so great that there would be no adverse impact on light or outlook. Matters of noise and air pollution have been considered earlier in the report.

Impact on highway safety

86. The development site is bounded by the A674 to the north, the Leeds and Liverpool Canal to the east and the M61 to the west. Currently, there is a 5-storey mill (Canal Mill) plus associated commercial/retail infrastructure with a large car park on the site.
87. This application site is allocated under policy EP1.2 and EP2 as land for employment, food and drink, leisure or retail uses, in the Chorley Local Plan 2012 - 2026. The site forms part of the wider Great Knowley masterplan which currently consists of:
- Land at Great Knowley
 - Land at Botany Bay (This application site)
 - Land at Gale Moss
88. In 2017, four planning applications were submitted for the land that makes up the Great Knowley masterplan. The applications were for:
- 100 residential dwellings (17/00713/OUTMAJ) and a further 188 residential dwellings (17/00714/OUTMAJ) at the Land at Great Knowley.
 - Retail, employment, hotel and creche use at the Land at Botany Bay (17/00715/OUTMAJ)
 - Employment use at the Land at Gale Moss (17/00716/OUTMAJ)
89. Applications ref: 17/00713, 17/00714 and 17/00715 were outline applications with all matters reserved except for access, and application ref:17/00716 was an outline application with all matters reserved. Planning permission was granted on 21 October 2019 for all four applications, with highway mitigation schemes conditioned within the permission.
90. In 2019, an application (19/01113/OUTMAJ) was submitted to increase the number of dwellings in application 17/00714/OUTMAJ from 188 to 233, increasing the total number of dwellings in the wider Great Knowley masterplan to 333. LCC Highway Services had no objection to the application as the transport assessments for the wider Great Knowley masterplan in 2017 considered 350 dwellings. This application was subsequently approved.
91. This application (21/00439/FULMAJ) seeks to revise the existing proposals for the Land at Botany Bay (17/00715/OUTMAJ). It is a "hybrid planning application seeking detailed and outline planning permission for the development of Botany Bay Business Park comprising development of Blocks A to J (37,661 sqm GIA) as follows: detailed planning permission is sought for Blocks C to J (36,996 sqm GIA) for Use Classes E (light industry only), B2 and B8; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26; and outline planning permission (all matters reserved except for means of access) for Block A (181 sqm) for Use Class E (food and drink)/sui generis (hot food takeaway) and Block B (484 sqm) for Use Class E and related access, car parking, circulation and landscaping".
92. LCC Highway Services is committed to reducing congestion and delay and improving highway links and junctions in the most congested transport corridors, having regard to this application, includes the corridors of A674, A6, B5252 on the local network and the strategic M61 (which is managed and maintained by National Highways (NH)). In addition, other important corridors have also been considered being B6228 and the B6229.
93. A number of these corridors intersect and result in a number of local pinch points on the network around J8 of the M61 and at Hartwood Hall roundabout and the Hospital roundabout, which do suffer from the effects of high traffic flows and congestion. With this in mind, the present and proposed traffic systems have been considered in and around the location of proposed development, whilst also having consideration to the location of the Chorley Hospital and Fire Station.

94. This application with that already committed through previous applications together are all located beyond the current built environment and would, therefore, require a suitable approach that would see the successful delivery and maintenance of infrastructure and other measures to integrate the site with the existing built environment and wider community, to maximise connectivity and ensure that safety is not compromised (as a consequence of site activities or impacts on the public highway). If such measures are not delivered and where necessary maintained by the developer, then those elements of the proposed development would become more dependent on the use of the private car. As there is no certainty that development or connecting development will be built out in part or in full, it is, therefore, critical that any phased mitigation and triggers are not exceeded, suitably enforced (not allowing further development to be constructed/occupied until previous mitigation is delivered and improvements measured) and linked to supporting agreed evidence, provided by the developer.
95. Following the submission of the application, regular meetings and correspondence has continued between LCC Highway Services as the local highway authority and the applicant, to allow for the consideration of the impacts of the scheme and the necessary mitigation measures to be considered and agreed.
96. The local network is complex with uncertainty on future traffic flow and resulting congestion and it has not been possible to reach agreement with the applicant and their transport consultants (Curtins) on all elements of the application. However, in order to move matters forward, LCC has proposed the principle of a live monitoring strategy linked to mitigation and development triggers to enable the development progress. This is possible as the impacts of this application are generally lower than the previous retail application.
97. LCC Highway Services consider that in the event that this application is supported by the Local Planning Authority, it will require the extant permission of the existing Mill to be revoked as well as the previous retail application. This could only be offered up by the applicant in the form of a legal undertaking.
98. The comments below represent LCC Highways Development Control Teams' statutory response on the highway and transport aspects, based upon the current position. These are set out in the following sections:
Section A - Access Strategy
Section B - Comments on other elements within the TA
Section C - Internal Site Layout, Parking Standards/Parking Provision and SUDS
Section D - S278 / S38 Works
Section E - Planning Obligations (s106 Planning Contributions)
- (A) Access Strategy*
99. The existing site layout is shown on Drawing 02-000 Rev P02 and the proposed development is shown on Drawing 02-001 Rev P11 (provided to LCC Highways via email on 18th March 2022). The proposed site layout indicates that the proposed vehicular access strategy to serve the proposed development would be the southern access of the existing roundabout junction access on the A674 (albeit modified as part of this application) i.e., the existing southern arm of the roundabout which is currently the access for the existing Botany Bay Mill.
100. To satisfy lane discipline for all vehicles including HGV's to and from the proposed development, the roundabout will require some modification within the highway boundary. This improvement scheme has now been provided and is shown in Drawing TPMA1498-109 Rev C (provided to LCC Highways via email on 28th Feb 2022). The proposed improvement to the roundabout includes an overrun area, with which two simultaneous movements of HGVs can be accommodated. This is acceptable to LCC Highway Services, subject to detailed design including satisfying a safety audit. This to be delivered prior to any unit being occupied and to be conditioned.
101. The existing access to Blackburn Brow to the south of the site to be maintained for non motorised users. Currently this access is gated, however would be available for emergency

access, this to be conditioned. The current pedestrian/cycle provisions at this location are poor. The applicant to provide non-vehicular connectivity between the site and Blackburn Brow and to be conditioned. Comments on the pedestrian provision through the site is provided below, under Section B3) Provision for Equestrian, Pedestrian & Cycling, Public Rights of Way. Emergency access and sustainable provision to be delivered prior to any unit being occupied and controlled by a suitably worded planning condition.

102. Swept path analysis of the southern emergency access has been provided in Drawing 076524-CUR-00-XX-DR-TP-05003 (provided to LCC Highways via email on 19 January 2022). It is critical that the route for emergency vehicles from the south from the adopted highway through the site is kept clear at all times and is controlled by a suitably worded planning condition.

(B) Comments on other elements within the TA

103. The following section provides LCC Highway Services comments on other key elements that have been or should be submitted within the TA or other technical supporting evidence.

Traffic Figures and Future Traffic Forecasts

104. In this section of the note, the comments will cover the following:

B1) Traffic Figures and Traffic Forecasts

- I. Traffic Counts, Traffic Growth and Assessment Years
- II. Trip Generation
- III. Distribution / Assignment
- IV. Committed Development and Emerging Development
- V. Junction Operational Assessments

B2) Accident Analysis

B3) Provision for Equestrian, Pedestrian & Cycling, Public Rights of Way

B4) Public Transport Accessibility and Provision

B5) Travel Plan

B1) Traffic Figures and Traffic Forecasts

i. Traffic Counts, Traffic Growth and Assessment Years

105. Normally, up to date traffic survey information is required to be collected for key junctions on the local transport network during an agreed neutral month. The TA provides traffic survey data from 2016 at 9 junctions, which is consistent with the extant application at this site. The junctions surveyed are acceptable to LCC Highway Services and due to the ongoing impacts of Covid 19, the use of 2016 surveys are acceptable. The surveys identify peak hours as AM (0745 – 0845) and PM (1630 – 1730).

106. The TA assesses the opening year 2022 and future 2027 and the TEMPRO growth factors have been applied to derive the opening year and future year conditions. The growth factors are the same as used in the 2017 application. The growth factors were subject to an 'alternative assumptions' adjustment with consideration for committed developments to be taken into account. The future scenario years and growth factors for the LinSig models are acceptable to LCC Highway Services. As the network around Hartwood Hall is complex, the previously built VISSIM microsimulation model was updated and used, with regard to the future scenario years and growth factors for the VISSIM, comments are provided in the section titled 'Modelling Approach', below.

ii) Trip Generation

107. For the proposed Drive-Thru unit, the proposed trips rates have been derived from the TRICS database, and for the proposed employment units, the proposed trip rates have been derived from Lancashire Council Developments Ltd scheme at Lancashire Business Park in Leyland. Paragraph 5.2.3 of the TA suggests that the retail elements of the proposals would not generate any single purpose trips. LCC Highway Services consider that there are elements that could generate some single purpose trips but accept that there would also be a level of linked trips. While this assumption in isolation could be considered to

underestimate potential trip generation, given the scale of the units (490 sqm.), the approach presented in the TA is not unreasonable.

108. The proposed combined trip generation for the proposed development are 182 arrivals and 83 departures in the AM Peak and 92 arrivals and 167 departures in the PM Peak.

109. It is noted that the TA suggests that the existing Botany Bay Mill would be retained on the application site, and assessment considers that the building will be brought back into use. The applicant has confirmed in meetings and via email (dated 10th March 2022) that the Mill will not be brought back into retail use. On support of this proposal, as highlighted in the 'Background' section of these statutory comments the extant permission of the existing Mill to be revoked as well as that permitted through the previous retail application.

110. The proposed trip rates are acceptable to LCC Highway Services.

(iii) Distribution / Assignment

111. The TA distributes the proposed trips based on 2011 census information and this is acceptable to LCC Highway Services.

(iv) Committed Development and Emerging Development

112. Table 6.1 of the TA lists the committed developments included in the assessments, which is acceptable to LCC Highway Services. The table includes the approved developments of the wider Great Knowley masterplan. The 'Technical Note – Mitigation Strategy' assesses the wider masterplan, and as it is likely that these schemes will be delivered in stages, a phased approach has been adopted in assessing the cumulative impacts. Further comment on this document and the wider development impacts is provided below under Section B1 (v).

(v) Junction Operational Assessments
Modelling Approach

113. The TA provides capacity assessments for the 9 junctions that were assessed as part of the extant permissions' TA and, therefore, the scope of the junctions assessed are acceptable. The previous application assessed the junctions with all of the sites within the masterplan, and proposed measures to mitigate the cumulative impacts.

114. This new application initially moved away from the modelling approach that was agreed with the 2017 application. After multiple correspondence, the applicant has now generally followed the same modelling approach as the 2017 application, i.e., using a microsimulation programme (Vissim) with individual junctions considered separately using the appropriate propriety software (LinSig).

115. The use of the two modelling techniques set out above is appropriate in allowing a better understanding of the complex and, at times, congested highway network in the vicinity of the proposed development. The conventional LinSig modelling generally will give a good indication of how individual junctions could be expected to operate, while the microsimulation model provides further detail on how the overall network in the study area will operate with some regard to the interaction of individual vehicle movements through the network. It is typical that the two modelling approaches do give variation in the results (journey times / vehicle delay / queue lengths etc.) for a number of reasons including output parameters not being identical. However, the results should be comparable i.e., within boundaries of its range and can be cautiously considered together but also in isolation to allow an informed conclusion to be drawn in regard to the impact of the development and the effect of proposed mitigation.

Vissim Modelling

116. LCC Highway Services have reviewed the outputs from the latest Vissim modelling exercise for the scenarios of '2022 Do Minimum', 'Do Something-v0' (previously consented scheme results), 'Do Something-v1' (updated development) and 'Do Something-v2' (updated development with mitigation) for 2022, and not 2027.

117. The Vissim modelling indicates the network will, at peak times, operate at or close to capacity in both the 'Do Minimum' and 'with Development' scenarios (and supporting mitigation).
118. In general, the Vissim model indicates greater levels of queueing and delay than that forecast from the LinSig model. Whilst signal timing from both models include the same initial parameters, the modelling approach and the use of the data is significantly different, with Vissim having lesser ability than LinSig to be flexible within the modelled period. This is not unexpected, however, the differences in the outputs from the two modelling approaches was a concern to LCC Highway Services and has influenced their requirements and the delivery of mitigation to ensure overall network reliability and safety in the future. These are set out below and include measures such as queue detectors (loops), signals modernisation and performance upgrades, MOVA validation, Hospital hurry call facility, review of bus priority and signing, as well as a signing and road marking review and update (providing network reliability, safety and efficiency benefits). Whilst models are theoretical any phased scheme delivered will be subject to a safety audit as improvements may require change reducing network benefits thus modelling also to be updated prior to approval for that phase of development.
119. While the 2017 application assessed a future year of 2022, the model for this application also assesses the year 2022 (non-Covid conditions). LCC Highway Services have highlighted to the applicant that the VISSIM assessment should consider a future year scenario of 2027 (in line with the approach presented for the LinSig modelling).
120. The applicant has attempted to justify that the models 2022 scenario represents a 2027 condition by comparing the DfT's Annual Average Daily Flow (AADF). LCC Highway Services are not satisfied that the values produced represent the future traffic situation, the majority of the data is interpolated from a small number of actual counts, rather than actual counts every year. A comparison of the observed data over time does not suggest any clear consistent fall in traffic levels. The 2016 traffic count provided in the previous application is lower than the DfT's actual counts in 2013 and 2017, and LCC Highway Services consider one contributing factor are the changes that have occurred at the Chorley Hospital over the last few years (it is likely that there are other factors influencing traffic flows but are unknown). It is understood that the A&E department was a 24-hour service that was shut down in 2016 during the period of the Curtins traffic count. While this has reopened, it is still not operating at its full potential and permitted capacity. Clearly, any assessment should include the full permitted operation of Chorley Hospital. Ultimately, LCC Highway Services do not accept that the Vissim model represents the required future year scenario of 2027. Whilst this is a difference which is a concern, as previously highlighted what is clear is that with the previous retail proposal which had greater impacts could be accommodated with the mitigation proposed. This application reduces the level of mitigation and concentrates changes at and on approaches to Hartwood Hall roundabout, M61 J8. Whereas the previous application also included the Hospital roundabout and approaches. This issue can be overcome by linking phases of mitigation with development triggers. It is known that the wider retail scheme satisfies greater traffic flow, and this scheme has a lesser impact thus lesser mitigation, however likely to require some changes at Hartwood Hall roundabout and controlled by planning conditions. The benefit of this approach is that it has regard to increases in traffic. Whether as a consequence of this development or as traffic levels slowly get back to normal levels.
121. As the applicant's consultant and LCC Highway Services have observed, the microsimulation model is sensitive to changes in signal timings significantly impacting on network operation. Earlier iterations of the model highlighted greater levels of congestion and with updates in timings this was reduced to more acceptable levels. However, this highlights a real concern that will be satisfied by the approach set out in the mitigation strategy to be taken forward.

LinSig Modelling

122. This application also includes a Mitigation Strategy Technical Note which aims to assess the impact of the wider Great Knowley masterplan on the highway network. Within this

document, the analysis of junctions are provided for the future year 2027. However, the analysis provides assessment of the junctions with each phase of the masterplan added on separately. LCC Highway Services do not agree with this approach, as the order in which the phases of the masterplan are delivered are not guaranteed, and this approach burdens the majority of the mitigation measures on the final phase to come forward. All 4 phases of development fall within the masterplan, and as such should be considered collectively. The phasing of mitigation with monitoring overcomes this issue as both are intriguingly linked.

123. Notwithstanding the above, LCC Highway Services have reviewed the outputs from the latest LinSig modelling exercise for the scenarios of 2022 and 2027, with particular regard for assessment of all parts of the wider masterplan.
124. While there were some elements of the modelling that could have been considered may give optimistic results, it is also reasonable to note that real time signal optimisation of the proposed junction improvements could deliver some additional benefit not borne out within the computer model (in association with the mitigation measures detailed below by LCC highways – and in addition to the NH agreed mitigation).

Current Observations

125. Highway officers are aware, as per the microsimulation model, that the network is subject to varying levels of congestion that can extend well beyond that highlighted in the latest iteration of the model. These observations were noted in recent days. Again, this highlights a concern that will be satisfied by the approach set out in the mitigation strategy to be taken forward.

Suggested Way Forward

126. The County Council is committed to improving safety and reducing congestion and delay while supporting economic growth throughout Lancashire, including supporting the creation of jobs and access to employment, education and recreation.
127. The need for mitigation is clear in the analysis undertaken. As highlighted above the approach to mitigate this development having regard to the complex network and uncertainties in future traffic conditions requires the use of appropriate conditions to ensure that the impacts on the local highway network can be accommodated for all transport modes whether motorised or non-motorised at all stages of development, not resulting in safety concerns or severe conditions. LCC Highway Services suggest the use of a live monitoring (Number Plate based, together with more frequent continuous link counts) strategy (of the development and at key locations such as Hartwood Hall roundabout and Hospital roundabout), mitigation schemes linked to triggers of development (that have also satisfied a safety audit) with the supporting modelling of schemes (safety audited), that ensure that this development (and other elements of the wider masterplan site) provides suitable mitigation measures at required intervals to ensure that the development does not underprovide at any stage. No reference is made to changes at M61 J8 as the applicant will deliver the full National Highways scheme, this to be conditioned, as will not be monitored. LCC consider that it is important that modelling to be based on scheme that includes all safety audit changes (and all evidence is agreed with LCC).

Comments on Junctions Operation, Modelling and Necessary Mitigation

128. With regard to mitigation as presented below, and the agreement of detail and their implementation triggers to be suitably controlled through planning condition relating to each application, any highway or transport related triggers and planning conditions to be agreed with the County Council, based on accurate modelling post safety audit (where appropriate). Delivery of all works to be via s278 agreements. The scheme list is appropriately similar to that previously agreed.

A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor

129. Queueing is observed at times during the evening peak at the A674 Blackburn Rd / B6229 Blackburn Rd signalised junction. On occasion, right turners into the B6229 do block back and impact on the A674 eastbound through movement. This development proposal will increase traffic movements at this junction, particularly given the B6229 will present an

alternative route for some movements. To address the impact of development at this junction and the B6229 corridor, the following mitigation is considered necessary:

- LCC Highway Services require for signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points (in line with development phasing – to be agreed) and white lining scheme (including Moss Lane junction)
- Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme expected to include the following:
 - Speed review along length (currently 40mph)
 - Review and update existing TRO's
 - Road marking review and refresh in vicinity of Great Knowley
 - Speed Indicator Device (SPID) on the approach from the north
 - Gateway on approach to Great Knowley from north including white lining,
 - roundells and possible carriageway narrowing (links to road marking review)
 - Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn)

130. LCC Highway Services note that in the event that this employment scheme progresses in advance of the residential, those elements that relate to capacity and general highway safety to be delivered as part of this application.

A674 Blackburn Road / B6229 Moss Lane priority junction

131. To address the impact of development at this junction and on the B6228 Moss Lane corridor, the following mitigation is considered necessary:

- LCC Highway Services require a simple scheme of measures to be delivered on this alternative route on the B5229 Moss Lane corridor to address impacts to best manage the future network. The scheme expected to include the following:
 - Review of signing onto the corridor with its 7.5t weight restriction.
 - Consider influencing driver behaviours by changing the carriageway treatment on the B6229 at either end such as:
 - road marking including bar markings, or narrowing's
 - different surface colour at junctions,
 - raised tables.

A674 Blackburn Road / Proposed Commercial / Site Access roundabout

132. The employment application (17/00713/OUTMAJ) and this proposal (Note: Retail approval to be rescinded) are served off the existing A674 roundabout. With the previous approved employment served off the northern access and this application off the southern arm, which is also the access into the existing Mill (note: Botany Bay extant permission of the existing Mill be revoked). The proposed Employment access location is shown in Curtins Drawing TPMA1498-109 Rev C.

133. LCC Highway Services are satisfied that an access can be provided which is in line with design standards (for the whole roundabout) which ensures that lane discipline is maintained for HGV's (in land controlled by the highway authority or by the applicant). Therefore, while the indicative Curtins access drawing is suitable for planning purposes (i.e. indicating point of access and junction type) the detail of the necessary solution may require kerblines changes, that are not included in this plan. LCC Highway Services are satisfied these revisions can be undertaken at detail design stage (however must be completed prior to site layout details being agreed).

134. A two phase approach will be undertaken at the junction being:

135. Phase 1: Modify kerblines to maintain lane discipline for circulating HGV's having regard to wingmirrors, (whole roundabout to satisfy standards) as per Drawing TPMA1498-109 Rev C.

136. Phase 2: Extend 2 lane flare from the southwest (M61) to form a 2 lane approach for a distance that can accommodate a minimum 2 HGV's (in each lane) i.e. circa 40m. (This phase is a lesser requirement for the 2 lane flare than the previous retail application, its need/delivery will be based on future modelling and observations).

A674 Blackburn Road between M61 J8 and the site

137. TRO funding to ensure parking does not take place on this section of road. This above excludes foot/cycle provision on the A674 which is highlighted elsewhere and the existing safety barrier on the A674.

A674 / M61 Junction 8 roundabout

138. The M61 J8 signalised junction is managed and maintained by the County Council as Highway Authority. The modelling work indicates that the proposed mitigation scheme (as agreed with NH) will provide appropriate mitigation with regard to the impact forecast from the development proposals.

139. LCC Highway Services would add further requirements in regard to the scheme to be delivered as proposed and updated by NH and shown in Drawings 76524-CUR-00-XX-DR-TP-75001 Rev. P01 and 76524-CUR-00-XX-DR-TP-75002 Rev P01. It is LCC highways view that the following is also required:

- As a part of the delivered scheme signal optimisation (MOVA) is required with review as part of the s278 works and also at agreed trigger points (in line with development phasing – to be agreed)
- The final detailed design to identify appropriate locations for queue detectors on links as necessary, to allow better management of the future network
- Modernisation and performance upgrade of signal equipment and controller
- Technology to link associated signals both upstream and down stream
- CCTV to monitor operation
-

140. The above works to be delivered by the developer and controlled by a suitably worded condition.

A6 / A674 signalised roundabout (Hartwood Hall roundabout)

141. The modelling work as previously described is complex with uncertainty with regard to future traffic flow and resulting congestion. However, at this location the proposed scheme is as previously proposed, with this LCC Highway Services can confirm when fully delivered, can satisfy demand maintaining a safe and reliable network. Some changes to the improvement scheme will be expected during the detailed design in particular, with the lane detail should be reviewed as well as the lane merge on Preston Road NB.

142. The applicant has agreed that they are committed to deliver the full scheme as previously agreed at Hartwood Hall signalised junction (this considered all 4 Greater Knowley Masterplan applications as approved in 2019). The scheme was set out in Drawing TPMA1498-108 (Revision B). This drawing has not been submitted as part of this latest current application. In addition to the agreed improvement scheme shown in Drawing TPMA1498-108 (Revision B) the following works are required to support efficient management of the network to best deliver reliability and safety benefits:

143. Additional Mitigation (a)
- Technology to link associated signals both upstream and down stream
 - Signal equipment to be updated and controller
 - Queue detectors on Maple Gove, Drumhead Road and 'Keep Clear' road marking on Millennium Way A674
 - Queue detector on Hazel Grove
 - Signal optimisation / MOVA update (and further reviews in line with changes whether to flow or infrastructure)

- Traffic signs and road markings review
- Bus priority review
- Emergency service hurry call (Fire service and Hospital)
- CCTV to monitor operation

144. The above works to be delivered by the developer and controlled by a suitably worded condition.

Mitigation Drawings

145. Curtins have suggested an interim predominately road lining scheme (Drawing 76524-CUR00-XX-DR-TP-75003 Rev P01) to be the first phase of highway mitigation linked to development. This drawing is NOT supported. A clear delivery strategy of measures is required to limit disruption whilst providing meaningful mitigation rather than a theoretical modelling benefit.

146. The Phase 3 and Phase 4 drawing (Drawing 76524-CUR-00-XX-DR-TP-75004 Rev P01) is also not accepted by LCC Highway Services. This drawing does not include all mitigation in line with the latest discussions and VISSIM modelling.

147. The full scheme to be delivered at the Hartwood Roundabout and adjacent network is the improvement scheme indicated in the previously agreed Drawing TPMA1498-108 (Revision B) plus all the further measures, and delivered in line with monitoring outcomes. Therefore, an updated drawing based on TPMA1498-108 (Revision B) should be prepared by the applicant; this to include reference to all the potential works required to support efficient management of the network to best deliver reliability and safety benefits, as set out under the headings 'Additional Mitigation (a)', 'Additional Mitigation (b)' and 'Additional Mitigation (c)'. This drawing to be attached to any permission granted.

A6 / Euxton Lane signalised roundabout (Hospital roundabout)

148. The modelling work as previously described is complex with uncertainty with regard to future traffic flow and resulting congestion. However, at this location no mitigation is being promoted by the applicant, as from the developer's perspective this is not needed, which is NOT supported by LCC Highway Services. The 2022 Vissim microsimulation (non-Covid traffic flows) with full development indicates that the junction will operate in a similar manner to the existing situation at this location as a consequence of changes to signal timings and the Hartwood Hall roundabout scheme, this is agreed. A future year 2027, with growth possibly in line with a non Covid situation, will have impact at this junction.

149. To overcome this issue, a highway scheme is possible (for example that which was supported for the retail application) particularly, as highway mitigation phasing will be linked with development triggers and live monitoring. It may become evident from this monitoring that the schemes in full may not be required. However, elements may be required, all delivered in the highway boundary and all linked to an evidential basis. As a minimum, as part of any initial improvement to the signalised junctions at Hartwood Hall Roundabout and the Hospital Roundabout must include:

Additional Mitigation (b)

- Technology to link associated signals both upstream and down stream
- Signal optimisation / MOVA review and update (and further reviews in line with changes whether to flow or infrastructure)
- Signal equipment review and updated including controller
- Review Queue detector locations and make necessary changes
- Traffic signs and road markings review including TRO's, make necessary changes
- Bus priority review
- Emergency service hurry call (Fire service and Hospital)
- CCTV to monitor operation

150. Further works to the Hospital roundabout, if necessary, to include some of the following:

151. Additional Mitigation (c)

- Widening – on the southbound approach from the north
- Traffic island to separate straight on from right turning traffic (north to south & west)
- Re-profile the central island to facilitate movement
- Signal optimisation / MOVA further review(s) in line with other changes
- Final MOVA review and optimisation on substantial completion of development build

Euxton Lane / Hospital Access signal controlled junction

152. The modelling work (Linsig and Vissim) has been reviewed and it is LCC Highway Services considered view that simple linking mitigation is required at the Euxton Lane (Hospital access signalised junction). LCC Highway Services consider that the following mitigation is required:

- Technology to link associated signals both upstream and down stream
- Signal optimisation / MOVA review

153. New Strawberry Fields Signalised junction on Euxton Lane

- Technology to link associated signals both upstream and down stream

Other Measures and sustainability provision

154. With regard to the overall influenced network and maintaining reliability, safety and efficiency, the coverage of which is as set out above, the following is also necessary:

- Signing and road marking review and update
- Bus priority review
- TRO review
- Upgrading of bus provision on Blackburn Road
- Foot/cycle way provision on A674 between the employment access and M61 J8 including removing of verge, crash barrier changes (Excludes that agreed with the Canal and River trust)

B2) Accident Analysis

155. The TA presents accident analysis of the A674, M61 Junction 8 and Blackburn Road from data obtained from LCC for the latest five-year accident record. Having reviewed the most up to date collision data records held on LCC's Highways system, LCC Highway Services are satisfied that the influenced network with development and all mitigation delivered will not result in residual safety issues.

B3) Provision for Equestrian, Pedestrian & Cycling, Public Rights of Way

156. With the close proximity of a number of cycle routes and infrastructure to the site, the TA concludes that cycling is a highly realistic mode of travel for employees at the proposed development. This warrants the need for a cycle route through the site, along the proposed spine road adjacent to the canal, as highlighted below.

157. Footway provision is provided on the western side of the spine road (building side) and a mixed quality footway/cycleway is proposed on the eastern side (canal side). The initial section of foot/cycle way is 3m to a point at Block F with a zebra crossing. The provision from this point southbound appears to end and is replaced with a 1.2m width cycle lane (south bound cyclists only), with north bound cyclists required to share with motorised vehicles and the adjoining junctions. This detail is not conducive to an employment site that fully supports sustainable movements. Pedestrians on the western side are expected to cross multiple vehicular entrances for the individual units, some of which are circa 10m wide (there is also a break of circa 35m, that is within a HGV turning circle, outside Block H), beyond this point the footway disappears Block I for circa 300m.

158. Greater thought is needed for pedestrians at junctions or where no provision is provided through traffic calming or the creative use of materials and kerbing. There remain concerns with internal operational matters of that proposed, as this is not at a standard that would facilitate safe provision for sustainable and motorised movements in the view of LCC

Highway Services, however, the internal provision is privately owned and maintained with responsibility/liability remaining with the developer (and not with the highway authority).

159. Footpath 9-2-FP 26 is an existing Public Right of Way (PRoW) that runs through the application site and across the Leeds and Liverpool Canal, connecting the A674 to Blackburn Road. The applicant proposes to maintain and divert footpath 26 along the line shown on the latest planning layout (Drawing 02-001 Rev P11) and is in accordance with the LCC PRoW officer request. It is important that the PROW is protected and controlled by a suitable worded planning condition to ensure that it is fit for purpose, attractive to users and remains so when development is in operation and that it can be used by all, in all-weather condition and all times of year.
160. With regard to site access and sustainable provision (pedestrians and cyclists) / emergency access onto Blackburn Brow via 'The Lock and Quay' Public House, the detail is limited. This detail is required on any elements required to be delivered, which also may include TRO's to manage on street parking. With regard to access on the A674, comments have been provided above including the removal of the safety barrier to better support pedestrians and cyclists.

B4) Public Transport Accessibility and Provision

161. The closest existing bus stops are to the south of the site, on the B6228 Blackburn Brow. Although the distance to the stops from the centre of the site is 600m, these stops provided hourly services, linking Chorley to wider Lancashire. This distance is above maximum standards and service provision isn't considered sufficient to support employee's needs.
162. This existing provision is not conducive to support the use of public transport. The supporting infrastructure needs to be upgraded having improved stops (DDA compliant), lay-by and if possible, including shelters and be delivered prior to any unit being occupied through the S278.
163. The current service needs to be improved to satisfy employees needs in terms of frequency, times of day/week and destinations considered. The previously approved retail element was going to include a shuttle bus service between Chorley town centre and the site and possibly a number of stops on route. However, this approach is not suitable for employment. With this, as a minimum, funding is required and has been identified and detail under the heading '(E) Planning Obligations (s106 Planning Contributions)' below. Without this funding it is considered that there is insufficient sustainable provision to the site.

B5) Travel Plan

164. An Interim Travel Plan has been prepared and submitted at this stage. The Interim Travel Plan sets out various measures which aim to encourage sustainable travel, an approach to monitoring and review, and an Action Plan.
165. A Full Travel Plan and its implementation will be appropriate for this development proposal in due course. The Full Travel Plan when submitted will need to meet LCC's submission criteria and include:
- Contact details of a named Travel Plan Co-ordinator
 - Results from travel survey
 - Details of existing cycling, pedestrian and public transport infrastructure
 - Details of the provision of cycle parking
 - Objectives
 - SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
 - Action plan of measures to be introduced, and appropriate funding
 - Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

166. For development of this scale LCC Highway Services would request a total contribution of £24,000 (this current application to provide £8,000) to enable LCC to provide a range of Travel Plan services for the wider site as outlined below.

- Appraise initial Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
- Oversee the progression from the Interim Travel Plan to the Full Travel Plan/s in line with agreed timescales.
- Monitor and support the development, implementation and review of the Full Travel Plan. This will include reviewing:
 - Annual surveys
 - Progression of initiatives / actions plan
 - Targets

167. If this application were to be approved LCC would request that a commitment is made by the developer to ensure suitable funding is made available to be used toward measures/initiatives that may be required if Travel Plan targets are not achieved (to be made available to the developers appointed travel plan coordinator). It is noted that this funding is only to be used if the targets are not met and that these funds are not passed to the LPA or the LHA. The Travel plan to also include surveys to capture any employees that park on street. The Travel plan to include a mechanism and penalties/consequences to both employee and business for those that choose to park on the public highway. This element to be conditioned in the Travel Plan.

(C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

168. The proposed site layout is shown in Drawing 02-001 Rev P11. An internal spine road is proposed that runs adjacent to the canal and serves the units on site. As highlighted above, LCC Highway Services consider that the proposed pedestrian and cycle provision through the site is poor.

169. The internal spine road will NOT be considered for adoption as there is no public utility. The end of the public highway at all locations to be signed with appropriate demarcations.

170. Circa 75m into the site, there is an existing pedestrian refuge on the internal spine road. LCC Highway Services have requested the applicant to remove this island from the site layout multiple times, but this is still shown on the latest planning drawing. The existing splitter island should be removed (and relocated to provide simple pedestrian provision) and replaced with a right turn storage pocket. In comments provided to the applicant indicated that the road may require slight widening, providing suitable access to the drive-thru unit. This needs to be controlled by a suitably worded planning condition as this section of road is adopted, to date most of this helpful advice unfortunately has been ignored, which is disappointing. In addition, an agreed turning head (with associated detail) to be provided at the south end of the current adopted highway (demarcation to be provided where provision becomes private).

171. Drawings 076524-CUR-00-XX-DR-TP-05001-P03 and 076524-CUR-00-XX-DR-TP-05002-P04 (provided to LCC Highway Services via email on 19th January 2022) provide swept path analysis for vehicles into the individual units of the proposed development. The 16.5m vehicle has been used for the analysis of the larger units while a 10m rigid vehicle has been used for the smaller units. There are, however, issues highlighted by the tracking. The larger vehicle spaces proposed outside Unit 4 of Block C would not be able to manoeuvre easily into and out of the proposed bay. The proposed turning circle outside Block H encroaches the spine road and also the desire line for pedestrians. These issues are not part of the public highway and, therefore, are at the discretion of the LPA, but does not have support of the highway authority.

172. The TA states that the masterplan identifies 466 parking spaces across the site and that this is based on the policy set out in the Chorley Local Plan 2012 – 2026 (Adopted July 2015). The latest site layout indicates 425 spaces. The TA also provides car parking

accumulation assessment of the site using the trip generation profile from the consented Lancashire Business Park scheme which shows a maximum parking occupancy of 273.

173. While the TA suggests that secure cycle and motorcycle parking spaces would be provided at the site, the proposed layout does not show any provision for cycle and motorcycle parking. This does not support a sustainable site. These should be provided and, therefore, it is recommended that details of secure cycle and motorcycle parking spaces are provided by condition.
174. The latest planning layout shows that there is no parking provision for the existing mill. This has been highlighted by LCC Highway Services to the LPA and the applicant. The applicant confirmed that the mill will not be bought back into use under its existing permission and has proposed the removal of the extant uses (through a legal agreement).
175. There is also a risk of offsite parking, as a result of this development, on the public highway at the south of the site (around Blackburn Brow). While the applicant has suggested that this would not be the case due to a sufficient provision onsite, this risk is posed by commute length and duration. It may be more appealing for users of the southern units, that route to the site via the south, to park on the public highway, rather than travel through Chorley and the northern access. There are no proposals to overcome these risks. The Car Park Management Strategy (CPMS) must include a mechanism to ensure that on street parking does not take place with penalties/consequences for offenders and businesses. This to be included in a condition and be approved prior to commencement on site. As a minimum TRO's may need to be implemented in this area, delivered by the S278.

(D) S278 and S38 Works

176. It will be expected that appropriate s278 works as detailed above will be required and controlled by condition if the LPA were minded to approve this proposal. All works detailed / listed above to be delivered by s278 Agreement unless otherwise indicated (as s106 funding). All works as listed are to be detailed up and agreed prior to commencement on site, of which some are required to be agreed prior to site layout agreement (site roundabout).
177. Section 278 agreements (s278) are appropriate where improvements are required in the public highway, paid for by the developer (costs to include design fees, safety audits, amendments to street lighting and traffic signalling equipment and all other risks associated with highway improvements required by the development so that public funds are not used in the provision of these features. Any highway works or part delivery of highway works (phases), need to satisfy a safety audit. It is important that modelling to be based on scheme that includes all safety audit changes (and all evidence is agreed with LCC).
178. Mitigation measures required comprise the following:
- A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor
 - A674 Blackburn Road / B6229 Moss Lane priority junction
 - A674 Blackburn Road / Proposed Commercial site access roundabout
 - A674 Blackburn Road between M61 J8 and the residential access
 - A674 / M61 Junction 8 roundabout
 - A6 / A674 signalised roundabout (Hartwood Hall roundabout)
 - A6 / Euxton Lane signalised roundabout (Hospital roundabout)
 - Euxton Lane / Hospital Access signal controlled junction
 - New Strawberry Fields Signalised junction on Euxton Lane
 - Other Measures and sustainability provision
 - PT bus stop provision on Blackburn Brow (both directions). Existing provision to be upgraded (relocated where necessary) including consideration for shelters, lay-by and DDA compliant stops (delivered prior to any unit being occupied).
 - Review of TRO's on Blackburn Road, in and around the Lock and Quay

179. Any highway improvement schemes agreed 'in principle' will be subject to detailed design. The Trigger points for all s278 works will be before commencement of development unless otherwise agreed with LCC and the LPA.

(E) Planning Obligations (s106 Planning Contributions)

180. Should the LPA be minded to approve this application, it is considered appropriate to seek planning contributions to support improvements to sustainable transport improvements on the local highway network. This funding would be used to implement changes to limit the negative impact of this large development on the existing, at times, congested network.

181. The trigger point for s106 sustainable transport planning contributions should be prior to commencement of development unless otherwise agreed with LCC and the LPA.

182. It is considered that the appropriate and necessary funding to achieve sustainable development would include the following:

- Public Transport Contribution:
 - Employment - peak period service improvements; £60,000 per year (typically for 5 years)
 - Residential – daytime service improvements (Monday to Saturday): £60,000 per year (typically for 5 years) (Note: residential funding request now necessary as retail shuttle bus commitment now not being provided as part of this application.)
- Contribution for improvements to enhance the pedestrian and cycle network and for PROW (where on private land not controlled by the applicant): £186,830 (as requested by PROW team, as email dated 17th January 2022), and
- Funding for Travel Plan support; a total contribution of £24,000 (this current application to provide £8,000) to enable LCC to provide a range of Travel Plan services for the wider site as outlined below.

Highway conclusions and recommendations

183. The highway officers of the Lancashire County Council have worked closely with National Highways, the developer and their consultants on modelling and some principles of mitigation. Separately both the County Council and National Highways have considered what is necessary to make the application acceptable. National Highways requires a number of measures on the local highway authority's network to assist the operation on the strategic network, in addition to further details to ensure the security of motorway and strategic highway infrastructure. In addition to this, from a local network perspective, which is managed by the County Council further measures are necessary. This has resulted in the mitigation as presented.

184. With consideration to all the additional information provided, it is considered that the principle of the proposal can be made acceptable, if suitably controlled through planning conditions. The highway network impacted on by this development is complex with uncertainty on future traffic flow and resulting congestion especially at and on approaches to Hartwood Hall roundabout, Hospital roundabout and M61. It is, therefore, important that with this development and phased mitigation is linked to triggers that will ensure that the local network and junctions highlighted do operate within junction limits and satisfy the needs of cyclists, pedestrians and public transport at all stages.

185. The principle of approach as agreed with the applicant to be conditioned would ensure that necessary measures are provided and delivered in line of them being necessary as a consequence of this development, having regard to historic traffic conditions prior to COVID.

186. A fundamental element to satisfactorily deliver this development is the provision and implementation of all infrastructure. Should the developer fail to provide any element of that required the LHA cannot support this application. The conclusion reached requires all

highway or transport related triggers and planning conditions to be agreed with the County Council.

Impact on designated heritage assets

187. A Heritage Assessment has been submitted as part of the application submission. The site does not contain any designated heritage assets but there are a number of listed buildings within 1km of the site. Glimpsed views of the site would be visible from two heritage assets, Moss Lane Farmhouse and The Rough, although vegetation, modern built development, trees and topography of the landscape would largely screen views of the proposed development from these assets. For the purposes of this assessment the current building at Canal Mill could be considered as being of some heritage value and as such could be regarded as being a non-designated heritage asset (NDHA).
188. The principle statutory duty under the Planning (Listed Building and Conservation Areas) Act 1990 is to preserve the special character of heritage assets, including their setting. LPA's should, in coming to decisions, consider the principle Act, which states the following;
Listed Buildings – Section 66(1)
189. In undertaking its role as a planning authority the Council should in respect to listed buildings pay special attention to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
190. In determining planning applications LPA's should take account of;
- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.
191. Paragraph 199 of the National Planning Policy Framework (the Framework) states that when considering the impact of proposals on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be applied. This is irrespective of whether any harm is identified as being substantial, total loss or less than substantial harm to its significance.
192. P. 200 of the Framework states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
193. P.202 of the Framework identifies that where a proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
194. P. 203 of the Framework states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
195. The Framework Glossary defines the setting of a heritage asset as *“the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral”*.

196. The key heritage issue for the LPA to consider is the impact of the proposal on the setting of nearby heritage assets. The significance of Moss Lane Farmhouse lies in its architectural and historic interest as a 17th century farmhouse with some 18th century additions. The farmyard and associated barn form the principal setting of the farmhouse, with the agricultural fields which surround the farmhouse forming part of its wider setting. Beyond the fields lie the M61 to the west and built development to the east. Whilst the development would be visible from glimpsed views, it is considered that the vegetation, trees, topography of the landscape and the existing buildings that lie between the farmhouse and the application site along Moss Lane, would largely serve to screen views of the proposed development. As such, it is considered that there would be a minor/negligible impact on the wider setting of the listed building but that the significance of the building and its principal setting would be unaffected. In relation to the degree of harm caused to the heritage asset, it is considered that the small amount of negligible harm that would result is easily offset by the economic and social benefits that would be derived from the proposed development.
197. The significance of The Rough lies in its architectural and historic interest as an early 19th century house. The core setting of the house is the courtyard which primarily comprises modern outbuildings, tarmac access roads and areas of car parking. An agricultural field lies beyond the house to the north, grass fields are situated to the east and modern development is located to the south and west; they comprise the wider setting of the house. The Rough would be visible through glimpsed views to the south east from the site, although modern built development, vegetation, trees and topography of the landscape would largely screen views. Most of its wider setting would be unaffected by the proposed development. Therefore, a negligible effect is considered on the contribution that the wider setting provides to the significance of the building, in limited views to and from it which would be offset by the wider benefits likely to be derived from the development.
198. The Heritage Assessment identifies that the site has low/nil potential for evidence from the prehistoric, Romano-British, early medieval, medieval and post-medieval/modern periods and as such concludes that no additional archaeological works are necessary associated with the development of this site.
199. The submitted heritage assessment identifies there is also some potential for the discovery of sub-surface remains associated with the Mill to be present together with a possible farmstead and Hope Mill, both of which are 19th century in date, are recorded within the application site. Any archaeological assets within the application site boundary will have either been severely truncated or destroyed by previous modern development.
200. The submission documents have been reviewed by Lancashire Archaeological Advisory Service who consider that it would be more accurate to state that the potential for prehistoric to medieval remains here is unknown, rather than low, although it is agreed that there appears to be insufficient justification for a general programme of evaluation works.
201. Lancashire Archaeological Advisory Service, however, disagree with the heritage statement relating to later buried remains, as no evidence has been submitted to support such a statement. In fact it appears that there could well be remains of the demolished structures at Canal Mill still extant. Lancashire Archaeological Advisory Service therefore, repeat the recommendations made on the previous applications that (i) a photographic record of the extant Canal Mill structures be made and (ii) a programme of investigation and recording works in the area of the demolished structures associated with the mill should be undertaken. It is recommended that this be required by planning condition, prior to any development commencing.
202. A further heritage issue for the LPA to consider is whether the proposed development would result in any undue loss of heritage significance from the impact on the setting of the non-designated heritage asset (NDHA).
203. Non-designated heritage assets are identified as being buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage

significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.

204. Canal Mill is a non-designated asset within the Application Site boundary, which is of local archaeological and historic interest, although it is not identified on a local list. As highlighted by the Canal and Rivers Trust, the Leeds and Liverpool canal, which runs adjacent to the eastern boundary of the site, can also be considered to be a non – designated heritage asset.
205. Paragraph 203 of the Framework advises that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
206. Canal Mill would be retained as it does not form part of the development proposals and whilst the proposals would inevitably have an urbanising effect on the canal this harm must be balanced against benefits of the proposal, and the urban infrastructure in close proximity that already impacts upon this setting. It is considered that the proposal would result in a low level of harm to the NDHAs, which would need to be given weight in the planning decision
207. Therefore, it can be concluded that the proposal would cause only negligible levels of harm to those designated heritage assets highlighted above, by virtue of the separation and intervening structures and development. There would be a low level of harm caused through the urbanising impact on Canal Mill and the canal, which are both NDHAs.
208. Under the duty imposed by s.66(1) of the P(LBCA) Act 1990 it is considered that the proposed development would have a negligible or very low impact on the contribution made by the setting to the significance of Moss Lane Farmhouse and The Rough, and a low level of harm through the urbanised setting of Canal Mill and the Canal.
209. Under the Framework the negligible level of harm is '*less than substantial*' and as such should be assessed under P.202 and P.203 of the Framework. It is for the LPA to consider the very low level of harm in its planning balance considering also any public benefits generated by the scheme. In this instance there is a significant social and economic benefit in providing an employment site for sub-regionally significant development as anticipated by the Chorley Local Plan 2012-2026. This is considered to outweigh the limited harm identified and therefore meets the statutory test to 'preserve' and be in conformity with Chapter 16 of the NPPF, Policy 16 of the Adopted Central Lancashire Core Strategy and policy BNE8 of the Chorley Local Plan.

Drainage

210. Policy 29 of the Central Lancashire Core Strategy requires appraising, managing and reducing flood risk in all new developments, avoiding inappropriate development in flood risk areas. A Flood Risk and Surface Water Drainage Assessment has been prepared by Integra Consulting (Ref: 2945FRA) and submitted in support of the proposals. The report has been written in accordance with the standing advice and requirements of the Environment Agency (EA) for Flood Risk Assessments as outlined in the Communities and Local Governments Planning Policy Guidance to the National Planning Policy Framework (NPPF).
211. The application site is located within an area classified as Flood Zone 1, therefore, the site is considered to be at very low risk from fluvial flooding. Isolated areas, typically at low risk of surface water flooding are identified on the EA mapping. There are however no records of flooding from surface water sewers on the site and, due to the topography, in the event of a sewer failure there would be no deep accumulation of flows with surface water finding a shallow overland route. There are no records of a canal breach in this location.
212. The extent of flooding to the site from surface water is classified as being at 'Very Low'. Developers are responsible for ensuring that new development does not increase the flood risk elsewhere. It is proposed to discharge surface water run off from the site to an existing

ditch that crosses the site currently. It is not proposed to make use of the existing drainage system and, therefore, the development is designed to achieve greenfield run off rates in line with DEFRA standards. The drainage strategy states that the proposed surface water drainage network shall be designed to attenuate water on site due to the reduction in flow rates up to the 1 in 100-year plus 40% climate change allowance.

213. It is considered that the proposed drainage strategy provides a robust basis from which detailed surface water drainage proposals for the future development of the site can emerge. Sustainable drainage solutions have been considered for the site in line with the Sustainable Drainage Hierarchy. Infiltration is confirmed as being unviable for the site. The next outlay option is discharge to a watercourse, which in this case is deemed to be the viable solution for the site.
214. The Lead Local Flood Authority (LLFA) is a statutory consultee for major developments with surface water drainage, under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The LLFA has reviewed the drainage details provided at this stage and considers these to be acceptable subject to the provision of further details and have recommended conditions requiring:
- Development is carried out in accordance with the submitted Flood Risk Assessment.
 - Final Surface Water Sustainable Drainage Strategy to be submitted
 - Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations.
 - A site specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system.
 - Site specific verification report, pertaining to the surface water sustainable drainage system
215. It is recommended that these conditions be attached to any grant of planning permission.
216. The flood risk implications arising from both the site itself and the intended development have been given careful consideration and the identified mitigation measures and outline drainage strategy would ensure that the proposals do not give rise to any adverse impacts in respect of flood risk, thereby complying with Core Strategy Policy 29 subject to the provision of further details.

Ecology

217. The applicant has submitted an ecological survey in support of the proposed development. This has been reviewed by the Council's ecology advisor who confirms that the ecological surveys undertaken for the site have been carried out by suitably qualified ecologists and were generally to appropriate standards.
218. The northern third of the site comprises a field of rough, tussocky grassland, which appears to comprise grasses typical of species poor semi-improved grassland. There is an area of plantation broad-leaved woodland bordering the M61 motorway to the north west of the Canal Mill building. The woodland appears less than 50 years old and is dominated by sycamore acer with abundant hawthorn, frequent alder and occasional elder. No ground flora was recorded.
219. Towards the north of the woodland the ground becomes damper and there is abundant creeping buttercup. Two seasonally damp areas were recorded in this area, although they did not contain standing water during the survey the presence of silt and rushes indicates they do become wet at times. The woodland offers foraging and nesting opportunities for birds. Scattered scrub is present in areas of the site, notably along the embankment bordering the M61 motorway in the northwest of the site.
220. A species-poor, defunct hedgerow is present along the eastern border, adjacent to the canal towpath. This hedgerow is dominated by hawthorn with occasional blackthorn and elder. The hedgerow has been severely cut and averages 1-2m in height with numerous

gaps. Ground flora comprises bramble, common nettle and cleavers. A further defunct species poor hedgerow is present on the northern bank of the ditch running east-west across the site. There is also a Leylandii hedgerow along the western boundary which is approximately 2m tall. None of the hedgerows are considered to qualify as 'important' under the ecological criteria defined within the Hedgerows Regulations 1997. Although of limited ecological value, the hedgerows have potential to offer a foraging and nesting resource for birds and a foraging and commuting resource for bats.

221. There is a wet ditch flowing east to west between the grassland and the car park. The ditch has a wetted width of approximately 60cm and is on average 10cm deep with a slow to moderate flow and a silt substrate. The bank profile is 45 degrees and macrophytes are largely absent, although there is a small area of brooklime and great willowherb. Bankside vegetation consists of bramble and hawthorn. Remains of an old hedgerow are present along the northern bank.
222. Towards the west of the site the ditch becomes deeper and stagnant before disappearing down a drain, presumably beneath the motorway. There is limited potential for wetland wildlife such as common frog, common toad, birds and invertebrates. No field signs indicating the presence of water vole were noted during the phase 1 habitat survey. Habitats along the drain are considered to be largely unsuitable for water vole due to the shallow depth of water, shaded banks and lack of vegetation offering suitable foraging and cover.
223. Hard-standing accounts for approximately 60% of the site. Most of this is used for car parking, whilst there are some small areas of ornamental planting and small planted trees.
224. The woodland, rank grassland, species-poor hedgerow, ditch and scrub habitats are considered to be of value within the context of the site. Although not rare or of particular importance, they contribute to the wider network of similar habitat in the locality. These habitats offer suitable habitats for a range of common birds, small mammals and invertebrates. Bats are likely to use the woodland edge, hedgerows and canal for foraging and commuting. The Leeds and Liverpool Canal is assessed as being of local value as it provides a wildlife corridor facilitating the movement of a range of fauna through the landscape.
225. Overall, the surveys found the site to have some ecological interest with the proposed plans appearing to result in a net loss for biodiversity. For example 3.4 of the Updated Ecological Appraisal states with regard to areas of semi-improved grassland and habitat mosaics present on site "compensation for the loss of these habitats will be required" and that the "Proposed plans indicate that only a limited area within the site is available for mitigation, and so off-site habitat enhancement and creation will likely be required". No such compensation has been provided at this stage and the losses and gains in biodiversity would need to be quantified in order to devise a scheme for off-site habitat improvement if the losses cannot be fully compensated for on site. Given that the site is allocated for employment development it is desirable that an efficient use of the land for this purpose is made. The development of the site to provide employment premises carries great weight and given that the ecological interest on site is limited, with some gains possible, it is considered that in this instance the full details of the landscaping, biodiversity gains and losses and any associated scheme of compensation can be required by condition.
226. There are no detailed landscaping plans for the site and, therefore, a more detailed Landscape Plan, and a Landscape Management Plan, should be prepared for the site and required by condition. Retained habitats (particularly trees and the water course) should be suitably protected during the course of any groundworks or construction works.
227. A Construction Environmental Management Plan and Ecological Management plan, were provided in support of the proposed development. These were considered acceptable by GMEU and it is recommended that the measures contained within them are secured by condition. With regard to the Ecological Management Plan, it includes details of on-site enhancement measures and invasive species control. The latter are also included within the CEMP.

228. Section 174 of the Framework states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site is generally of limited ecological value, however, a scheme to include full details of measures to enhance biodiversity at the site and to provide an overall net gain for biodiversity, in line with the aspirations of the Framework should be provided and it is recommended that this be secured by condition.

Minerals and coal mining

229. The site has underlying sand and gravel deposits including Lower Haslingden Flags Sandstone bedrock, which are regarded as a Mineral Resource.
230. Policy M2 of the Lancashire Minerals and Waste Site Allocation and Development Management Policies Local Plan applies. The policy states that planning permission will not be supported if a development is incompatible by reason of “scale, proximity and performance” with mineral safeguarding.
231. The application is supported by a Minerals Assessment, which states that based on the site investigation undertaken at the adjacent site, it is anticipated that the sand and gravel resource is not pure and is likely to have a significant clay content and generally medium to high cobble content. As such the minerals would require significant processing prior to use and therefore may not be an economically viable resource.
232. Furthermore, the mineral resource was not found to be present continuously across the site and varied in depth and thickness. Due to the presence of the M61, the A674 and the Leeds and Liverpool Canal along three of the site boundaries, the significant extraction of the resource is deemed unlikely. The requirements for easements from the highways and canal would be significant and would reduce the workable mineral resource to a level whereby it is likely to be uneconomic.
233. Given that the site has been allocated for employment use as part of the EP1 policy, the site is protected for employment use between 2012 and 2026. The Chorley Local Plan 2012 – 2026, which would have taken into account the presence of the mineral resource at the time of allocation, states that there is potential for economic growth within the area to provide jobs and services if employment land is made available. The value of the land in planning terms is thus considered more valuable to deliver employment uses in line with the Local Plan, than to deliver a marginal and difficult to process mineral resource.
234. Consequently, given the above constraints, it is considered that there is an overarching need for the development that outweighs the need to avoid the sterilisation of the mineral resource.
235. The Coal Authority has confirmed that the application site does not lie within a high risk area and that the site is not within a likely zone of influence of past or present underground workings.

Employment and skills provision

236. The Central Lancashire Employment Skills Supplementary Planning Document (SPD) was adopted in September 2017. The SPD introduces Employment Skills Statements and provides clarity as to how this requirement relates to the relevant policies set out in the Core Strategy and Local Plan as well as the guidance set out in the Framework. The SPD goes on to state that one of Central Lancashire’s priorities is to encourage economic growth within Central Lancashire that benefits the people and businesses in the three boroughs. The SPD seeks to;

Increase employment opportunities by helping local businesses to improve, grow and take on more staff help businesses to find suitable staff and suppliers, especially local ones improve the skills of local people to enable them to take advantage of the resulting employment opportunities help businesses already located in Central Lancashire to grow and attract new businesses into the area

237. The SPD requires development over certain thresholds to be accompanied by an Employment and Skills Statement to ensure the right skills and employment opportunities are provided at the right time. This is to the benefit of both the developer and local population and covers the following areas:

- Creation of apprenticeships/new entrants/graduates/traineeships
- Recruitment through Job Hub and Jobcentre plus and other local employment vehicles.
- Work trials and interview guarantees
- Vocational training (NVQ)
- Work experience (14-16 years, 16-19 years and 19+ years) (5 working days minimum)
- Links with schools, colleges and university
- Use of local suppliers
- Supervisor Training
- Management and Leadership Training
- In house training schemes
- Construction Skills Certification Scheme (CSCS) Cards
- Support with transport, childcare and work equipment
- Community based projects

238. A condition is recommended requiring an employment and skills plan.

Community Infrastructure Levy (CIL)

239. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a CIL liable development and any charge would be subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

240. The proposed development would clearly contribute to economic growth within Chorley supporting the provision of employment and meets with the expectations of the Chorley Local Plan 2012-2026, fulfilling the requirements of the allocation. There would be no unacceptable detrimental impact on the amenity of neighbouring occupiers or on the appearance of the site and character of the area. In addition, there would be no unacceptable impact on the highway network, ecology or drainage. On the basis of the above, it is recommended that planning permission be granted subject to conditions and a s106 agreement to secure a public transport contribution, a travel plan support contribution and for the enhancement the pedestrian and cycle network.

RELEVANT HISTORY OF THE SITE

Ref: 97/00247/OUT **Decision:** PEROPP **Decision Date:** 21 May 1999
Description: Outline application for business and leisure development, including offices, research and development, light industry, general industry, distribution and warehousing, pubs and restaurants, hotel and leisure

Ref: 05/00392/FULMAJ **Decision:** PERFPP **Decision Date:** 4 November 2011
Description: Erection of two storey office unit with associated car parking

Ref: 05/00393/FULMAJ **Decision:** PERFPP **Decision Date:** 4 November 2011
Description: Erection of 2 single storey industrial units with associated service yards and car parking

Ref: 05/00394/OUTMAJ **Decision:** PERFPP **Decision Date:** 4 November 2011
Description: Proposed mixed use development of mainly B1, B2 and B8 use classes with site entrance allocated for C1 & A4 use classes

Ref: 05/00455/FULMAJ **Decision:** REFFPP **Decision Date:** 8 March 2006
Description: Erection of hotel and public house/restaurant and related works

Ref: 06/00045/FULMAJ **Decision:** PERFPP **Decision Date:** 21 March 2006
Description: Extension of approval for temporary access road from roundabout on A674 to Canal Mill for a further 12 months until 31.03.2007

Ref: 17/00715/OUTMAJ **Decision:** PEROPP **Decision Date:** 21 October 2019
Description: Outline planning application for retail floorspace (Use Classes A1, A3, A4 & A5), hotel (Use class C1), crèche/ nursery (use Class D1) and provision of associated car parking highways, landscaping and infrastructure and any ancillary development thereto, with all matters reserved except for access which is proposed off the existing A674 roundabout. Full planning permission for demolition (as applied for) of on- site structures and the change of use of the retained building (Use Classes A1, A3, B1, C1, D1)

Ref: 17/00716/OUTMAJ **Decision:** PEROPP **Decision Date:** 21 October 2019
Description: Outline planning application, with all matters reserved, for the construction of up to 100 dwellings (Use Class C3) with associated highways, landscaping and infrastructure provisions and any ancillary development thereto

Ref: 19/00130/DEMCON **Decision:** PERDEM **Decision Date:** 19 March 2019
Description: Application for prior determination for the proposed demolition of buildings at Botany Bay

Ref: 20/00919/SCE **Decision:** RESCEZ **Decision Date:** 30 November 2020
Description: Request for Screening Opinion pursuant to Regulation 5 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the development of industrial and commercial buildings, main and secondary circulation roads, car and HGV parking, landscaping and ancillary works and infrastructure

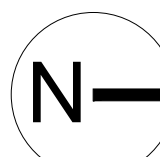
Ref: 22/00242/FULMAJ **Decision:** PERFPP **Decision Date:** 16 June 2022
Description: Temporary use of land for storage of commercial vehicles (retrospective)

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

To follow

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Rev	Description	By	Date
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P03	Redline boundary ammended	PJ	15.03.22
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MC
AU

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Client
FI Real Estate Management

Project
**Botany Bay Industrial
Chorley**

Description
Existing Site Plan

Status
Planning

Scale	Drawn By	Date
1:1250@A1	PJ	JUL20
Job Number	Drawing Number	Revision
1181	02-000	P03

Agenda Item 3a

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Planning
Committee Meeting

12 July 2022



Item 3a

21/00439/FULMAJ

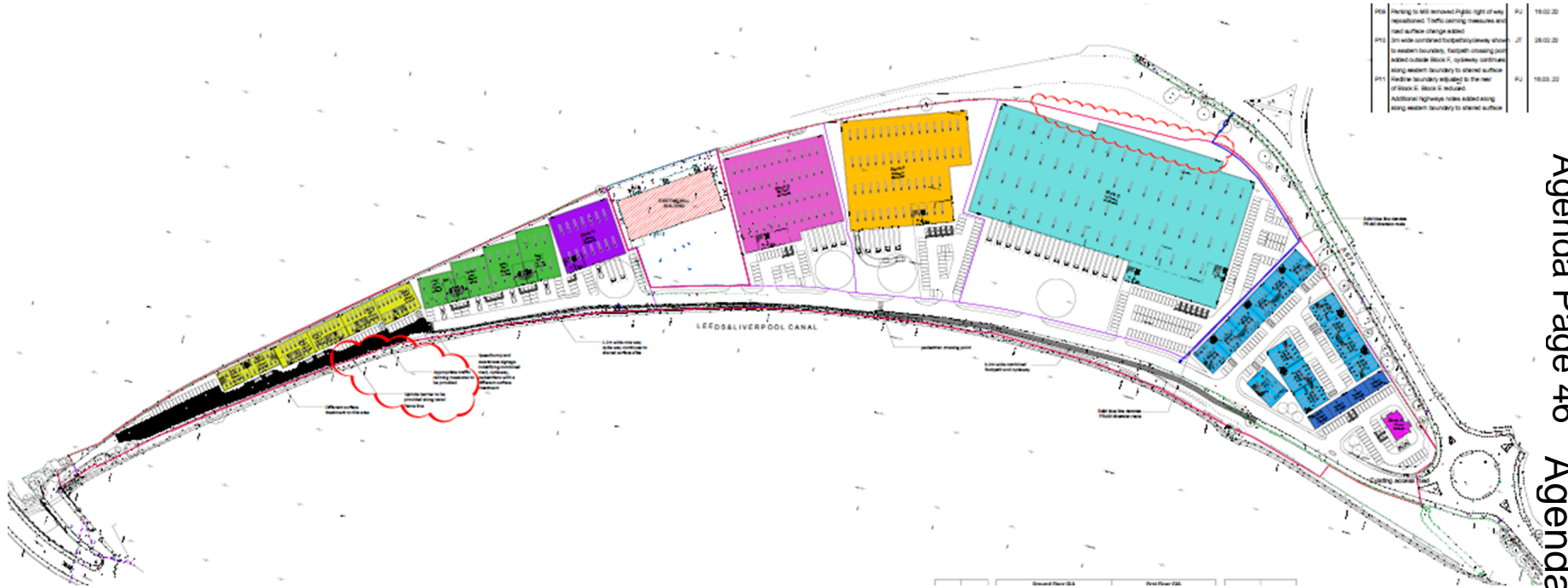
Botany Bay, Canal Mill, Botany Bay, Chorley

Hybrid planning application seeking detailed and outline planning permission for the development of Botany Bay Business Park comprising development of Blocks A to J (37,661 sqm GIA) as follows: detailed planning permission is sought for Blocks C to J (36,996 sqm GIA) for Use Classes E (light industry only), B2 and B8; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26; and outline planning permission (all matters reserved except for means of access) for Block A (181 sqm) for Use Class E (food and drink)/sui generis (hot food takeaway) and Block B (484 sqm) for Use Class E and related access, car parking, circulation and landscaping

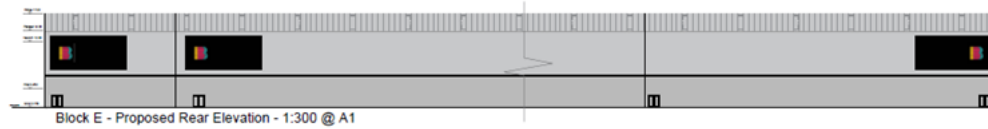
Location Plan



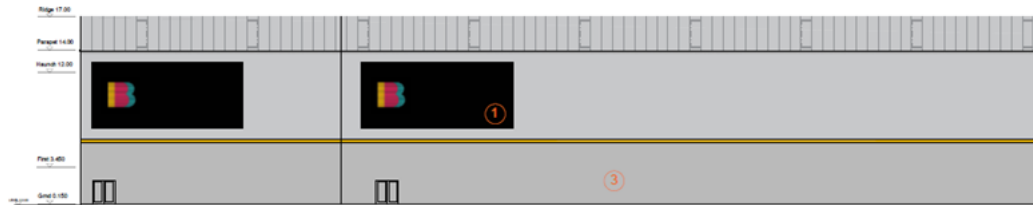
Proposed Site Plan



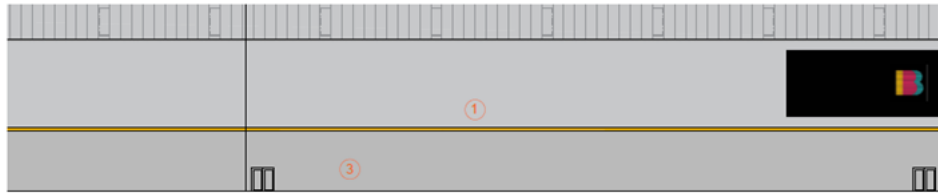
Proposed Elevations Block B



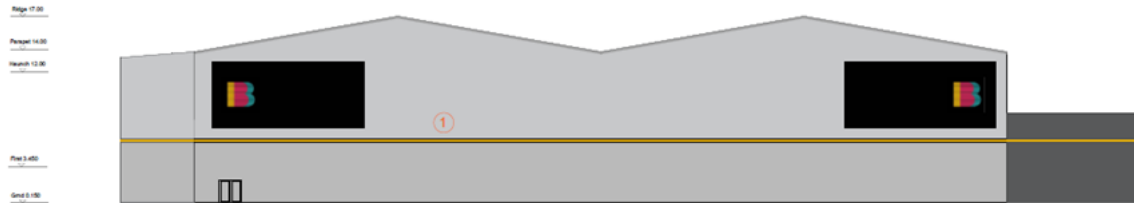
Block E - Proposed Rear Elevation - 1:300 @ A1



Block E - Proposed Rear Elevation

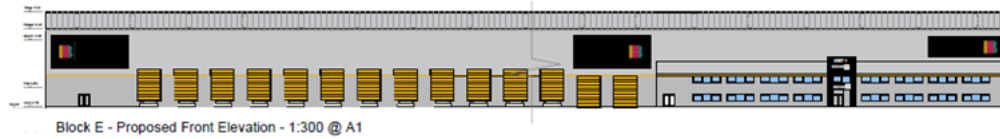


Block E - Proposed Rear Elevation



Block E - Proposed West Elevation

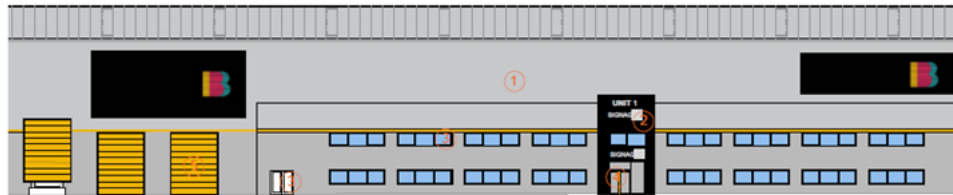
Proposed Elevations Block B



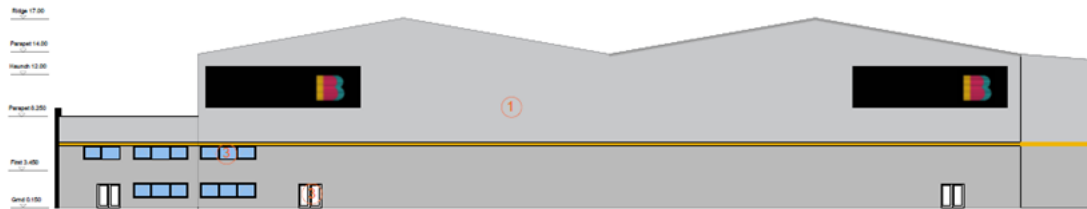
Block E - Proposed Front Elevation - 1:300 @ A1



Block E - Proposed Front Elevation

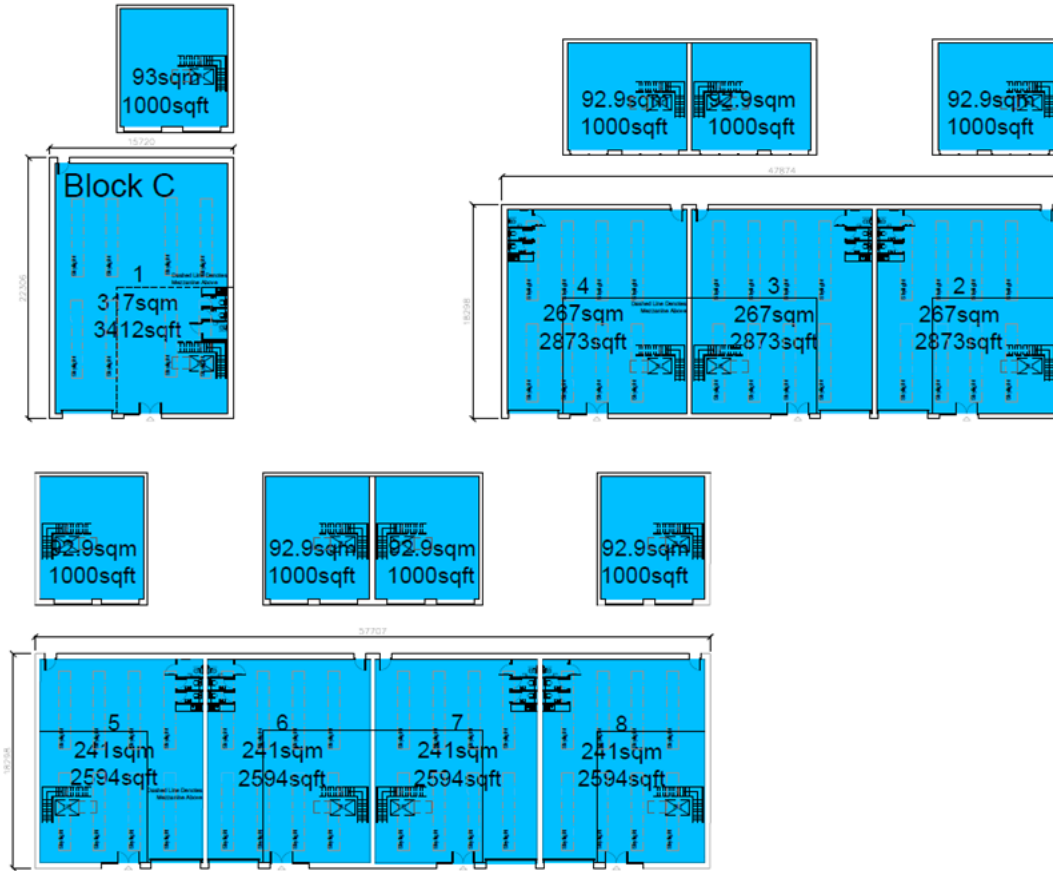


Block E - Proposed Front Elevation



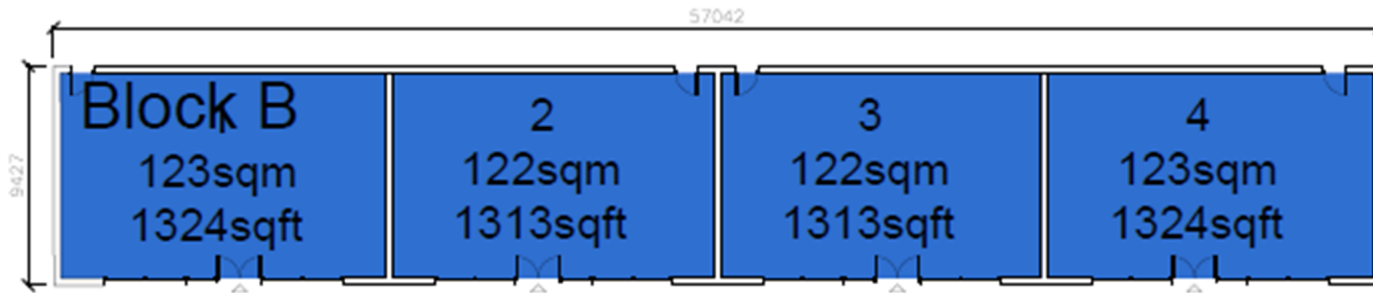
Block E - Proposed East Elevation

Proposed Floor Plans Block B



Block C - Proposed Floor Plans

Proposed Floor Plans Block B

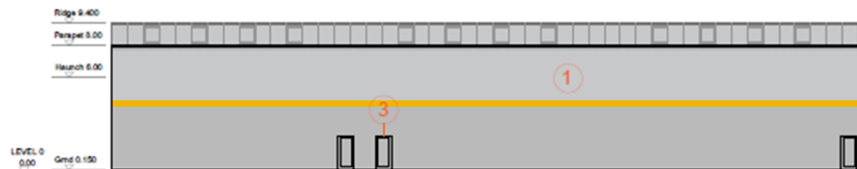


Block B - Proposed Floor Plan

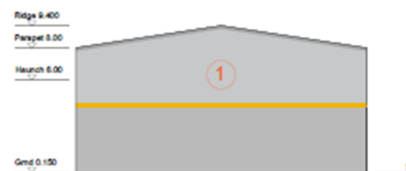
Proposed Elevations Block C



Block C - Proposed Front Elevation



Block C - Proposed Rear Elevation

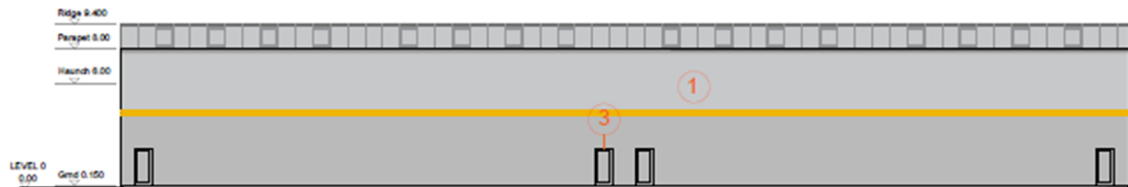


Block C - Proposed Side Elevation

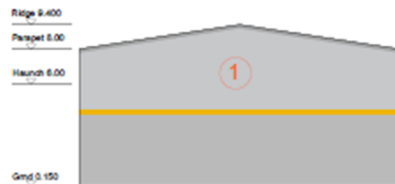
Proposed Elevations Block C



Block C - Proposed Front Elevation



Block C - Proposed Rear Elevation

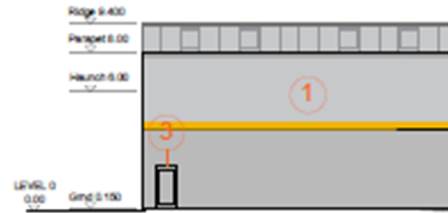


Block C - Proposed Side Elevation

Proposed Elevations Block C



Block C - Proposed Front Elevation

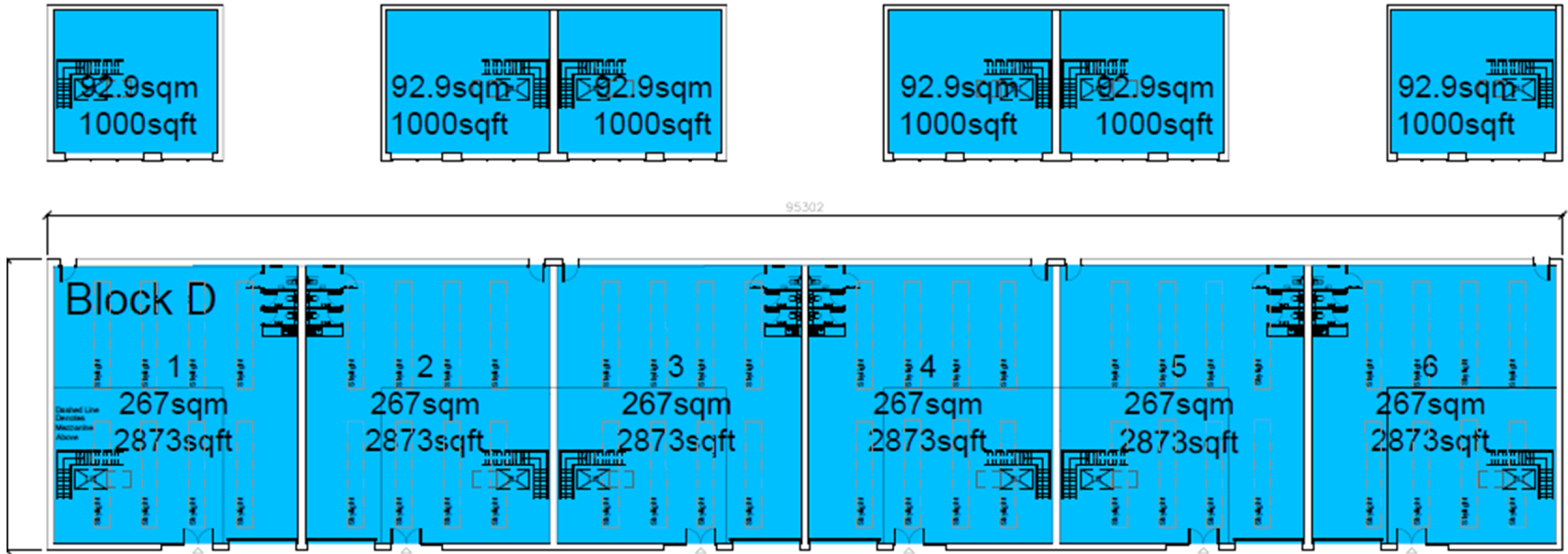


Block C - Proposed Rear Elevation



Block C - Proposed Side Elevation

Proposed Floor Plans Block D

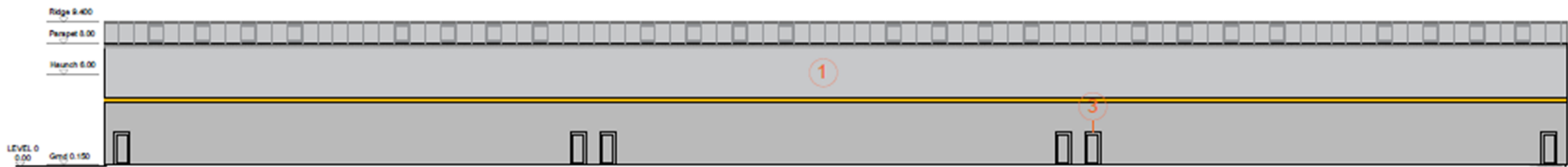


Block D - Proposed Floor Plan

Proposed Elevations Block D



Block D - Proposed Front Elevation

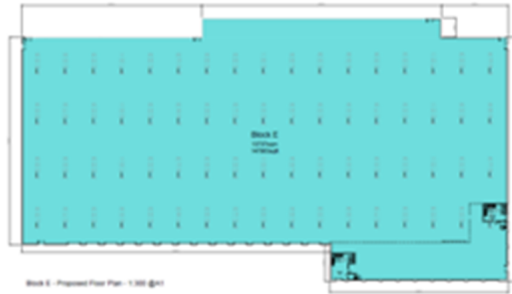


Block D - Proposed Rear Elevation

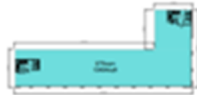


Block D - Proposed Side Elevation

Proposed Floor Plans Block E

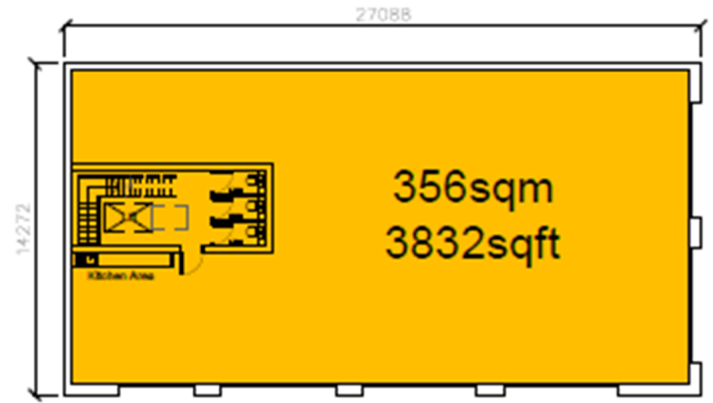
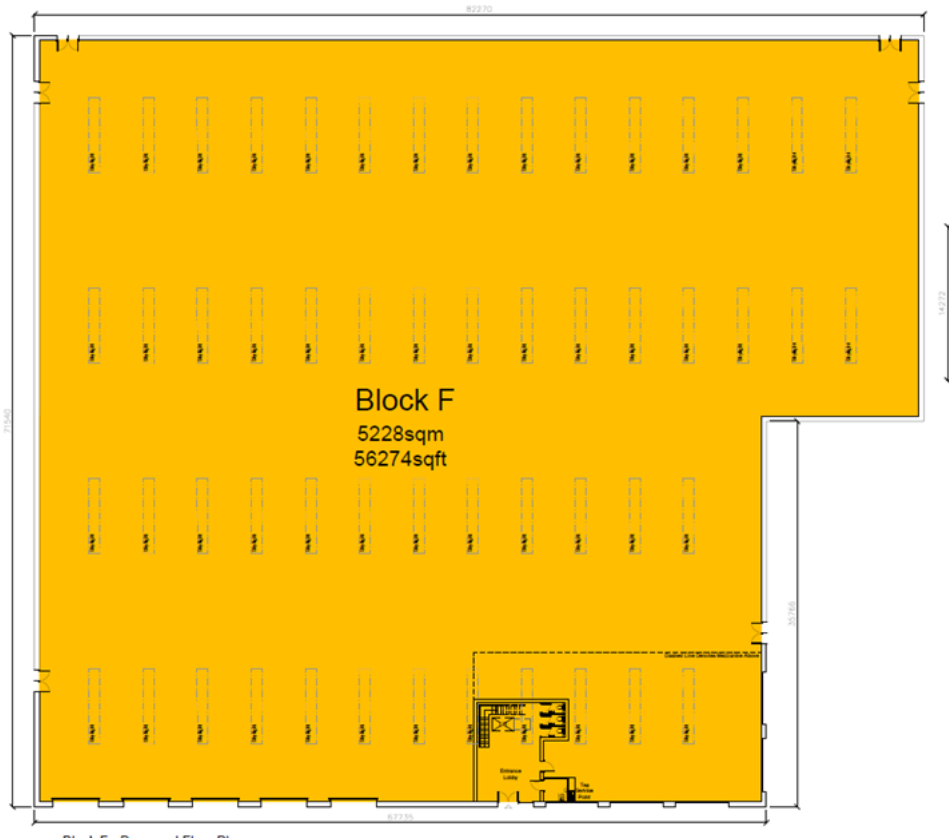


Block E - Proposed Floor Plan - 1.500 sqft



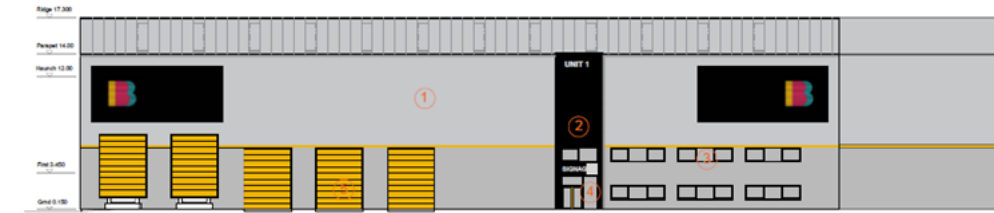
Block E - Proposed Mezzanine Floor Plan - 1.200 sqft

Proposed Floor Plans Block F

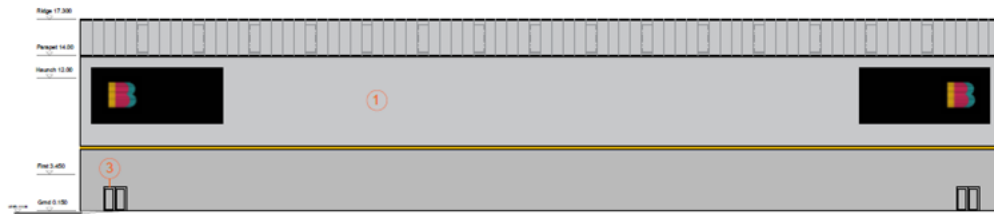


Block F - Proposed Mezzanine Floor Plan

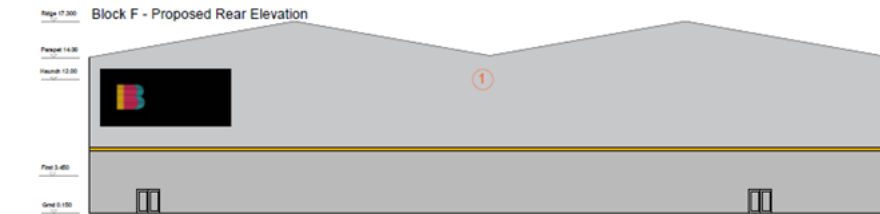
Proposed Elevations Block F



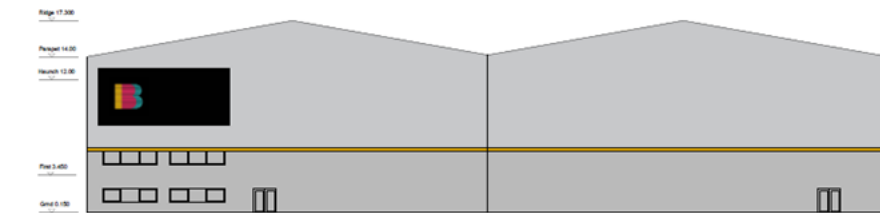
Block F - Proposed Front Elevation



Block F - Proposed Rear Elevation

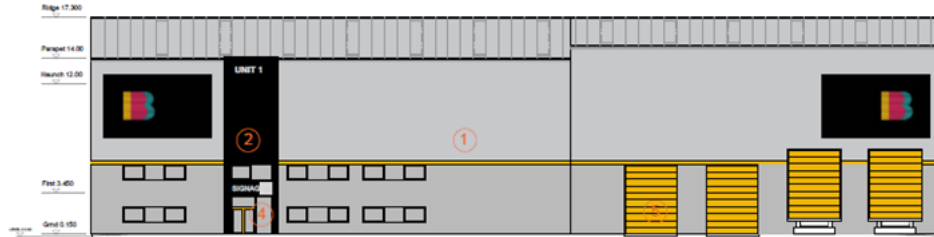


Block F - Proposed Side Elevation

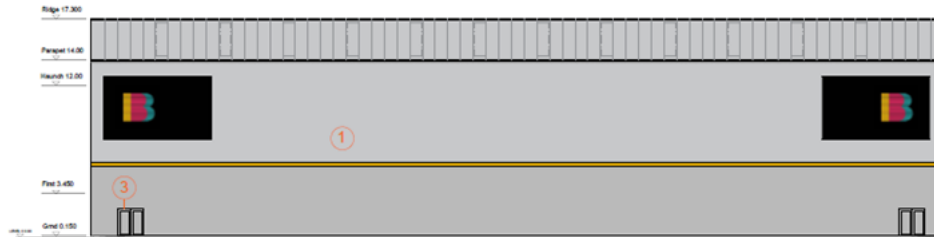


Block F - Proposed Rear Side Elevation

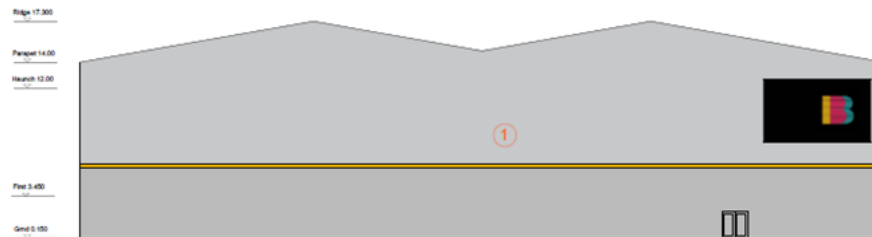
Proposed Elevations Block G



Block G - Proposed Front Elevation

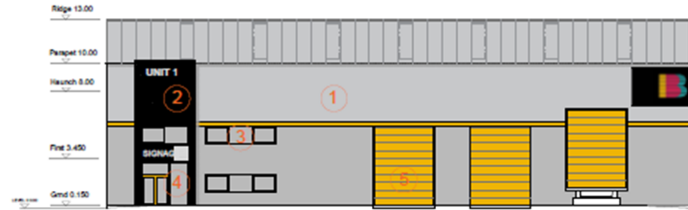


Block G - Proposed Rear Elevation

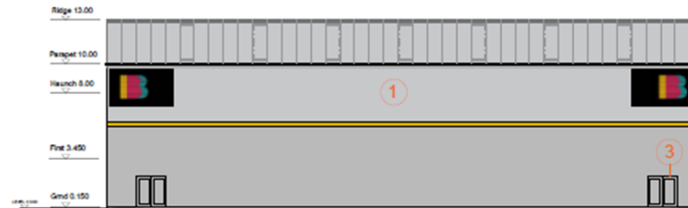


Block G - Proposed Side Elevation

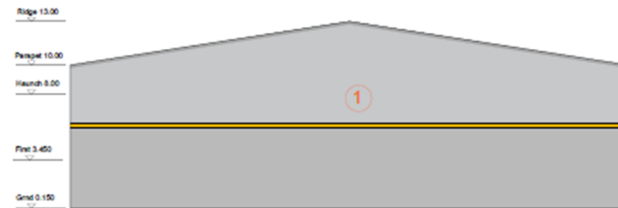
Proposed Elevations Block H



Block H - Proposed Front Elevation

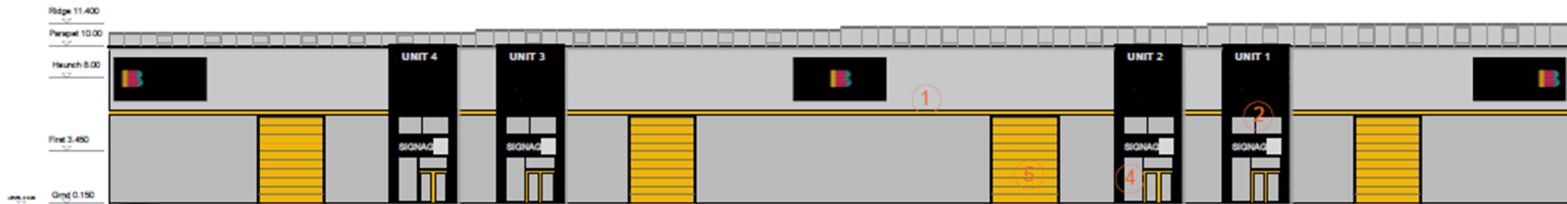


Block H - Proposed Rear Elevation

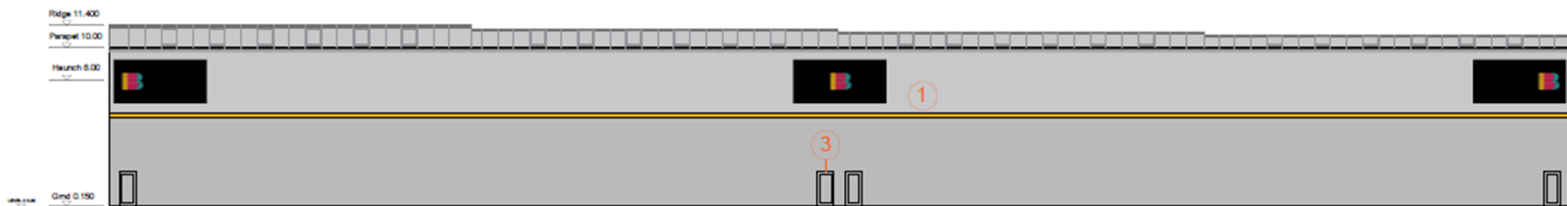


Block H - Proposed Side Elevation

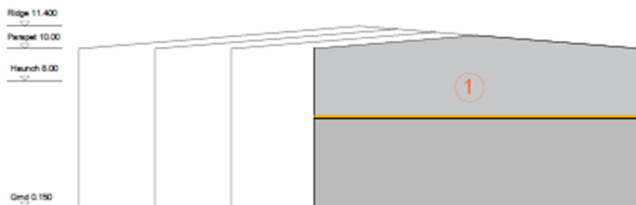
Proposed Elevations Block I



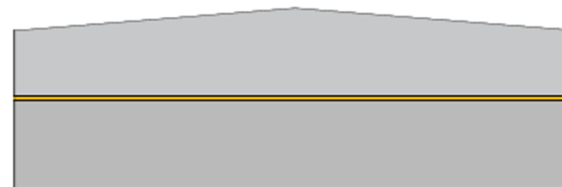
Block I - Proposed Front Elevation



Block I - Proposed Rear Elevation

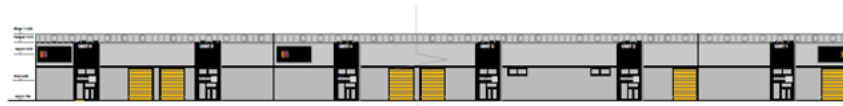


Block I - Proposed Side Elevation



Block I - Proposed Side Elevation

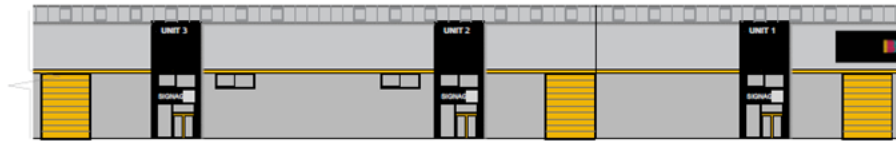
Proposed Elevations Block J



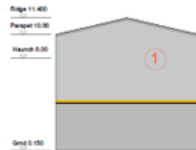
Block J - Proposed Front Elevation- 1:300@A1



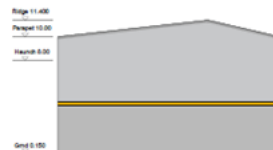
Block J - Proposed Front Elevation



Block J - Proposed Front Elevation

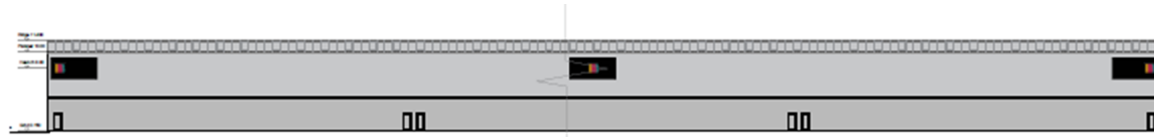


Block J - Proposed Side Elevation

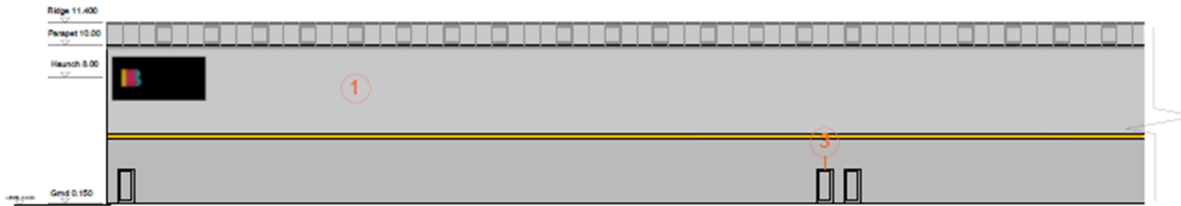


Block J - Proposed Side Elevation

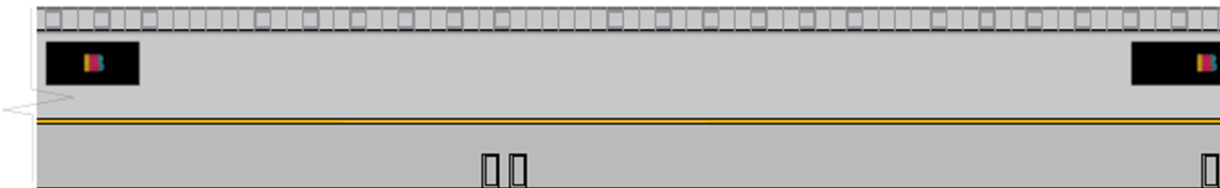
Proposed Elevations Block J



Block J - Proposed Front Elevation- 1:300@A1



Block J - Proposed Rear Elevation



Block J - Proposed Rear Elevation

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ITEM 3a - 21/00439/FULMAJ – Botany Bay, Canal Mill, Botany Bay, Chorley

The recommendation remains as per the original report

The following conditions are recommended, subject to further agreement with Chair and Vice Chair in relation to the final approved plans lists:

No.	Condition																											
1.	<p>The proposed development of Blocks C to J; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26 must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>																											
2.	<p>The development hereby permitted shall be carried out in accordance with the approved plans below:</p> <table border="1" data-bbox="333 893 1297 1182"> <thead> <tr> <th data-bbox="339 902 743 934">Title</th> <th data-bbox="743 902 1059 934">Plan Ref</th> <th data-bbox="1059 902 1297 934">Received On</th> </tr> </thead> <tbody> <tr> <td data-bbox="339 934 743 965">TBC</td> <td data-bbox="743 934 1059 965"></td> <td data-bbox="1059 934 1297 965"></td> </tr> <tr> <td data-bbox="339 965 743 996"></td> <td data-bbox="743 965 1059 996"></td> <td data-bbox="1059 965 1297 996"></td> </tr> <tr> <td data-bbox="339 996 743 1028"></td> <td data-bbox="743 996 1059 1028"></td> <td data-bbox="1059 996 1297 1028"></td> </tr> <tr> <td data-bbox="339 1028 743 1059"></td> <td data-bbox="743 1028 1059 1059"></td> <td data-bbox="1059 1028 1297 1059"></td> </tr> <tr> <td data-bbox="339 1059 743 1090"></td> <td data-bbox="743 1059 1059 1090"></td> <td data-bbox="1059 1059 1297 1090"></td> </tr> <tr> <td data-bbox="339 1090 743 1122"></td> <td data-bbox="743 1090 1059 1122"></td> <td data-bbox="1059 1090 1297 1122"></td> </tr> <tr> <td data-bbox="339 1122 743 1153"></td> <td data-bbox="743 1122 1059 1153"></td> <td data-bbox="1059 1122 1297 1153"></td> </tr> <tr> <td data-bbox="339 1153 743 1184"></td> <td data-bbox="743 1153 1059 1184"></td> <td data-bbox="1059 1153 1297 1184"></td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Plan Ref	Received On	TBC																							
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3.	<p>An application for approval of the reserved matters (namely the appearance, layout, scale and landscaping for Block A (181 sqm) and Block B (484 sqm) and related access, car parking, circulation and landscaping) must be made to the Council before the expiration of three years from the date of this permission and the development of Block A and Block B and related access, car parking, circulation and landscaping hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>																											
4.	<p>The approved means of access to Block A and Block B hereby permitted shall be carried out in accordance with the following approved plans:</p> <table border="1" data-bbox="333 1704 1297 1993"> <thead> <tr> <th data-bbox="339 1713 743 1744">Title</th> <th data-bbox="743 1713 1059 1744">Plan Ref</th> <th data-bbox="1059 1713 1297 1744">Received On</th> </tr> </thead> <tbody> <tr> <td data-bbox="339 1744 743 1776">TBC</td> <td data-bbox="743 1744 1059 1776"></td> <td data-bbox="1059 1744 1297 1776"></td> </tr> <tr> <td data-bbox="339 1776 743 1807"></td> <td data-bbox="743 1776 1059 1807"></td> <td data-bbox="1059 1776 1297 1807"></td> </tr> <tr> <td data-bbox="339 1807 743 1839"></td> <td data-bbox="743 1807 1059 1839"></td> <td data-bbox="1059 1807 1297 1839"></td> </tr> <tr> <td data-bbox="339 1839 743 1870"></td> <td data-bbox="743 1839 1059 1870"></td> <td data-bbox="1059 1839 1297 1870"></td> </tr> <tr> <td data-bbox="339 1870 743 1901"></td> <td data-bbox="743 1870 1059 1901"></td> <td data-bbox="1059 1870 1297 1901"></td> </tr> <tr> <td data-bbox="339 1901 743 1933"></td> <td data-bbox="743 1901 1059 1933"></td> <td data-bbox="1059 1901 1297 1933"></td> </tr> <tr> <td data-bbox="339 1933 743 1964"></td> <td data-bbox="743 1933 1059 1964"></td> <td data-bbox="1059 1933 1297 1964"></td> </tr> <tr> <td data-bbox="339 1964 743 1995"></td> <td data-bbox="743 1964 1059 1995"></td> <td data-bbox="1059 1964 1297 1995"></td> </tr> </tbody> </table>	Title	Plan Ref	Received On	TBC																							
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	<i>Reason: For the avoidance of doubt and in the interests of proper planning</i>
5.	<p>Prior to the erection of the superstructure of any building hereby approved samples of the associated 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.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
6.	<p>Prior to the erection of the superstructure of any building hereby approved, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.</p> <p><i>Reason: To ensure a visually satisfactory form of development..</i></p>
7.	<p>Prior to the commencement of each phase, other than demolition, ground works and vegetation clearance, full details of the existing and proposed ground levels and proposed finished floor levels (all relative to ground levels adjoining the site) of all buildings in that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
8.	<p>No goods, plant or material shall be deposited or stored in the open or displayed for sale in the open on the site.</p> <p><i>Reason: In order to protect the amenities of the area, and to maintain adequate parking areas.</i></p>
9.	<p>No development shall take place (including demolition, ground works, vegetation clearance) until a scheme for offsetting biodiversity impacts to achieve net gain shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The proposed offsetting scheme shall:</p> <ul style="list-style-type: none"> a) be based on prevailing DEFRA guidance; b) comply with prevailing regulatory standards and policy requirements which are in force and applicable to this site; c) include details of the offset requirements of the development in accordance with the current DEFRA biodiversity metric; d) include the identification of a receptor site or sites; e) include the evidence of arrangements with the relevant landowner that secures the delivery of the offsetting scheme; f) include a management and monitoring plan (which shall include for the provision and maintenance of such offsetting measures); g) Timetable for implementation. <p><i>The biodiversity offsetting measures shall be carried out in accordance with the approved scheme and timetable.</i></p>
10.	<p>A detailed scheme for the landscaping of the development and its surroundings shall be submitted prior to the erection of any of the superstructures of the</p>

	<p>buildings hereby approved. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of 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; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><i>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</i></p>
<p>11.</p>	<p>No works to trees and shrubs or vegetation clearance shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.</p> <p><i>Reason: Nesting birds are a protected species.</i></p>
<p>12.</p>	<p>All works and ecological measures shall be carried out in accordance with the details contained in Construction Environmental Management Plan: Biodiversity by United Environmental Services Ltd dated 17th May 2022 (Ref UES03062/03) and submitted on 17 May 2022 unless otherwise agreed in writing with the local planning authority.</p> <p><i>Reason: To protect ecologically sensitive features during construction.</i></p>
<p>13.</p>	<p>The development hereby approved shall be carried out in full accordance with the details of on-site ecological enhancement and management and invasive species control contained in the Ecological Management Plan and Invasive Species Method Statement by United Environmental Services Ltd dated 17th May 2022 (Ref UES03062/04) and submitted on 17 May 2022 unless otherwise agreed in writing with the local planning authority.</p> <p><i>Reason: Due to the presence of invasive plant species and to ensure on-site ecological enhancements.</i></p>
<p>14.</p>	<p>Prior to any site clearance or soil stripping an Arboricultural Method Statement shall be submitted to and agreed in writing with the Local Planning Authority. This shall include details for the protection of all trees to be retained and details how construction works will be carried out within any Root Protection Areas of retained trees. The development shall only be carried out in accordance with the approved Arboricultural Method Statement. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the Root Protection Areas.</p> <p><i>Reason: To safeguard the trees to be retained.</i></p>
<p>15.</p>	<p>Prior to each phase of development approved by this planning permission, other</p>

	<p>than demolition, ground works and vegetation clearance, no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:</p> <ol style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> • all previous uses • potential contaminants associated with those uses • a conceptual model of the site indicating sources, pathways and receptors • potentially unacceptable risks arising from contamination at the site 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reasons</p> <ol style="list-style-type: none"> 1. To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. 2. To prevent deterioration of a water quality element to a lower status class in the underlying aquifer.
<p>16.</p>	<p>No development shall commence, other than demolition, ground works and vegetation clearance, until an Employment and Skills Plan that is tailored to the development and will set out the employment skills opportunities for the construction phase of the development has been submitted to and approved by the council as Local Planning Authority (unless otherwise agreed in writing by the council). The development shall be carried out in accordance with the Employment and Skills Plan (in the interests of delivering local employment and skills training opportunities in accordance with Core Strategy Policy 15: Skills and Economic Inclusion).</p> <p><i>Reason: In the interests of delivering local employment and skills training opportunities as per the Central Lancashire Core Strategy Policy 15: Skills and Economic Inclusion and the Central Lancashire Employment Skills Supplementary Planning Document September 2017. No Employment and Skills Plan was submitted with the application.</i></p>
<p>17.</p>	<p>The development permitted by this planning permission shall be carried out in accordance with the principles set out within the site-specific flood risk assessment and surface water drainage strategy (March 2022, Ref: 2945FRA, Integra Consulting Ltd).</p> <p>The measures shall be fully implemented prior to the first use of the development and in accordance with the timing / phasing arrangements embodied within the</p>

	<p>scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.</p> <p>Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.</p>
<p>18.</p>	<p>No development shall commence in any phase, other than demolition, ground works and vegetation clearance, until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority. The detailed surface water sustainable drainage strategy shall be based upon the site specific flood risk assessment and indicative surface water sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.</p> <p>The details of the drainage strategy to be submitted for approval shall include, as a minimum;</p> <ul style="list-style-type: none"> a) Sustainable drainage calculations for peak flow control and volume control (1 in 1, 1 in 30 and 1 in 100 year + 40% climate change event), with allowance for urban creep. b) Final sustainable drainage plans appropriately labelled to include, as a minimum: <ul style="list-style-type: none"> i. Site plan showing areas contributing to the drainage network, including surface water flows from outside the curtilage as necessary; ii. Sustainable drainage system layout showing all pipe and structure references, dimensions, design levels; iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate; iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems; v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL; vi. Details of proposals to collect and mitigate surface water runoff from the development boundary; vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components; c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365. d) Evidence of an assessment of the existing on-site culverted watercourse to be used as a discharge point to confirm that it is in sufficient condition and capacity to accept surface water runoff generated from the development. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required. <p>The sustainable drainage strategy shall be implemented in accordance with the approved details.</p> <p>Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.</p>
<p>19.</p>	<p>No development shall commence, other than demolition, ground works and</p>

	<p>vegetation clearance, until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the local planning authority.</p> <p>The details of the plan to be submitted for approval shall include for each phase, as a minimum:</p> <ul style="list-style-type: none"> a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site. b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance. <p>The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.</p> <p>Reasons: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.</p>
<p>20.</p>	<p>The commencement of use of the development shall not be permitted until a site specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The details of the manual to be submitted for approval shall include, as a minimum:</p> <ul style="list-style-type: none"> a) A timetable for its implementation; b) Details of SuDS components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component; c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity; e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life; f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and g) Means of access for maintenance and easements. <p>Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.</p> <p>Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.</p>
<p>21.</p>	<p>The commencement of use of the development shall not be permitted until a site specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.</p>

	<p>The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.</p> <p>Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.</p>
<p>22.</p>	<p>Notwithstanding the plans hereby approved, details of the proposed eastern boundary treatment (including foundations, height, specification and materials) and landscape buffer zone shall first have been submitted to and agreed in writing by the Local Planning Authority. The details shall include cross sections clearly showing the relationship between the canal corridor, boundary fencing, existing hedge, proposed depth of the landscaping buffer and access road. The details shall be carried out in full accordance with the agreed details.</p> <p>Reason: To ensure that the external appearance of the development is satisfactory. The boundaries adjacent to waterside developments should provide an attractive façade and poor design can affect how the waterway is perceived.</p>
<p>23.</p>	<p>No development (including any site clearance) shall take place within 15m of the edge of the canal until a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out adjacent to the canal has been submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate how the buildings, landscaping, level changes, access roads, boundary fencing, paths and supporting infrastructure would be carried out whilst protecting the structural integrity of the canal. The details shall also include accurate cross sections showing the works relative to the canal corridor. In addition to this demonstrate how any additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure. The details shall also set out how any proposed earthmoving and excavation works required in connection with the development activities would be carried out and managed to protect the canal and its users. The development shall be carried out in strict accordance with the agreed details.</p> <p>Reason: Excavation, earth removal and construction works have the potential to adversely impact on the integrity of the waterway infrastructure.</p>
<p>24.</p>	<p>No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. The programme of archaeological work shall comprise two elements:</p> <ul style="list-style-type: none"> i) The creation of a photographic record of the buildings at Canal Mill. This work should be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance set out in 'Understanding Historic Buildings' (Historic England 2016). ii) The archaeological strip, map and recording of the sites of the ancillary mill buildings at Canal Mill. <p>This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists (www.archaeologists.net). The</p>

	<p>development shall be carried out in accordance with these agreed details.</p> <p>Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.</p>
<p>25.</p>	<p>Prior to the commencement of development, other than demolition, ground works and vegetation clearance, a scheme for the phasing of the development and triggers for the delivery and completion of all individual traffic mitigation measures, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority and National Highways. The development shall be implemented wholly in accordance with the submitted and approved phasing plan unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Reason: To ensure that both the local and strategic highway networks continue to fulfil their purpose whilst, maintaining the safety for all users and to secure the proper development of the site in an orderly manner.</p>
<p>26.</p>	<p>No phase of the development hereby approved shall be commenced, other than demolition, ground works and vegetation clearance, until the full design details of the traffic mitigation schemes relevant to that phase, as identified in the approved phasing strategy, have been submitted to and approved in writing by the Local Planning Authority in consultation with Lancashire County Council and National Highways, unless otherwise agreed in writing with the Local Planning Authority</p> <p>The details to be submitted for each of the individual traffic mitigation measures shall include:</p> <p><u>M61 Junction 8</u></p> <ul style="list-style-type: none"> - Signal optimisation (MOVA) is required with review as part of the s278 works and also at agreed trigger points - Queue detectors on links - Modernisation and performance upgrade of signal equipment and controller - Technology to link associated signals both upstream and down stream - CCTV to monitor operation <p><u>A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor</u></p> <ul style="list-style-type: none"> - LCC highways require for signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points (in line with development phasing) and white lining scheme (including Moss Lane junction) - Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme expected to include the following: <ul style="list-style-type: none"> • Speed review along length (currently 40mph) • Review and update existing TRO's • Road marking review and refresh in vicinity of Great Knowley • Speed Indicator Device (SPID) on the approach from the north • Gateway on approach to Great Knowley from north including white lining, roundells and possible carriageway narrowing (links to road marking review) • Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn) <p><u>A674 Blackburn Road / B6229 Moss Lane priority junction</u></p> <p>Provision of a simple scheme of measures to be delivered on this alternative route on the B5229 Moss Lane corridor to address impacts to best manage the future network. The scheme expected to include the following:</p> <ul style="list-style-type: none"> - Review of signing onto the corridor with its 7.5t weight restriction. - Consider influencing driver behaviours by changing the carriageway treatment

on the B6229 at either end such as:

- road marking including bar markings, or narrowing's
- different surface colour at junctions,
- raised tables.

A674 Blackburn Road / Proposed Commercial / Site Access roundabout

- Details of Modified kerblines to maintain lane discipline for circulating HGV's having regard to wingmirrors, (whole roundabout to satisfy standards) as per Drawing TPMA1498-109 Rev C.
- Details of Extended 2 lane flare from the southwest (M61) to form a 2 lane approach for a distance that can accommodate a minimum 2 HGV's (in each lane) i.e. circa 40m. (This phase is a lesser requirement for the 2 lane flare than the previous retail application, its need/delivery will be based on future modelling and observations).

A674 Blackburn Road between M61 J8 and the site

A scheme to ensure parking does not take place on this section of road and

A6 / A674 signalised roundabout (Hartwood Hall roundabout)

- Technology to link associated signals both upstream and down stream
- Signal equipment to be updated and controller
- Queue detectors on Maple Gove, Drumhead Road and 'Keep Clear' road marking on Millennium Way A674
- Queue detector on Hazel Grove
- Signal optimisation / MOVA update (and further reviews in line with changes whether to flow or infrastructure)
- Traffic signs and road markings review
- Bus priority review
- Emergency service hurry call (Fire service and Hospital)
- CCTV to monitor operation

A6 / Euxton Lane signalised roundabout (Hospital roundabout)

- Technology to link associated signals both upstream and down stream
- Signal optimisation / MOVA review and update (and further reviews in line with changes whether to flow or infrastructure)
- Signal equipment review and updated including controller
- Review Queue detector locations and make necessary changes
- Traffic signs and road markings review including TRO's, make necessary changes
- Bus priority review
- Emergency service hurry call (Fire service and Hospital)
- CCTV to monitor operation
- Widening – on the southbound approach from the north
- Traffic island to separate straight on from right turning traffic (north to south & west)
- Re-profile the central island to facilitate movement
- Signal optimisation / MOVA further review(s) in line with other changes
- Final MOVA review and optimisation on substantial completion of development build

Euxton Lane / Hospital Access signal controlled junction

- Technology to link associated signals both upstream and down stream
- Signal optimisation / MOVA review

New Strawberry Fields Signalised junction on Euxton Lane

- Technology to link associated signals both upstream and down stream

	<p><u>Other Measures and sustainability provision</u></p> <ul style="list-style-type: none"> • Signing and road marking review and update • Bus priority review • TRO review • Upgrading of bus provision on Blackburn Road • Foot/cycle way provision on A674 between the employment access and M61 J8 including removing of verge, crash barrier changes <p>Reason: In the interests of safety and sustainable transport.</p>
<p>27.</p>	<p>The approved traffic mitigation measures shall be delivered in accordance with the approved phasing strategy, trigger points and details.</p> <p>Reason: To ensure that both the local and strategic highway networks continue to fulfil their purposes whilst maintaining the safety for all users and in the interests of safety and sustainable transport.</p>
<p>28.</p>	<p>The operation of the M61 Junction 8, post implementation of the improvement scheme, if this occurs before other mitigation measures, shall be monitored with particular regard to queue interaction with the adjacent local road network and queue lengths on slip roads throughout the period of monitoring on the local road network to inform the need and scope for intervention.</p> <p>Reason: to ensure the safe operation of the Strategic Road Network.</p>
<p>29.</p>	<p>No part of the development hereby approved shall be commenced, other than demolition, ground works and vegetation clearance, until the full design details of the traffic mitigation schemes at M61 Junction 8 and the A6 / A674 Hartwood junction, as shown in outline in Curtins drawing reference TPMA1498-108 Revision B, Curtins drawing reference TPMA1498-111 Revision B and WSP drawing reference 70046945 Revision P01, have been submitted to and approved in writing by the local planning authority in consultation with National Highways and Lancashire County Council.</p> <p>The details to be submitted shall include:</p> <ul style="list-style-type: none"> - Final details of how the schemes interface with the existing highway alignment. - Full carriageway surfacing and carriageway marking details. - Full construction details. - Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards). - An independent Stage 1 & Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes. - A walking, cycling and horse-riding assessment in accordance with GG142 of the Design manual for Roads and Bridges. <p>No part of the development hereby approved shall be occupied until the approved traffic mitigation schemes have been constructed and completed in accordance with the approved details.</p> <p>Reason: to ensure the safe operation of the Strategic Road Network.</p>
<p>30.</p>	<p>No development shall take place, other than demolition, ground works and vegetation clearance, until:</p> <p>(a) A plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected along the northern boundary of the development site (or at least one metre from any part of the existing motorway fence where the boundary lies within one metre of this) has been submitted to and agreed in writing by the local planning authority in</p>

	<p>consultation with National Highways; and (b) The fence approved by part (a) of this condition has been erected in accordance with the agreed details.</p> <p>Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition.</p> <p>Reason: To protect highway land from construction activities and to prevent any access between the site and strategic road network for safety reasons. This needs to be a pre-commencement condition as it deals with safeguards associated with both the construction phase and use of the development.</p>
<p>31.</p>	<p>Prior to the commencement of any development hereby approved, other than demolition, ground works and vegetation clearance, a CCTV drainage survey of the drainage culvert passing under the M61 motorway into which the surface water arising from the development is to outfall into (including upstream connections) shall be undertaken in accordance with the requirements of CS551 of the design manual for Roads and Bridges and the results shared with National Highways.</p> <p>Reason: To ensure that the condition of the motorway culvert is recorded prior to the start of start of construction operations and to verify that it is fulfilling the purpose for which it was designed to operate.</p>
<p>32.</p>	<p>No part of the development hereby approved shall be brought into use unless and until a CCTV drainage survey of the drainage culvert passing under the M61 motorway into which the surface water arising from the development is to outfall into (including upstream connections to be agreed with National Highways) has been undertaken in accordance with the requirements of CS551 'Drainage Surveys' of the Design Manual for Roads and Bridges, the results of the CCTV drainage survey shared with National Highways and any damage to the motorway drainage culvert and upstream connection(s) noted from the CCTV drainage survey by National Highways in comparison with the CCTV drainage survey undertaken in Condition 8 rectified by the site owner to the satisfaction of National Highways in accordance with appropriate standards.</p> <p>Reason: To ensure that the condition of the motorway culvert is recorded after completion of site construction works and to verify that it continues to fulfil the purpose for which it was designed to operate and has not been damaged as a result of the development construction operations.</p>
<p>33.</p>	<p>No development shall commence, other than demolition, ground works and vegetation clearance, unless and until full constructional details of the building foundations, earthworks and retaining structures to be utilised have been agreed with National Highways in consultation with the local planning authority in accordance with standard CD622 'Managing Geotechnical Risk' and any relevant structures subject to Technical Approval from National Highways in accordance with the requirements of standard CG300 'Technical Approval of Highway Structures' of the Design Manual for Roads and Bridges.</p> <p>Reason: in the interests of maintaining the safety and integrity of the M61 motorway.</p>
<p>34.</p>	<p>No development shall commence, other than demolition, ground works and vegetation clearance, unless and until a system for vibration monitoring in connection with the construction of building foundations and earthworks associated with this development and which accords with the requirements of BS5228 Part 2 (or any successor National Highways Planning Response (NHPR 21-09) September 2021 standard) has been submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways and thereafter</p>

	<p>implemented on site for the duration of building foundation, construction and earthworks operations.</p> <p>Reason: To ensure that the integrity of the asset for which National highways is responsible motorway is protected for the duration of site construction works.</p>
35.	<p>No development hereby approved shall commence, other than demolition, ground works and vegetation clearance, unless and until an assessment of the site boundary with the M61 motorway has been undertaken by the applicant in relation to the completed development under the Roads Restraint Risk Assessment process and the findings submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways; thereafter any resulting safety barrier work requirement on the M61 motorway agreed with National Highways and implemented at the applicant's expense in accordance with CD377 'Requirements for Road Restraint Systems'. of the Design Manual for Roads and Bridges.</p> <p>Reason: In the interests of safety.</p>
36.	<p>Prior to the commencement of the development hereby approved, other than demolition, ground works and vegetation clearance, a sustainable surface water drainage scheme in accordance with the principles shown within drawings reference 31913-SUT-ZZ-XX-DR-C-621-0001 P03 and 31913-SUT-ZZ-XX-DR-C-610-0001 shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways.</p> <p>Reason: in the interests of maintaining the safety and integrity of the M61 motorway.</p>
37.	<p>No drainage from the proposed development hereby approved shall connect into the motorway drainage system, nor shall any drainage from these sites run-off onto the M61 motorway.</p> <p>Reason: In the interests of safety and maintaining the integrity of the M61 motorway.</p>
38.	<p>No development hereby approved shall commence, other than demolition, ground works and vegetation clearance, until a detailed construction plan working method statement relating to site development earthworks and drainage alongside the motorway has been submitted to and accepted by National Highways in consultation with the Local Planning Authority.</p> <p>Reason: In the interests of safety and maintaining the integrity of the M61 motorway.</p>
39.	<p>No phase of development shall take place, until a Construction Management Plan for that has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ol style="list-style-type: none"> 1. vehicle routing and the parking of vehicles of site operatives and visitors; 2. hours of operation (including deliveries) during construction; 3. loading and unloading of plant and materials; 4. storage of plant and materials used in constructing the development; 5. siting of cabins, site compounds and material storage area; 6. the erection of security hoarding where appropriate; 7. wheel washing facilities that shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. Coordinating with the highway authority under adverse weather conditions (rain, snow or icy); 8. measures to mechanically sweep the roads adjacent to the site as required

	<p>during the full construction period; 9. measures to control the emission of dust and dirt during construction; 10. a scheme for recycling/disposing of waste resulting from demolition and construction works; and 11. Measures to protect all watercourses within and adjacent to the site during the construction phase and to prevent building materials or surface water run-off entering the watercourses.</p> <p>Reason: In the interests of highway safety at all times of year, to protect the amenities of the nearby residents and to ensure that existing watercourses are protected during the construction phase.</p>
<p>40.</p>	<p>Full details of the provision of electric charging points to serve a particular phase of the development shall be submitted to and approved by the Local Planning Authority and the charging points installed and operational before the occupation of the building/s within that phase. The submitted details shall also include details of conduit to be installed at the time of construction to allow the installation of further charging points in the future. The parking bay shall be appropriately marked to ensure sole use by electric vehicles and adequate charging infrastructure with associated cabling provided for the designated parking bay. The charging point shall be located so that a 3m cable will readily reach the vehicle to be charged when parked in the designated parking bay. The charging points shall be retained and maintained thereafter.</p> <p>Reason: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy.</p>
<p>41.</p>	<p>Full construction details of the diverted Public Right of Way (PRoW) 9-2-FP 26 shall be submitted to the Local Planning Authority and approved in writing prior to any footpath diversion works commencing. Such details shall ensure that the footpath is fit for purpose, attractive to users and remains so when development is in operation and that it can be used by all, in all-weather conditions and all times of year. The footpath shall be been constructed in accordance with the approved details prior to</p> <p>Reason: to ensure pedestrian access is maintained and support sustainable transport.</p>
<p>42.</p>	<p>Prior to the first occupation of any phase of the development hereby permitted, a Full Travel Plan for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. The Travel Plan to include</p> <ul style="list-style-type: none"> • Contact details of a named Travel Plan Co-ordinator • Results from travel survey • Details of existing cycling, pedestrian and public transport infrastructure • Details of the provision of cycle parking • Objectives • SMART Targets for non-car modes of travel, taking into account the baseline data from the survey • Action plan of measures to be introduced, and appropriate funding • Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years • Surveys to capture any employees that park on street. • Mechanism and penalties/consequences to both employee and business for those that choose to park on the public highway. <p>The approved plan(s) will be audited and updated at intervals as approved and the approved plan(s) be carried out. All elements of the Full Travel Plan shall continue to be implemented at all times thereafter for a minimum of 5 years after completion of the development.</p>

	Reason: To ensure that the development provides sustainable transport options.
43.	<p>Prior to the commencement of development, other than demolition, ground works and vegetation clearance, details of pedestrian crossing provision, a right turn storage pocket and access on approach to Block A along the spine road shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of Block A.</p> <p>Reason: In the interests of highway safety.</p>
44.	<p>Covered cycle storage facilities shall be provided in accordance with a scheme to be submitted to the Local Planning Authority prior to the first occupation of each unit hereby approved. The approved cycle storage facilities shall be provided before that unit is first occupied and shall be permanently maintained thereafter.</p> <p>Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.</p>
45.	<p>The private car parking provision for each building shall be marked out in accordance with the approved plans, before the use of that building hereby permitted first becomes operative, and permanently maintained thereafter.</p> <p>Reason: To allow for the effective use of the parking areas.</p>
46.	<p>Prior to the occupation of any building hereby approved the roundabout junction access on the A674 shall be modified and improved as set out in Drawing TPMA1498-109 Rev C (provided to LCC Highways via email on 28th Feb 2022). The proposed improvement to the roundabout includes an overrun area, with which two simultaneous movements of HGVs can be accommodated.</p> <p>Reason: To satisfy lane discipline for all vehicles including HGV's to and from the proposed development in the interests of highway safety.</p>
47.	<p>The emergency access to the south of the site from Blackburn Brow shall be kept clear and made available at all times.</p> <p>Reason: It is critical that the route for emergency vehicles from the south from the adopted highway through the site is kept clear at all times.</p>
48.	<p>The existing access to Blackburn Brow to the south of the site shall be maintained for non-motorised users, other than required to facilitate named phases of construction, and a scheme of access improvements for pedestrian and cycle provision to provide non-vehicular connectivity between the site and Blackburn Brow shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of development. The approved scheme shall be implemented in full prior to the occupation of any building hereby approved.</p> <p>Reason: To ensure that the development provides sustainable transport options.</p>
49.	<p>The building identified as Block A hereby approved shall be used for Class E(b) uses and for hot food takeaway purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).</p> <p>Reason: To define the development and to protect the amenity of neighbouring occupiers.</p>
50.	The building identified as Block B hereby approved shall be used for Class E use

	<p>purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).</p> <p>Reason: To define the development and to protect the amenity of neighbouring occupiers.</p>
<p>51.</p>	<p>The buildings identified as Blocks C to J hereby approved shall be used for Class B2, B8 and E(g) use purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).</p> <p>Reason: To define the development and to protect the amenity of neighbouring occupiers.</p>

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APPLICATION REPORT – 22/00266/FUL

Validation Date: 30 March 2022

Ward: Coppull

Type of Application: Full Planning

Proposal: Erection of 4no. dwellings following demolition of existing dwelling and outbuildings

Location: 122 Chapel Lane Coppull Chorley PR7 4PN

Case Officer: Mr Iain Crossland

Applicant: Mr A Banks, AB Developments & Construction Ltd

Agent: Mr Andrew Chapman, Synergy Design Concepts Ltd

Consultation expiry: 9 June 2022

Decision due by: 25 May 2022

RECOMMENDATION

1. It is recommended that planning permission is granted subject to conditions and a S106 agreement.

SITE DESCRIPTION

2. The application site is located in the settlement area of Coppull and forms a corner plot between Lancaster Street and Chapel Lane. It is occupied by a bungalow of traditional design and two outbuildings set within a particularly sizeable garden curtilage. The locality is predominantly residential in nature with a mixture of design styles and era's in evidence. There are currently two vehicular access points from Chapel Lane into the site, whilst there is also access from Lancaster Street. There is a change in levels across the site with the land sloping from Chapel Lane down towards Hurst Brook.
3. It is noted that outline planning permission for four dwellings was granted approved in July 2017, but that this permission has since lapsed.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. This application seeks full planning permission for the erection of four dwellings following the demolition of the existing dwelling and outbuildings. The proposed dwellings would be of a traditional form with contemporary features and would include attached garages and driveway parking to the frontages with garden areas to the front and rear. Three of the dwellings would face onto Chapel Lane, whilst one dwelling would face onto Lancaster Street.

REPRESENTATIONS

5. Representations in objection have been received from no.10 individuals raising the following issues:
 - Impact on highway safety and existing highway concerns
 - Loss of privacy

- Loss of outlook
- Loss of light and overshadowing
- Impact on surface water drainage
- Out of character with surrounding development
- Overdevelopment of the site
- The site is only suitable for one dwelling

CONSULTATIONS

6. Coppull Parish Council: have commented that The proposed development appears to be excessive for the site. In particular, plots 2 and 3 appear to be overdevelopment that would result in insufficient "garden" area that is not covered by either buildings or hard surfacing. In addition, the construction of 3-storey dwellings on an already elevated site raises concerns over a loss of privacy for the neighbouring properties.
7. Greater Manchester Ecology Unit: Have no objection subject to conditions.
8. Waste & Contaminated Land: Have no comments to make.
9. Lancashire County Council Highway Services: Have no objection subject to conditions.
10. United Utilities: Have no objection subject to condition.

PLANNING CONSIDERATIONS

Principle of development

11. The National Planning Policy Framework (The Framework) states that housing applications should be considered in the context of the presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay. One of the core principles of the Framework is that development should be focussed in locations that are sustainable. The site is located in a sustainable location with access to public transport and local amenities such as shops, schools, community centre facilities, churches, sports and leisure facilities, employment sites and public houses, and the means to access other nearby amenities relatively easily.
12. Policy 1(d) of the Central Lancashire Core Strategy states that some growth and investment will be encouraged in Urban Local Service Centres to help meet housing and employment needs. Coppull is identified as one of the Urban Local Service Centres and therefore the proposed development is in line with this policy.
13. The current use of the site is as a dwellinghouse and associated garden and outbuildings. As such the development of the site should be considered in relation to policy HS3 of the Chorley Local Plan 2012 – 2026. This states that development within private residential gardens on sites not allocated for housing will only be permitted for:
 - (a) *appropriately designed and located replacement dwellings where there is no more than one for one replacement.*
 - (b) *the conversion and extension of domestic buildings.*
 - (c) *infill development on gardens which is classified as the filling of a small gap in an otherwise built up street frontage which is typically a gap which could be filled by one or possibly two houses of a type in keeping with the character of the street frontage.*
14. The proposed development does not specifically comply with criteria (a) or (b) due to the nature of what is proposed. With regards to criteria (c), the site does form a gap in the pattern of development along Chapel Lane and at the eastern end of Lancaster Street, and is within a built up area of urban character, comprising residential housing estates and more traditional linear development. The application site includes an unusually large garden area, the appearance of which is somewhat anomalous in the context of the present surroundings. As such it represents an opportunity for infill development within the settlement.

15. Paragraph 5.27 of the preamble to Policy HS3 states that when assessing applications for garden sites the Council will also have regard to the relationship of development with surrounding character in terms of density, siting, layout, massing, scale, design, materials building to plot ratio and landscaping. The preamble also states that the Council will have regard to sustainability issues such as access to public transport, school, businesses and local services and facilities.
16. It is noted that there are a range of dwelling types and styles in the locality from different time periods, including detached, semi-detached and terraced housing in characterful traditional forms and of more simple modern designs. There is also a range of housing densities in evidence, although a lower density suburban form has become prevalent. The proposed development comprises 4no. detached dwellings of traditional form with some contemporary features. The layout is such that it reflects the siting and scale of other properties along Chapel Lane and Lancaster Street with three facing onto Chapel Lane and one facing onto Lancaster Street. This would respect the current street patterns and would be a logical response in the context of the area. Whilst the scale of the proposed dwellings would be slightly taller than those nearest to the site they would not appear discordant given the changes in levels along Chapel Lane and given the range of dwellings types around the site. At a density of 20 dwellings per hectare the density of the proposed scheme would be low and consistent with the character of the area, whilst the dwelling to plot ratio would provide larger garden areas than some other nearby properties and is largely reflective of local character. At present the site has an unusually large garden, which is not reflective of local character, and its preservation would be of no particular value to the distinctiveness of the area. On this basis the proposed development would not be harmful to the character of the area.
17. Policy HS3 includes the additional sustainability criteria detailed above, and in terms of this issue there are factors which weigh in favour of the proposal. The site is located in the settlement area of Coppull with a good level of accessibility to shops, schools and other services and amenities, public transport and local employment opportunities as set out above.
18. The proposed development would not be contrary to the objectives that policy HS3 has been designed to achieve, which has been accepted under the approval of the previous outline planning permission 17/00529/OUT. On this basis the principle of the development is considered to be acceptable, subject to other material planning considerations.

Impact on character and appearance of the locality

19. The proposed development comprises four dwellings to be located on the site and garden of no.122 Chapel Lane following the demolition of the existing dwelling and outbuildings. The proposed site plan identifies that the dwellings would be arranged and positioned so that there would be one detached dwelling facing Lancaster Street and three detached dwellings facing Chapel Lane, each with individual vehicular access to the highway. This would be reflective of the current pattern of development in the area and it is considered that this would have a positive impact in terms of creating an active street frontage and contributing to the character of the area.
20. The existing dwelling on the site is a bungalow of traditional design style faced in white render, with an unusually large garden. The dwelling and garden are not consistent with other properties in the area, which has evolved over the years to include significant number of detached and semi-detached dwellings of modern design style. The associated outbuildings are functional in appearance and of no architectural merit.
21. The proposed dwellings would be of a traditional form with some contemporary features. They would be slightly taller than those nearest to the site, however, they would not appear discordant given the changes in levels along Chapel Lane and given the range of dwellings types around the site. At a density of 20 dwellings per hectare the density of the proposed scheme would be low and consistent with the character of the area, whilst the dwelling to plot ratio would provide larger garden areas than some other nearby properties and is largely reflective of local character.

22. The proposed dwellings would add to the mixture of design styles in the locality, whilst the use of appropriate materials would help to generate some consistency in relation to local character. No landscaping or boundary scheme is included at this stage, however, this would form an important component as regards the details of the eventual appearance of the development. Overall, it is considered that the proposed development would have no severely detrimental impact on the character of the area.

Impact on neighbour amenity

23. The application site is bound by dwellings to the south and west. The dwelling to the west at no.56 Lancaster Street is immediately adjacent to the site and the dwelling at plot 1 would be positioned immediately adjacent to and in line with no.56 Lancaster Street. As such it would not be particularly visible from any windows to habitable rooms at this dwelling and would occupy a similar position to an outbuilding in this position. It is noted that there is a small conservatory attached to the rear of no.56 Lancaster Street. The dwelling proposed at plot 1 would have some impact on light in relation to this conservatory, particularly in the mornings. However, given the current impact of the existing outbuilding and the position to the east it is not considered that the impact would be unacceptably harmful.
24. Dwellinghouses at nos. 1 to 6 Hurst Brook bound the site to the south. These already face the domestic garden to no.122 Chapel Lane. The dwelling at plot 1 would be located some 16m from the garden boundary with 6 Hurst Brook and approximately 25m from the property itself. As such there would be an acceptable relationship in line with the Council's interface guidelines.
25. Plot 4 would have a side elevation facing the rear of nos.2, 3 and 4 Hurst Brook, and would share a garden boundary with numbers nos.1 to 5 Hurst Brook. The dwelling at 1 Hurst Brook would not directly face the side of the dwelling at plot 4 although it would be visible from within the garden and property. The impact on outlook in relation to this dwelling would not be unacceptably adverse and would retain a good degree of openness.
26. The proposed dwelling at plot 4 would be positioned approximately 12m to the north of the dwelling at no.2 Hurst Brook at its closest point and 6m from the garden and would be positioned at a higher land level. Although there would be no impact on direct light due to the relative positioning there would be some impact on outlook as the property would be visible, particularly given the difference in land level with plot 4 positioned at a relatively higher level. Views would be towards the front of the dwelling, which includes a side element that is lower in height and set back from the front. This reduces the massing of the building and reduces any overbearing effect to an acceptable degree. Although it is recognised that the impact on outlook relative to the currently open garden area is clearly greater it is not considered to result in a harmful relationship by virtue of the degree of separation in spite of the difference in levels.
27. There would be no windows in the side elevation of the dwelling at plot 4 facing 2 Hurst Brook, however, it is noted that the retaining structure that would be created to the front and side to create a development platform would result in a raised driveway and parking area relative to the properties at Hurst Brook. It is considered that the inclusion of a solid form of boundary treatment along the edge of the retaining structure for its entire length would protect the privacy of the occupiers of Hurst Brook without compromising outlook to any greater extent than the proposed dwelling, and given the degree of separation from the properties and gardens at nos. 1 to 4 Hurst Brook would have no unacceptably detrimental impact on the outlook of the occupiers of these properties. It is recommended that appropriate boundary treatment be secured by condition.
28. The properties at nos.3 and 4 Hurst Brook have longer rear gardens than those at 1 and 2 and are, therefore, positioned further from the side elevation of the proposed dwelling at plot 4, although the proposed dwelling would be sited at a higher level. No.3 Hurst Brook would be located approximately 15m from the side elevation of plot 4 at its nearest point, and would have a garden boundary approximately 4m from the proposed dwelling. This is considered to be an adequate degree of separation such that there would be no unacceptable detrimental impact on outlook through overbearing. Again it is recognised that

the impact on outlook relative to the currently open garden area is clearly greater, however, it is not considered to result in a harmful relationship by virtue of the degree of separation, and is a typical relationship of residential areas.

29. No.4 Hurst Brook would face a single storey element to plot 4 and is, therefore, impacted upon less than no.3 Hurst Brook. This dwelling would be located approximately 16m from the side elevation of plot 4 at its nearest point, and would have a garden boundary approximately 5m from the rear garden boundary. This is considered to be an adequate degree of separation such that there would be no unacceptable detrimental impact on outlook through overbearing, particularly given the scale of this element of the proposed building.
30. There is a dwelling at no.1 Goose Green Avenue that would be approximately 11m from the application site. The proposed dwellings at plots 2, 3 and 4 would face the garden and side elevation of this property. The relative siting and degree of separation is such that there would be no unacceptable impacts on the amenity of the occupiers of this dwelling.
31. Overall, it is considered that the proposed development would result in no unacceptable detrimental impacts on the amenity of the occupiers of nearby neighbouring properties, and complies with the provisions of policy BNE1 of the Chorley Local Plan 2012 – 2026.

Highway safety

32. The proposed development involves demolition of the existing buildings on site and its redevelopment with 4no. detached houses, one with access to Lancaster Street and three with access to Chapel Lane.
33. Both Chapel Lane and Lancaster Street are secondary distributor roads with residential frontages and the site currently has two vehicle accesses to Chapel Lane. Although the section of Chapel Lane fronting the site is curved, as highlighted by some of the representations received, visibility appears good. Furthermore, these sections of Chapel Lane and Lancaster Street are currently subject to 20mph speed limit restriction.
34. As such Lancashire County Council, as the highway authority, does not have any objections regarding the proposed erection of 4 no. dwellings following demolition of existing dwelling and outbuildings and are of the opinion that the proposed development would not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.
35. In terms of the parking requirement, off-street car parking would be provided in accordance with the current Chorley Council parking standards set out in Appendix A of the Chorley Local Plan 2012 - 2026, which requires two parking spaces per three bedroomed dwelling and three parking spaces per four or more bedroomed dwelling.

Ecology

36. The site is occupied by several buildings set within managed grassland. A bat survey has been carried out and submitted in support of the proposed development. The survey found no evidence of bats during the inspection of the building and no bats were found emerging from the building during the activity survey. The report has been reviewed and verified by the Council's ecology advisors the Greater Manchester Ecology Unit (GMEU), who agreed that an appropriate level of assessment has been carried out and accept the findings of the report.

Flood risk and drainage

37. The application site is not located in an area that is at risk of flooding from pluvial or fluvial sources, according to Environment Agency mapping data. In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

38. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. As such the developer should consider the following drainage options in the following order of priority:
1. into the ground (infiltration);
 2. to a surface water body;
 3. to a surface water sewer, highway drain, or another drainage system;
 4. to a combined sewer.
39. It is, therefore, recommended that a condition be attached to any grant of planning permission requiring a surface water drainage scheme to be submitted that includes details of an investigation of the hierarchy of drainage options in the National Planning Practice Guidance.

Sustainability

40. 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.”

As such, there is a requirement for the proposed dwellings to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations in accordance with the above provisions. This can be controlled by conditions.

Public open space (POS)

41. Policy HS4 of the Chorley Local Plan 2012 – 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.
42. However, the National Planning Practice Guidance (NPPG) post-dates the adoption of the Local Plan and states that planning obligations should not be sought from developments of 10 or less dwellings and which have a maximum combined floorspace of no more than 1000 square metres.
43. In the determination of planning applications, the effect of the national policy is that although it would normally be inappropriate to require any affordable housing or social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances as compared with the new national policy.
44. Consequently, the Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies. The Council has agreed to only

seek contributions towards provision for children/young people on developments of 10 dwellings or less.

45. There is currently a surplus of provision in Coppull in relation to this standard and the site is within the accessibility catchment (800m) of an area of provision for children/young people. A contribution towards new provision in the ward is, therefore, not required from this development. However, there are areas of provision for children/young people within the accessibility catchment that are identified as being low quality and/or low value in the Open Space Assessment Report (February 2019)/Open Space Study Paper (February 2019) (sites 1369.1 Hurst Brook Play Area, Coppull; 1363.1 Play area adjacent 105 Longfield Avenue, Coppull; 1373.1 Byron Crescent Play Area, Coppull; 1373.2 Byron Crescent MUGA, Coppull). A contribution towards improvements to these sites is, therefore, required from this development. The amount required is £134 per dwelling.

Community Infrastructure Levy

46. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

47. The proposed development is considered to be acceptable in principle and would be compatible with the pattern and character of development in the area. There would be no unacceptable impact on the amenity of nearby residential occupiers and it would not give rise to undue harm to ecology, drainage or highway safety. It is, therefore, recommended that planning permission be granted subject to conditions and a s106 agreement.

RELEVANT HISTORY OF THE SITE

Ref: 80/00714/FUL **Decision:** PERFPP **Decision Date:** 10 September 1980
Description: Garage for caravan and car

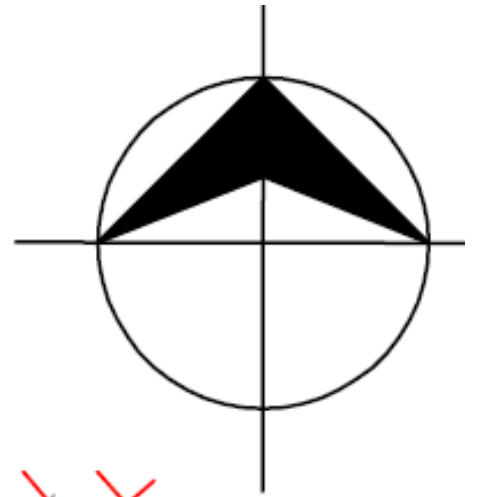
Ref: 17/00529/OUT **Decision:** PEROPP **Decision Date:** 19 July 2017
Description: Outline application for up to 4 dwellings following demolition of existing dwelling and outbuildings (with all matters reserved)

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

To follow.

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Planning Committee Meeting

12 July 2022



Item 3b

22/00266/FUL

122 Chapel Lane, Coppull

Erection of 4 no. dwellings following demolition of existing dwelling and outbuildings

Location Plan

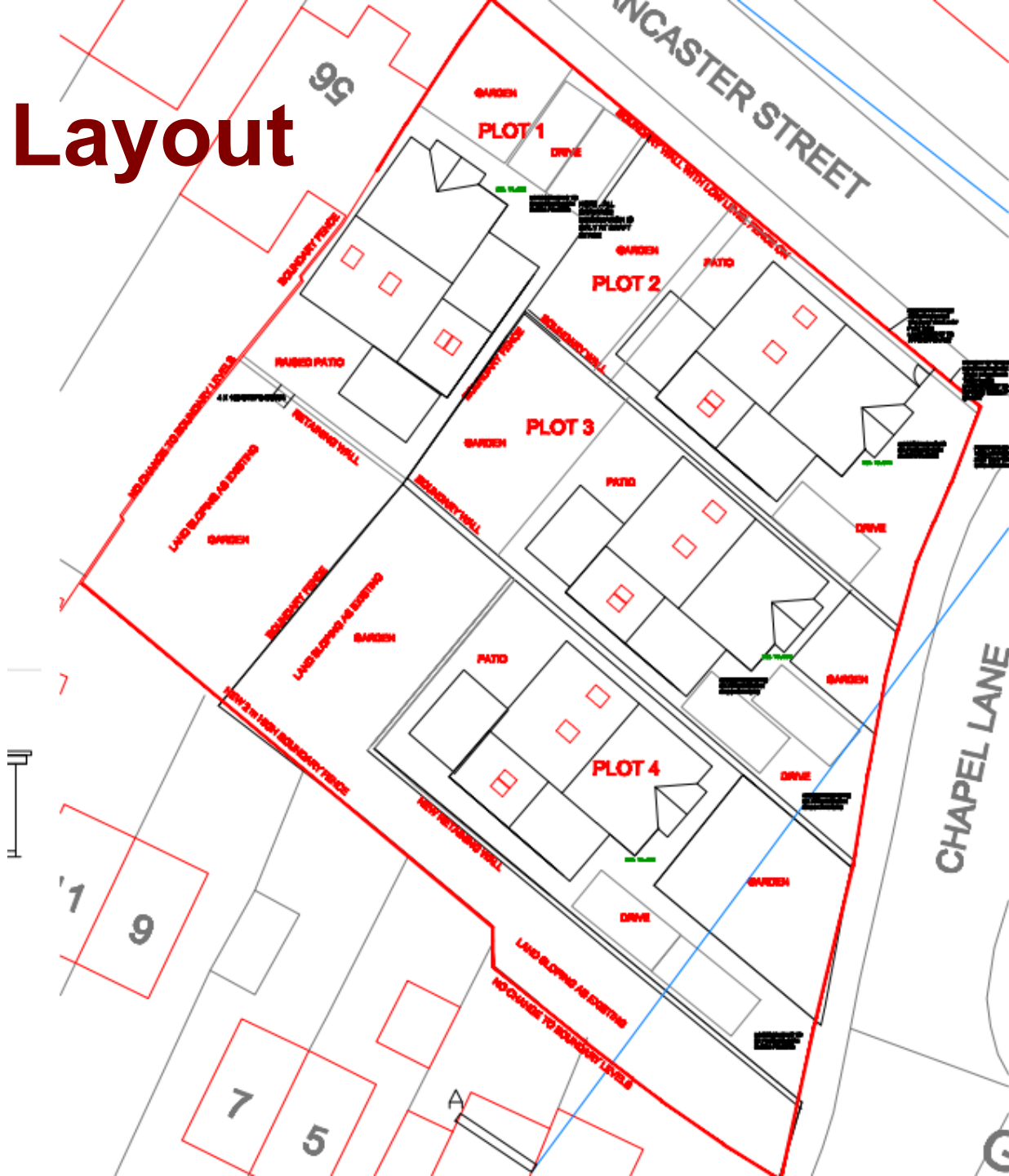


LOCATION PLAN 1/1250

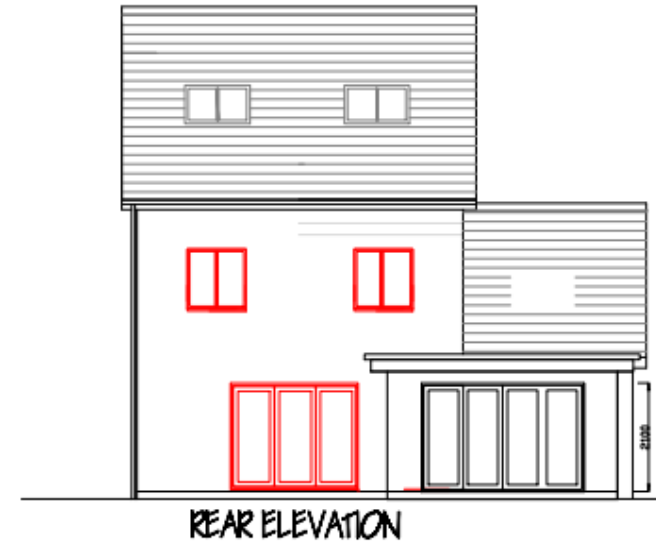
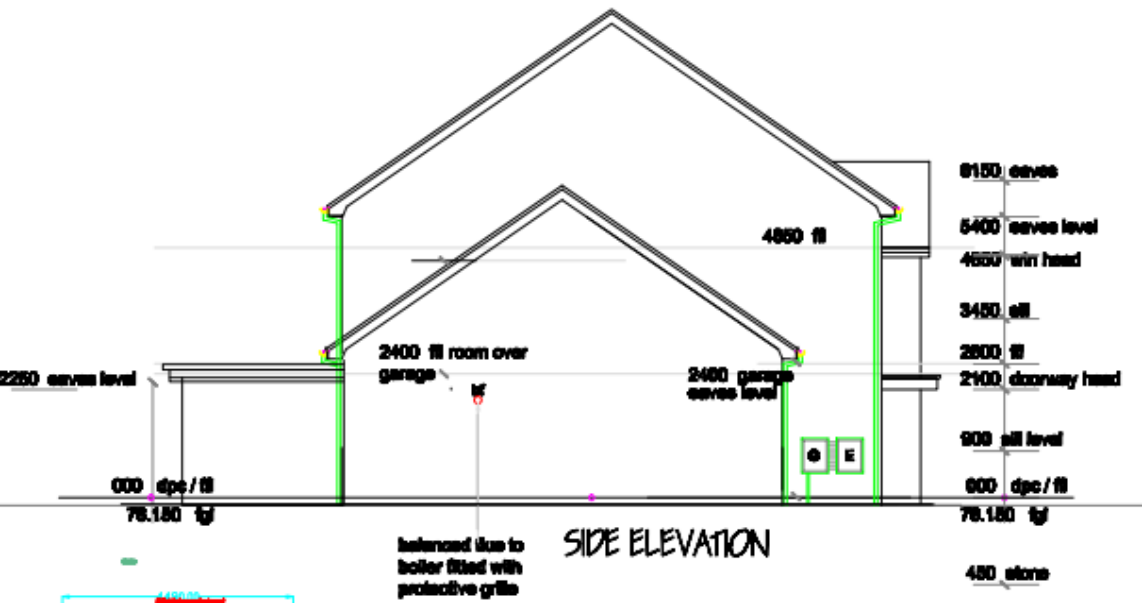
Aerial photo



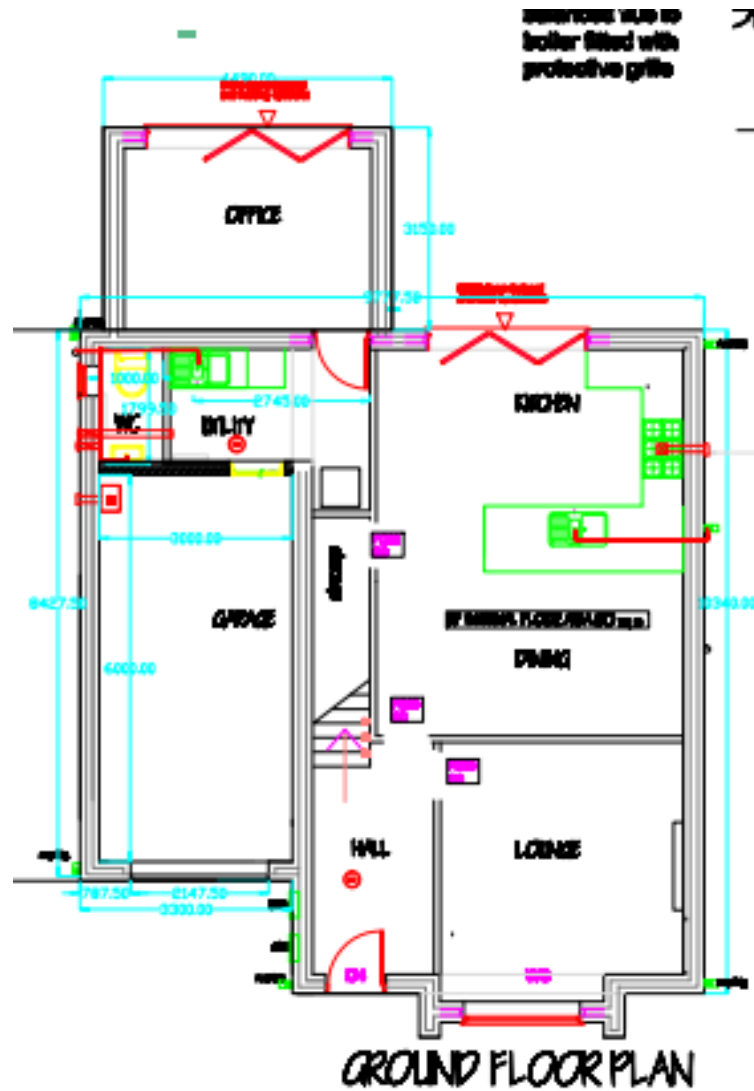
Site Layout



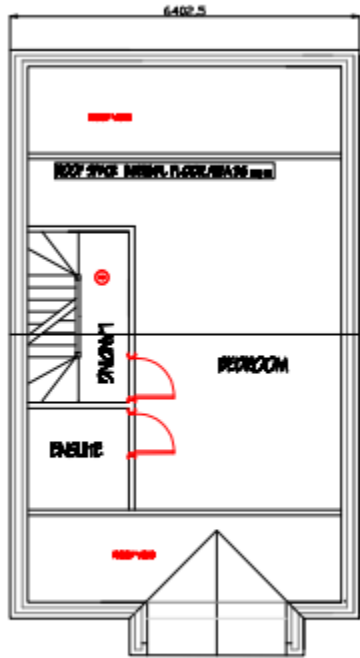
Elevations (1)



Floorplans (1)

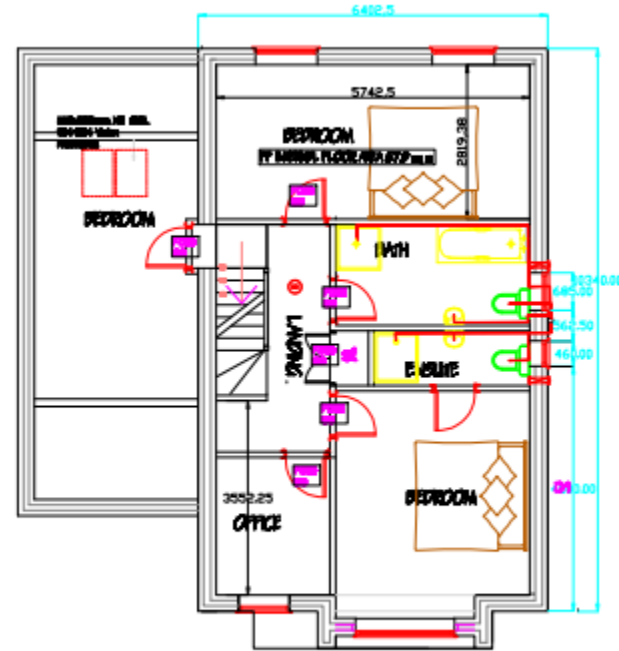


Floorplans (2)



ROOF SPACE FLOOR PLAN

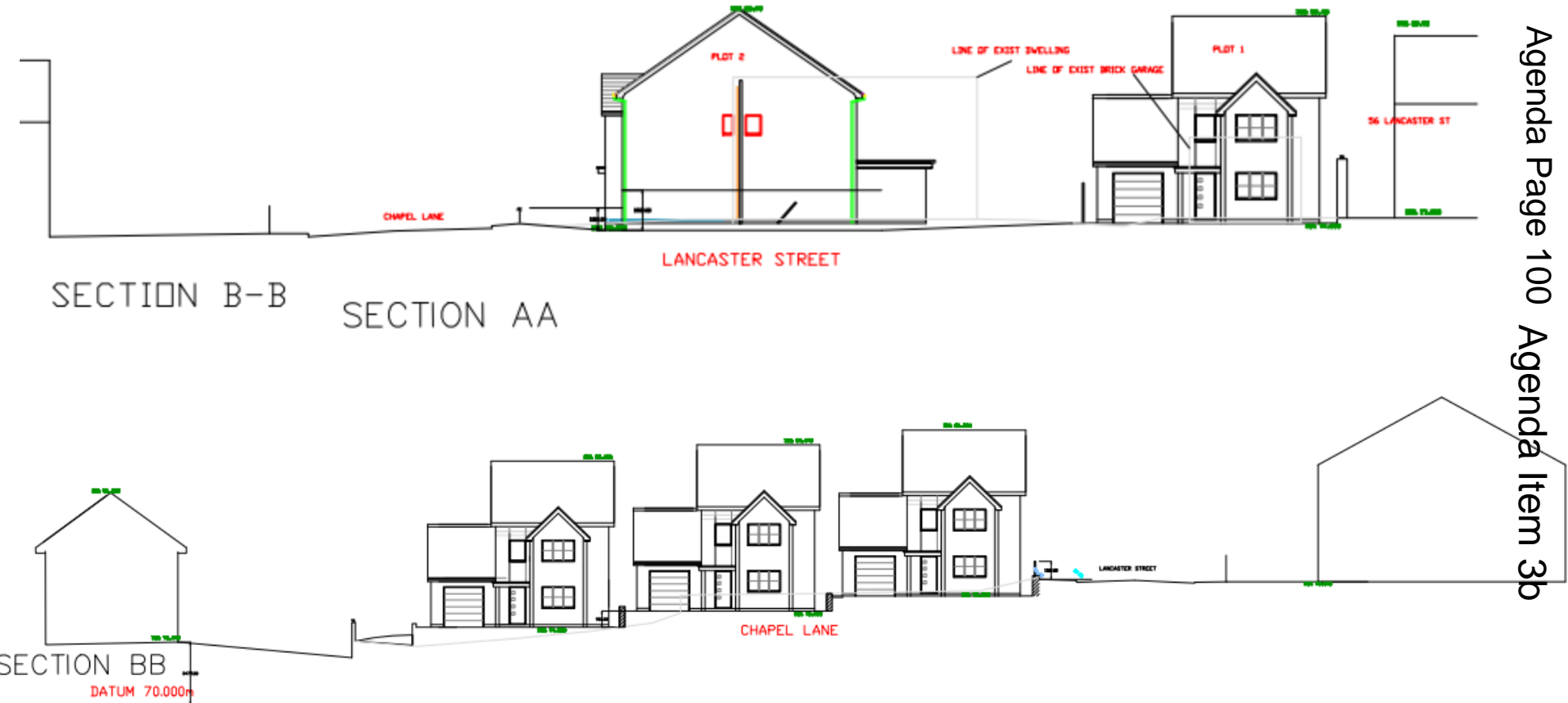
12.12.11



FIRST FLOOR PLAN

12.12.11

Site Sections



CGI



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ITEM 3b - 22/00266/FUL – 122 Chapel Lane, Coppull

The recommendation remains as per the original report

(1)No. further letters of objection have been received setting out the following issues:
 Demolition has already commenced
 Residents objections are being overlooked.
 This will be an extremely bad decision if consent is granted

The following conditions are recommended:

No.	Condition						
1.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>						
2.	<p>The development shall be carried out in accordance with the following plans:</p> <table border="1" data-bbox="320 846 1302 969"> <thead> <tr> <th data-bbox="320 846 743 904">Title</th> <th data-bbox="743 846 1007 904">Drawing Reference</th> <th data-bbox="1007 846 1302 904">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 904 743 969">Proposed 4 New Dwellings</td> <td data-bbox="743 904 1007 969">0.02 A</td> <td data-bbox="1007 904 1302 969">07 June 2022</td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Drawing Reference	Received date	Proposed 4 New Dwellings	0.02 A	07 June 2022
Title	Drawing Reference	Received date					
Proposed 4 New Dwellings	0.02 A	07 June 2022					
3.	<p>Prior to the commencement of development, other than demolition, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:</p> <ul style="list-style-type: none"> (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365; (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and (v) Foul and surface water shall drain on separate systems. <p>The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.</p> <p>Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.</p> <p><i>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</i></p>						
4.	<p>Prior to the erection of the superstructure of the dwellings hereby approved samples 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.</p>						

	<p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
5.	<p>Prior to the erection of the superstructure of the dwellings hereby approved, full details of the alignment, height and appearance of all retaining structures, fences and walls and gates to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not 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.</p> <p>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</p>
6.	<p>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.</p> <p>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</p>
7.	<p>A scheme for the landscaping of the development and its surroundings shall be submitted prior to the commencement of the development, other than demolition. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of 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; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</p>
8.	<p>A scheme of Biodiversity Enhancement Measures shall be submitted to and approved in writing by the Local Planning Authority, prior to the erection of the superstructures of any dwelling hereby permitted. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.</p> <p>Reason: In the interests of providing biodiversity enhancements.</p>
9.	<p>The dwellings hereby approved are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.</p>

	<p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
<p>10.</p>	<p>Prior to the erection of the superstructures of the dwellings hereby approved details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate.</i></p>
<p>11.</p>	<p>Prior to the commencement of development, other than demolition, 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:-</p> <ul style="list-style-type: none"> • 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; • Wheel washing facilities; • Hours of operation (including deliveries) during construction • 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 adjoining properties. <p>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.</p>
<p>12.</p>	<p>Notwithstanding the details shown on the submitted plans, the proposed driveway/hardsurfacing to the front of the property shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority.</p> <p>Reason: In the interests of highway safety and to prevent flooding.</p>

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APPLICATION REPORT – 21/01329/FUL

Validation Date: 15 November 2021

Ward: Clayton East, Brindle And Hoghton

Type of Application: Full Planning

Proposal: Application for technical details consent for the demolition of existing buildings and erection of four dwelling houses and associated development pursuant to permission in principle 20/01048/PIP

Location: Wise Marys Farm 263 Hoghton Lane Hoghton Preston PR5 0JD

Case Officer: Mr Iain Crossland

Applicant: Mr Colin Cadwallader, Abbie Homes Ltd

Agent: Mr Craig Buck, The Intelligent Design Centre

Consultation expiry: 4 March 2022

Decision due by: 15 July 2022 (Extension of time agreed)

RECOMMENDATION

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

SITE DESCRIPTION

2. The application site comprises a motor vehicle repair workshop and a residential dwelling in the settlement area of Hoghton, close to the administrative border of Chorley and South Ribble. The site is irregular in shape, extending to approximately 0.2 hectares and includes a two storey elongated brick building that is sited at an angle with the main carriageway. This building contains the workshop and residential dwelling. To the immediate east of the main building is a single storey garage and yard area, which also forms part of the vehicle repair operation. The land to the north and west of the site appears to be more domestic in nature. The site is contained as a whole by a variety of boundary treatments including hedgerows and trees, together with a low stone wall on the carriageway boundary. The site is currently served from an existing vehicular access off Hoghton Lane to the immediate east of the application site.
3. The character of the area is that of a rural village with mainly linear development surrounded by open agricultural land, whilst the site itself is located between dwellings within a ribbon of residential development.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. This application seeks technical details consent for the demolition of existing buildings and erection of four detached dwellinghouses and associated development pursuant to permission in principle ref: 20/01048/PIP.
5. The proposed dwellings would be of a traditional design style with some contemporary features and would be faced in stone to the front elevations. All four dwellings would be arranged to face the highway at Hoghton Lane and there would be a single access to serve all four dwellings, following significant amendments to the design and layout of the scheme

that have been negotiated and agreed through the process. An existing field access to the east side of the site would be retained.

REPRESENTATIONS

6. Representations in objection have been received from the occupiers of 9no. addresses. These raise the following issues:
- Loss of a heritage asset
 - Impact on the character of the locality as proposed dwellings not in keeping
 - Intensification of development
 - Loss of privacy to neighbouring occupiers
 - Loss of light to neighbouring occupiers
 - Increased traffic movements and impact on highway safety
 - Concern over separate accesses to dwellings
 - Lack of parking
 - Bats are present in the vicinity of the site
 - Surface water run off causing flooding to nearby properties
 - The area is not identified for growth in the Local Plan and the scheme would be of no benefit to the area
 - The site is not in any agricultural use and the vehicle repair shop is not in commercial use but is a private concern, therefore the site is not brownfield
 - Impact on access arrangements to land at the rear

CONSULTATIONS

7. Houghton Parish Council: Have commented that they support the views of local residents as set out below:

Application for technical details consent for the demolition of existing buildings and erection of four dwelling houses and associated development pursuant to permission in principle 20/01048/PIP

Dear neighbour,

You will have received a letter from Chorley Council about the above notification. I have 3 main concerns which I would like to share with you and have attached a copy of the proposed site plan to explain these issues.

Instead of one access onto Houghton Lane there will now be five. The visibility splay looks ok on the plan but in effect it will be diminished with cars parking on their drives, waiting to turn out, or even deliveries or visitors parking on the pavement. Vehicles parked outside 261 are a good current example. Also, vehicles turning right into their drives from the opposite carriageway will cause a similar problem to our own access road.

The new access road to the rear fields. This is 5.5metres wide, with a grass verge on the right hand side. This seems excessive for agricultural access to a 3 metre wide field gate. It is not stated who will maintain the road surface or the grass verge and if there will be a gated and locked entry as there is at present. This may not be too much of an issue now but pave over the grass verge, install a road surface and there`s the access to a potential housing development at the rear.

The 4 detached houses. These are two and a half storey 5 bedroom houses. Not particularly in keeping with the adjacent properties and adding considerably to the traffic and footfall in the immediate vicinity.

When Planning in Principle was granted in October last year it was considered that it was possible to accommodate 4 dwellings on the site in consideration of the character of the area and the impact on neighbour amenity. That is four dwellings across the frontage and involve semi-detached or terraced dwellings with adequate off street parking.

8. Lancashire County Council Archaeology Service: Have no objection subject to a condition.
9. Greater Manchester Ecology Unit: Have no objection subject to conditions.
10. Waste & Contaminated Land: Have no comments to make.
11. Lancashire County Council Highway Services: Have indicated that the development is acceptable subject to amendments to the access. These have been provided and the final response of LCC Highway Services is to follow.
12. United Utilities: Conditions recommended as the applicant has not demonstrated robust evidence that the drainage hierarchy has been thoroughly investigated and the proposals are not, therefore, in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems.

PLANNING CONSIDERATIONS

Principle of development

13. The acceptability of the principle of residential development for up to four dwellinghouses on the site has been established through the grant of permission in principle 20/01048/PIP.

Impact on character and appearance of locality

14. The application site is located on a parcel of land between dwellings and with a frontage along Hoghton Lane. As such the site is prominent from the public highway. There is currently an historic building on the site that is positioned at an angle relative to the highway, with a further building set back some distance from the highway facing the vehicular access point. This results in a quirky site layout that is characterful through its difference and distinctiveness, though does not reflect the linear pattern of development that has evolved along Hoghton Lane, and disrupts the general building line that does exist.
15. The proposed development comprises four detached dwellings of a relatively traditional design style that would incorporate some more contemporary features, mainly restricted to the rear window openings and balconies. There would be front gable features, front canopies and defined heads and cills, whilst the dwellings would be faced in sandstone to the front. These features would add some degree of interest and distinctiveness to the development, whilst the use of stone would reflect building materials common to the area. It is, however, recognised that there are examples of both sandstone and red brick buildings along Hoghton Lane, whilst there are rendered properties further to the east on Quaker Brook Lane reflecting a range of design styles.
16. The design of existing dwellings along Hoghton Lane varies quite significantly with stone cottages to the west and more suburban style interwar era red brick housing beyond. To the west is a more recent dwelling of traditional red brick, with Edwardian red brick properties beyond giving way to stone cottages. These display a range of materials, building heights and differences in position relative to the highway, although all face onto the highway.
17. The proposed dwellings would be set back within the site, thereby enabling off street parking and manoeuvring, and would be more in line with dwellings at 243 to 247 Hoghton Lane to the west. They would face the highway resulting in an active street frontage and given the random positioning of the existing development on the site would represent an appropriate siting in this context. This arrangement has been altered from the original proposal whereby one of the dwellings would have been situated to the rear of 251 Hoghton Lane. It is noted that the existing low stone wall to the frontage would be retained where possible, which would be a positive aspect of the development and would help to retain a degree of character.
18. The scale of the proposed dwellings would be similar to that of the Edwardian properties along the lane. The eaves heights would not be dissimilar to that of the neighbouring properties, whilst the ridge heights would be slightly taller. Given the degree of set back within the site the scale of the proposed dwellings would be acceptable without causing

significant harm to the appearance of the streetscene. The dwelling types themselves would add a new design style to an already eclectic frontage along Hoghton Lane, however, the use of sandstone and a simple traditional design style would help to harmonise the development to some extent within its locality.

19. There would be a suitable dwelling to plot ratio similar to that of nearby properties. On the basis of the above, the proposed development is appropriate in the context of the site and surrounding development and would not be significantly detrimental to the character of the locality given the design and positioning of the dwellings. The development, therefore, complies with policy BNE1 of the Chorley Local Plan 2012 - 2026.

Impact on neighbour amenity

20. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact.
21. There are no existing dwellings to the front and rear of the site, however, there are dwellings to each side to the east and west. The dwelling to the west side at no.251 Hoghton Lane would be nearest to the proposed dwellings, with the dwelling at plot 1 positioned approximately 1m from the common boundary with no.251 Hoghton Lane and approximately 5m from the dwellinghouse itself. Plot 1 would be set back from the frontage of this dwelling such that it would extend beyond the rear elevation of no.251 Hoghton Lane. Although the side elevation of plot 1 would be visible from the windows in the rear elevation of the dwelling at no.251 Hoghton Lane and the associated garden area, the impact on outlook would not be unacceptably harmful given the degree of separation from those windows. Due to this positioning the development would result in some loss of light to the rear garden and rear of the dwelling in the mornings, however, such an impact would not be unacceptably harmful to the amenity of the occupiers.
22. There would be no windows serving habitable rooms in the side elevations of the proposed dwellings, whilst the rear balcony to plot 1 would incorporate a 1.8m high privacy screen to the west side. In addition to this, suitable boundary treatment would be required by condition and would need to provide an adequate level of privacy between plots and neighbouring properties. On this basis, there would be no unacceptable impacts on the privacy of the occupiers of no.251 Hoghton Lane and overall, it is considered that an acceptable level of amenity would be retained.
23. The dwelling to the east side of the site at no.281 Hoghton Lane is located approximately 2m from the site boundary and would be approximately 14m from the proposed dwelling at plot 4. It is noted that there are windows to habitable rooms in the side elevation of no.281 Hoghton Lane that would directly face the side elevation of plot 4. The degree of separation is, however, acceptable and in line with the Council's interface guidelines. The positioning and degree of separation are such that there would be no unacceptable impacts on light or outlook, whilst there would be no impact on privacy as there would be no windows to habitable rooms in the side elevations of plot 4. It is noted that at the request of the occupier of no.281 Hoghton Lane, the applicant has agreed to incorporate a 1.8m high privacy screen to the east side of the balcony that faces towards this neighbouring property. On this basis, there would be no unacceptable impacts on the privacy of the occupiers of no.281 Hoghton Lane and overall, it is considered that an acceptable level of amenity would be retained.
24. It is not considered that there would be any detrimental impact on the occupiers of any other nearby residential dwellings, which are further distant from the site. The development, therefore, is considered to comply with policy BNE1 of the Chorley Local Plan 2012 - 2026.

Highway safety

25. Based on the car parking standards set out in policy ST4 of the Chorley Local Plan 2012 – 2026 and appendix A, it is clear from the proposed layout that off-road parking provision for at least three vehicles can be achieved in line with the Council's adopted standard. LCC Highway Services have assessed the proposal and considered that a single point of access, rather than multiple access points to each property should be provided. In response the

layout and access has been amended to provide a single access in line with the requirements of LCC Highway Services. Although the retained field access was requested to be straightened this reflects the existing arrangement and has been retained in relation to historic rights of access, as opposed to serving any particular operational requirement. LCC Highway Services have indicated that the amended access is acceptable, and their final formal comments will be reported on the Addendum prior to the Committee meeting.

Impact on non-designated heritage asset

26. A heritage statement has been submitted in support of the application in relation to the existing building on the application site, which is not listed but has been in existence for a significant period of time and is of local interest. This has been provided by Stephen Haigh (Building Archaeologist) dated October 2021 and assessed by the Council's heritage advisors.
27. Wise Mary's Farm is described in the Heritage Statement as a former farmhouse and attached barn, which likely dates from the mid to late C18. However, it does not appear to have been constructed in one single phase and like so many rural buildings has been extended and altered throughout its history.
28. The property is constructed from brick, with some stone dressing, with a grey slate roof covering and has in part rendered and painted elevations. It is angled away from the road with the house element at the rear and an open service yard to the side. It is noted that the character of the area is defined by sporadic, linear residential development being a mix of traditional stone cottages and later brick houses, including late C19 brick semis.
29. For the purposes of this assessment the current building is regarded as being of some heritage value and as such could be regarded as being a non-designated heritage asset (NDHA) by the Local Planning Authority (LPA).
30. In determining planning applications LPA's should take account of;
 - a. The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b. The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c. The desirability of new development making a positive contribution to local character and distinctiveness.
31. Paragraph 203 of the National Planning Policy Framework (The Framework) states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
32. In terms of the development plan policies Chorley Local Plan 2012-26 – Policy BNE 8 Protection and Enhancement of Heritage Assets and Central Lancashire Core Strategy – Policy 16 Heritage Assets are of relevance.
33. The key heritage issue for the LPA to consider is:

Whether the proposed development will result in any undue loss of heritage significance with the proposed demolition of the non-designated heritage asset (NDHA).
34. Non-designated heritage assets are identified as being buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.
35. The Statement of Significance (SoS) identifies the linear farmstead as being mid C18. However, the built form has seen numerous alterations, including internally, which has

resulted in the original farmhouse losing its integrity. It is noted, from the photographs, that a substantial part of the original roof has survived the changes.

36. In this context, and from the evidence provided, it is clear that whilst the property should be regarded as being a NDHA it should be regarded as only having low value/significance. In this respect the conclusions in the submitted Heritage Statement that the coherence of the property has been degraded and that it should be regarded as being of local interest only are valid.
37. In this respect it is considered that the requirements under Paragraph 194 of the Framework have been met as the level of detail provided is sufficient to understand the potential loss of significance.
38. It is important to stress that in the national context as a NDHA, the building should only be afforded low weight in the LPA decision. Non-designated buildings cannot be assessed in the same way as for designated buildings/sites, which are afforded statutory protection under the P(LBCA) Act. The assessment under Paragraph 203 of the Framework requires the LPA to take a balanced judgement having regard to the scale of harm and the significance of the asset.
39. Paragraph 203 of the Framework states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining any application. In this instance as the proposal involves total demolition of the NDHA, the loss of significance should be considered to being low.
40. Whilst unlikely, the low level of loss of significance could be simply mitigated by seeking to renovate and retain the existing building, however, this could not be insisted upon given the low value / significance of the building, despite this being a desirable alternative. Furthermore, the viability of retention has not been explored and may be a factor.
41. As Paragraph 197 of the Framework still requires LPA's to consider the desirability of sustaining the significance of heritage assets (whether they are designated or not) the low level of harm must be given weight in the planning decision (as per P.203). If that balance can be achieved then the proposal would meet the requirements of Chapter 16 of the Framework and the Local Plan.
42. In this instance the low level harm resulting from the loss of a building of low value/significance is not considered to outweigh the provision of four dwellings in a part of the Borough where new housing provision is constrained by Green Belt and other policy designations. It is recommended that a recording condition should be applied to any grant of planning permission.

Ecology

43. The developer's ecological consultant identified no significant ecological issues, which has been considered and assessed by the Council's ecology advisors the Greater Manchester Ecology Unit (GMEU). It is considered that issues relating to nesting birds, invasive species and biodiversity enhancement measures can be resolved via condition and or informatives.
44. The initial ecology survey identified that the building had low level potential to support roosting bats. Despite the potential being low the possibility could not be discounted without a further emergence survey being carried out. A bat activity survey was subsequently carried out and the results provided to the Council and GMEU. This survey found no bats emerging from any of the potential roosting features and concluded that the works can go ahead. The findings are accepted and the potential for significant effects on any such species can, therefore, be reasonably discounted.
45. The survey did find evidence of bat foraging at the site and makes recommendations relating to any new lighting on the site. It is, therefore, recommended that a condition be attached to any permission to ensure that a lighting design strategy for biodiversity for areas to be lit shall be submitted to and approved in writing by the Local Planning Authority.

46. The original draft Preliminary Ecological Appraisal identified that the site may be used by nesting birds. As all British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended as a precaution it is recommended that a condition be attached to any grant of planning permission preventing works to trees or shrubs between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.
47. Section 174 of the Framework states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site is generally of low ecological value, however, a scheme to include measures to enhance biodiversity at the site and to provide a net gain for biodiversity, in line with the requirements of the National Planning Policy Framework should be provided and it is recommended that this be secured by condition.

Flood risk and drainage

48. The application site is not located in an area that is at risk of flooding from pluvial or fluvial sources, according to Environment Agency mapping data. In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
49. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. As such the developer should consider the following drainage options in the following order of priority:
1. into the ground (infiltration);
 2. to a surface water body;
 3. to a surface water sewer, highway drain, or another drainage system;
 4. to a combined sewer.
50. The applicant has not demonstrated robust evidence that the drainage hierarchy has been thoroughly investigated at this stage. It is therefore recommended that a condition be attached to any grant of planning permission requiring a surface water drainage scheme to be submitted that provides an investigation of the hierarchy of drainage options in the National Planning Practice Guidance.

Sustainability

51. 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:
52. *“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.”*
53. *“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.”*

54. As such, there is a requirement for the proposed dwellings to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations in accordance with the above provisions. This can be controlled by conditions.

Public open space (POS)

55. Policy HS4 of the Chorley Local Plan 2012 – 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.
56. However, the National Planning Practice Guidance (NPPG) post-dates the adoption of the Local Plan and states that planning obligations should not be sought from developments of 10 or less dwellings and which have a maximum combined floorspace of no more than 1000 square metres.
57. In the determination of planning applications, the effect of the national policy is that although it would normally be inappropriate to require any affordable housing or social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances as compared with the new national policy.
58. Consequently, the Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies. The Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less.
59. There is currently a deficit of provision in Hoghton in relation to this standard. However, a financial contribution for off-site provision can only be requested if there is an identified scheme for new provision and at present there are none identified in the settlement and, therefore, no contribution can be sought.

Community Infrastructure Levy

60. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

Other matters

61. Impact on rights of access: This is a civil matter that cannot be taken into consideration in the assessment of this application.

CONCLUSION

62. The acceptability of the principle of residential development of the site has already been established through the grant of permission in principle. It is also considered that the proposed development would have no detrimental impact on the character of the area or neighbour amenity and would not give rise to undue harm to heritage assets, ecology, drainage or highway safety.

RELEVANT HISTORY OF THE SITE

Ref: 20/01048/PIP **Decision:** PERPIP **Decision Date:** 27 November 2020
Description: Permission in principle application for the erection of up to four dwellinghouses and associated development

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

To follow.

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Client
Abbie Homes Ltd
Project
**Residential Development
263 Hoghton Lane**

Drawing
Location Plan
Date
sept 21
Job No - Dwg No - Rev
21012-LP
Drawn by
OS map
Scales
1:1250 @ A4



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Planning
Committee Meeting

12 July 2022



Item 3c

21/01329/FUL

Wise Marys Farm, 263 Hoghton Lane, Houghton

Application for technical details consent for the demolition of existing buildings and erection of four dwelling houses and associated development pursuant to permission in principle
20/01048/PIP

Location Plan



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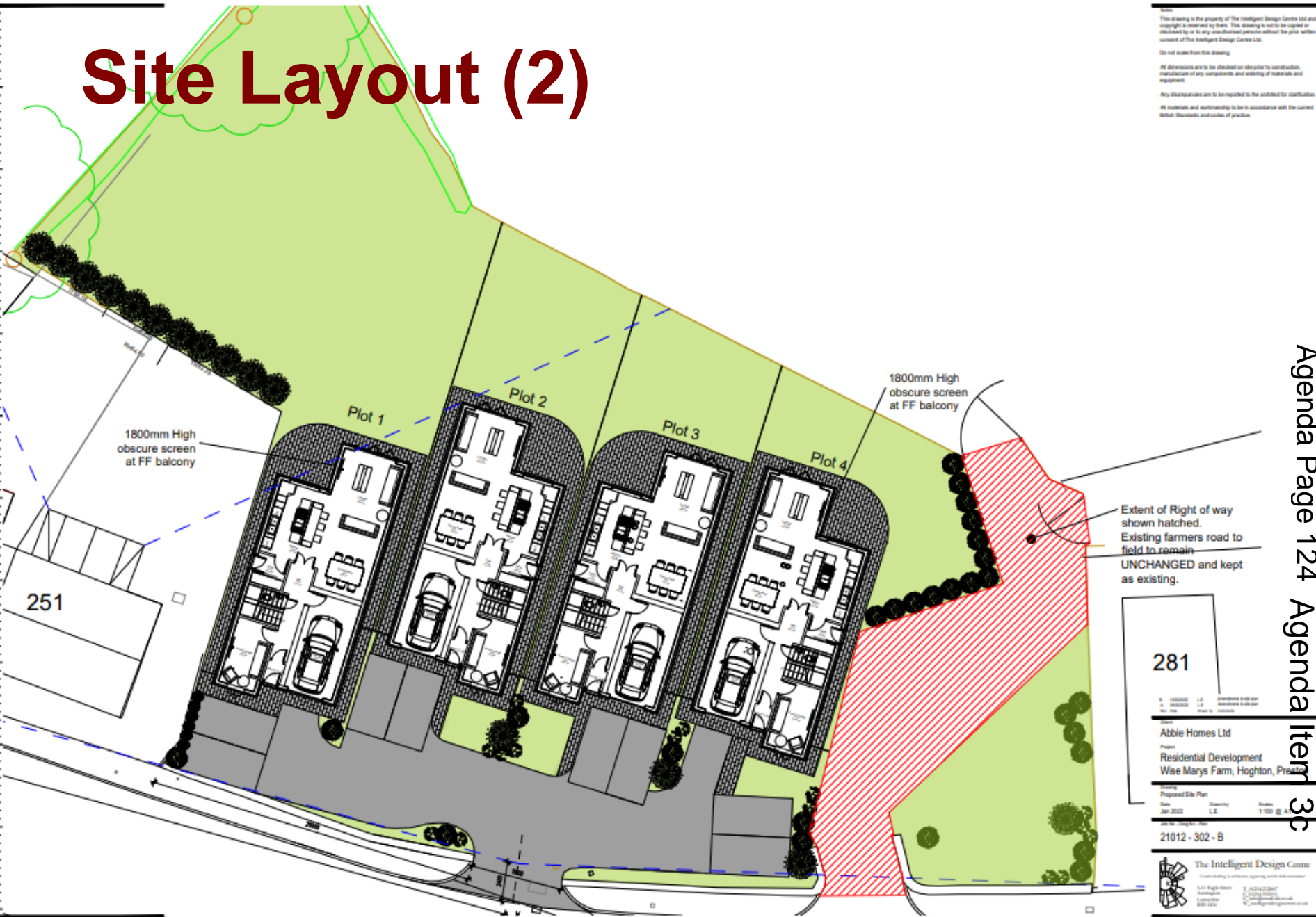
Aerial photo



Site Layout (1)



Site Layout (2)



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Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

281

A. 10/20/22	L.D.	Drawings to site plan
B. 10/20/22	L.S.	Drawings to site plan
Rev:		Author:

Abbie Homes Ltd

Project:
Residential Development
Wise Marys Farm, Hoghton, Preston

Drawing:
Proposed Site Plan

Date:	Drawn by:	Scale:
Jan 2022	L.S.	1:100 @ A1

21012 - 302 - B

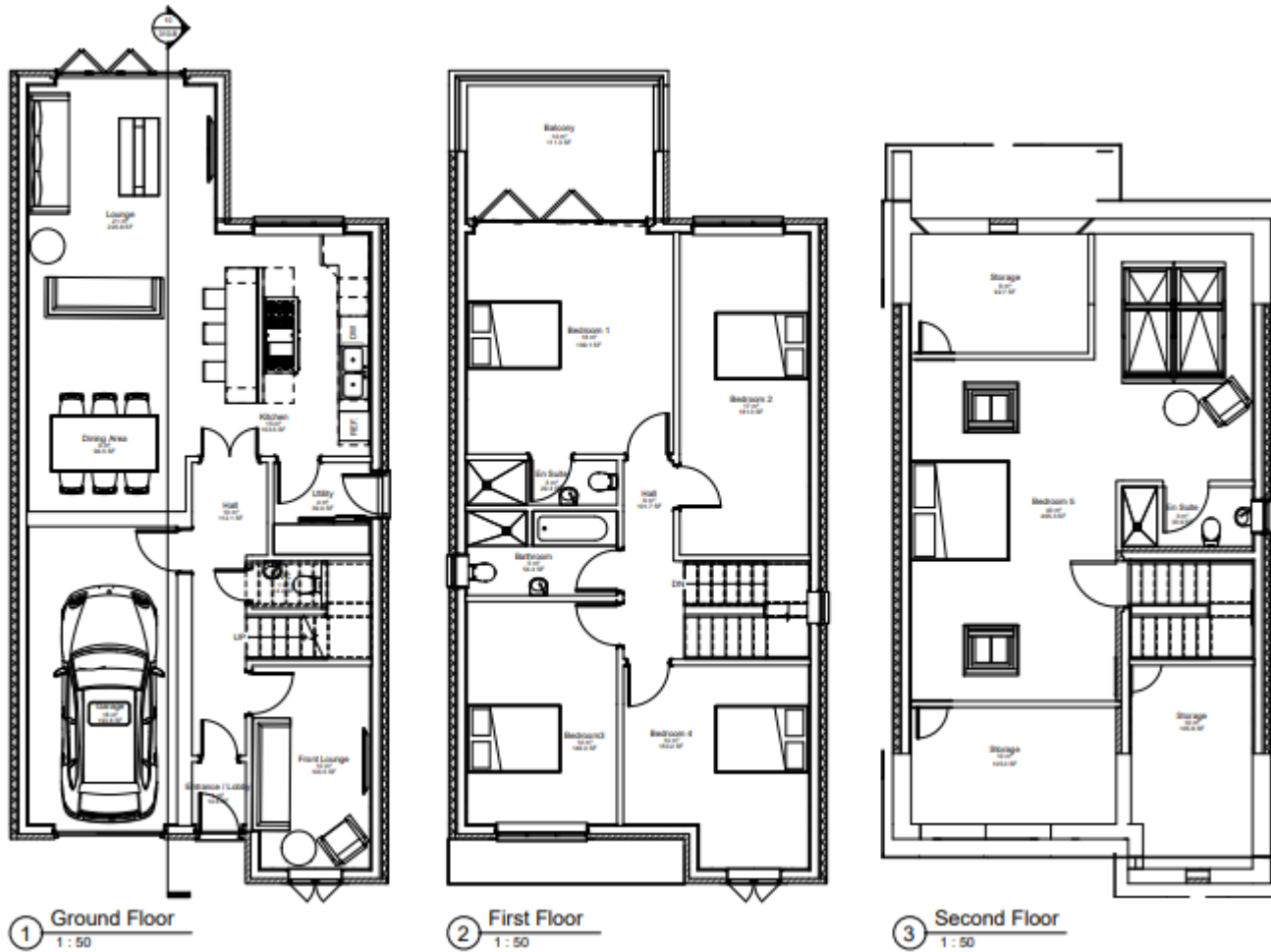
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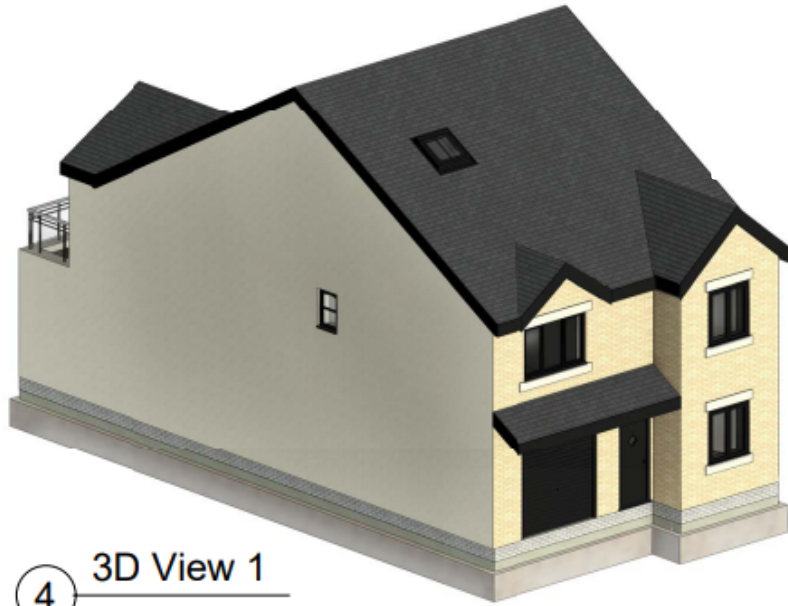
Proposed House Type – Elevations



Proposed House Type – Floorplans



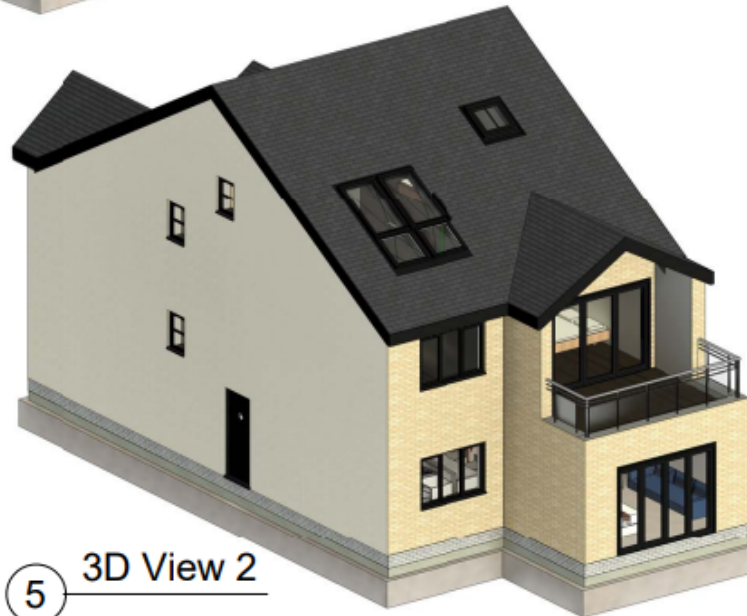
3D views



4 3D View 1



11 Roof Plan



5 3D View 2

3D images (1)



1 Camera 3

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All dimensions and to be checked on site before construction. Installation of any components and setting of materials and equipment.

Any alterations are to be reported to the architect for confirmation and approval and accordingly to be in accordance with the current British Standards and codes of practice.

A 1:10000000 LE - Development for the plot

Abbie Homes

Project:
Residential Development
Wise Marys Farm, Highton, Preston

Project/Plan: Visual 3
Date: 02/02/21 L3
21012-322-A

 **The Intelligent Design Centre**
Intelligent Design Centre
10000000 LE - Development for the plot

3D images (2)



① Camera 2

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Any alterations are to be reported to the architect for confirmation.
All details and workmanship to be in accordance with the current British Standards and codes of practice.

21012-321-A 21012-321-A 21012-321-A

Abbie Homes
Residential Development
Wise Marys Farm, Houghton, Preston

Proposed Plot:	21012-321-A
Area:	0.25
Scale:	1:500

21012-321-A

The Intelligent Design Centre
Architectural and Planning Services

ITEM 3c - 21/01329/FUL – Wise Marys Farm, 263 Hoghton Lane, Hoghton

The recommendation remains as per the original report

The following consultee responses have been received:

LCC Highways have made the following comments:

No objection subject to conditions.

The following conditions are recommended:

No.	Condition																		
1.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>																		
2.	<p>The development shall be carried out in accordance with the following plans:</p> <table border="1" data-bbox="320 880 1305 1104"> <thead> <tr> <th data-bbox="320 880 743 943">Title</th> <th data-bbox="743 880 1007 943">Drawing Reference</th> <th data-bbox="1007 880 1305 943">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 943 743 972">Location Plan</td> <td data-bbox="743 943 1007 972">21012-LP</td> <td data-bbox="1007 943 1305 972">10 November 2021</td> </tr> <tr> <td data-bbox="320 972 743 1001">Proposed Site Plan</td> <td data-bbox="743 972 1007 1001">21012 - 301 - B</td> <td data-bbox="1007 972 1305 1001">15 March 2022</td> </tr> <tr> <td data-bbox="320 1001 743 1030">Proposed Site Plan</td> <td data-bbox="743 1001 1007 1030">21012 - 302 - B</td> <td data-bbox="1007 1001 1305 1030">15 March 2022</td> </tr> <tr> <td data-bbox="320 1030 743 1059">Proposed Site Plan</td> <td data-bbox="743 1030 1007 1059">21012 - 300 - E</td> <td data-bbox="1007 1030 1305 1059">15 March 2022</td> </tr> <tr> <td data-bbox="320 1059 743 1104">Proposed House Type</td> <td data-bbox="743 1059 1007 1104">21012 - 310 - B</td> <td data-bbox="1007 1059 1305 1104">10 February 2022</td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Drawing Reference	Received date	Location Plan	21012-LP	10 November 2021	Proposed Site Plan	21012 - 301 - B	15 March 2022	Proposed Site Plan	21012 - 302 - B	15 March 2022	Proposed Site Plan	21012 - 300 - E	15 March 2022	Proposed House Type	21012 - 310 - B	10 February 2022
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3.	<p>No development shall commence, other than demolition, until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:</p> <p>(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;</p> <p>(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and</p> <p>(iii) A timetable for its implementation.</p> <p>The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.</p> <p>The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.</p> <p><i>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</i></p>																		
4.	<p>Prior to the erection of the superstructure of the dwellings hereby approved samples 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.</p>																		

	<i>Reason: To ensure that the materials used are visually appropriate to the locality.</i>
5.	<p>Prior to the erection of the superstructure of the dwellings hereby approved, full details of the alignment, height and appearance of all fences and walls and gates to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not 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.</p> <p><i>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</i></p>
6.	<p>Before the development hereby permitted is first commenced, other than demolition, full details of existing and proposed ground levels and proposed building finished floor levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plan(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
7.	<p>No works to or removal of trees, hedgerows or shrubs shall occur or building works commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.</p> <p><i>Reason: Nesting birds are a protected species.</i></p>
8.	<p>Prior to the first occupation of any dwelling hereby approved, a "lighting design strategy for biodiversity" for areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:</p> <p>a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and</p> <p>b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.</p> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.</p> <p><i>Reason: Due to the presence of foraging bats in the locality.</i></p>
9.	<p>A scheme for the landscaping of the development and its surroundings shall be submitted prior to the commencement of the development, other than demolition. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of 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; and detail any changes of ground level or landform, proposed finished levels, means of</p>

	<p>enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</p>
<p>10.</p>	<p>A scheme of Biodiversity Enhancement Measures shall be submitted to and approved in writing by the Local Planning Authority, prior to the erection of the superstructures of any dwelling hereby permitted. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.</p> <p>Reason: In the interests of providing biodiversity enhancements.</p>
<p>11.</p>	<p>The dwellings hereby approved are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Ascent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
<p>12.</p>	<p>Prior to the erection of the superstructures of the dwellings hereby approved details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Ascent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so is can be assured that the design meets the required dwelling emission rate.</i></p>
<p>13.</p>	<p>The dwellings at plots 1 and 4 hereby approved shall not be occupied until the privacy screens identified on the Proposed Site Plan drawing (ref. 21012 - 302 – B) have been installed. Privacy screens of this type and positioning shall be retained at all times thereafter.</p> <p>Reason: To protect the amenity of neighbouring residential occupiers.</p>

<p>14.</p>	<p>No works shall take place until the applicant, or their agent or successors in title, have secured the implementation of a programme of archaeological building recording. The programme of archaeological recording shall comprise the creation of a record of the historic buildings to Historic England level 3. This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out in Understanding Historic Buildings (Historic England 2016). Upon completion of the programme of building recording and analysis a report shall be submitted to the Local Planning Authority.</p> <p>Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.</p>
<p>15.</p>	<p>No part of the development hereby approved shall commence until the visibility splays shown on drawing 21012-300-E has been provided. The land within these splays shall be maintained thereafter, free from obstructions such as walls, fences, trees, hedges, shrubs, ground growth or other structures.</p> <p>Reason: To ensure adequate visibility at the site access in the interest of highway safety.</p>
<p>16.</p>	<p>No part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: 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>
<p>17.</p>	<p>No part of the development hereby approved shall be occupied until the approved scheme for the construction of the site access has been constructed and completed in accordance with the approved scheme details.</p> <p>Reasons: I order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.</p>
<p>18.</p>	<p>Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CMP shall include and specify the provisions to be made for the following:-</p> <ul style="list-style-type: none"> • 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; • Wheel washing facilities; • Hours of operation (including deliveries) during construction • 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 adjoining properties. <p>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.</p>

19.	<p>Notwithstanding the details shown on the submitted plans, the proposed driveway/hardsurfacing to the front of the property shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority.</p> <p>Reason: In the interests of highway safety and to prevent flooding.</p>
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APPLICATION REPORT – 21/00232/OUT

Validation Date: 26 February 2021

Ward: Croston, Mawdesley And Euxton South

Type of Application: Outline Planning

Proposal: Outline application for the erection of one detached dwelling including details of access and layout, with matters of appearance, landscaping and scale reserved

Location: Land West Of 1The Owls Blue Stone Lane Mawdesley

Case Officer: Mr Iain Crossland

Applicant: Mr Andrew Mawdesley

Agent: Mr Chris Weetman, CW Planning Solutions Ltd

Consultation expiry: 29 April 2021

Decision due by: 15 July 2022 (Extension of time agreed)

RECOMMENDATION

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

SITE DESCRIPTION

2. The application site is located in the Green Belt at Mawdesley and comprises an open area of grassland, to the south side of Blue Stone Lane between 1 The Owls to the east and three residential properties, Chase Cottage, Monsol and Brook House, to the west. There is a stone wall bounding the site edge with Blue Stone Lane to the north, other than which the site is open.
3. The locality is rural in character beyond the more built up area of ribbon development along Blue Stone Lane that extends to the south west along Dark Lane, Ridley Lane and Bradshaw Lane. The character of the buildings in the locality is mixed with traditional agricultural style buildings and more modern dwellings in evidence close to the site.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. This application seeks outline planning permission for the erection of one detached dwelling including details of access and layout, with matters of appearance, landscaping and scale reserved. Access to the site would be taken from Blue Stone Lane with parking and manoeuvring areas provided within the site. The access arrangements have been amended during the assessment of the application in response to the requirements of the Local Highway Authority and matters raised by local residents concerning sightlines.

REPRESENTATIONS

5. Representations in objection have been received from the occupiers of 7no. addresses. These raise the following issues:
 - Green Belt impact
 - Highway safety concerns to the highway alignment and access details

- Drainage impacts from the introduction of hard surfacing and capacity of the nearby watercourse to accept surface water run off generated
- The local drainage network is at capacity
- Out of keeping with local character
- Lack of on site parking
- Residential amenity impacts through loss of privacy
- Loss of views from nearby properties.
- The dwelling would be within 30m of a public sewer therefore foul drains to a septic tank are not necessary

CONSULTATIONS

6. Mawdesley Parish Council: Have commented that they strongly objects to the planning application and comment that the proposal would be a new dwelling in the Green Belt, which would be inappropriate development and represents an intrusion/encroachment into the countryside which would conflict with one of the main purposes of the Green Belt. Specific comments are as follows:

Non-Compliant with Green belt policy.

The proposed development lies within the green belt. The application does not meet the criteria and tests for development or change of use as noted in the policy:

- (1) The form and design would be materially different from the surrounding buildings and the historic building opposite.

Drainage and Flood Risk.

The application site is in an area of high surface water flood risk. There is an issue of inadequate drainage and the history of flooding of the area the latest being October 2020 when a neighbours garden was under 4ft of water.

In addition, there is an issue with foul water drainage flood water seeps up into the road from the manhole covers

Non-Compliant with Special Landscape Area.

The development affects landscape quality and should not be permitted, with special attention being paid to conserving visual quality, etc. The proposed development fails this test as it would bring substantial change, e.g. the mature hedge and historic dry stone wall. Hedges may support up to 80 per cent of our woodland birds, 50 per cent of our mammals and 30 per cent of our butterflies.

Loss of visual amenity.

The proposed development would have a detrimental impact on visual amenity (pleasantness or attractiveness of a place) The proposed additional property would specifically encroach into the gap, would represent an incongruous and unsympathetic addition.

Increase traffic and detrimental impact on road safety.

The proposed development would significantly increase traffic movements. The entrance to development will be on dangerous/blind bend which is liable to cause accidents with traffic both entering and exiting the proposed development. The creation of additional traffic using an already dangerous road (Bluestone Lane). The danger to pedestrians caused by the creation additional traffic. The Cottage next to the development has no driveway and the owners need to park on the road. This would create a significant risk to vehicles entering and leaving the new proposed site.

7. United Utilities: Have no objection subject to condition requiring details of a sustainable surface water drainage scheme and a foul water drainage scheme.
8. Lead Local Flood Authority: Have confirmed that they have no comment to make on the application.
9. Lancashire County Council Highway Services: Have no objection subject to conditions.
10. Greater Manchester Ecology Unit: Have no objection subject to conditions.

PLANNING CONSIDERATIONS

Principle of development

11. The application site is located within the Green Belt. National guidance on Green Belt is contained in Chapter 13 of the National Planning Policy Framework (The Framework) which states:

137. 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.

138. Green Belt serves five purposes:

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

147. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

148. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

149. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- e) limited infilling in villages;*
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and*
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:*
 - not have a greater impact on the openness of the Green Belt than the existing development; or*

– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

12. The application site is located outside the settlement area of Mawdesley and falls to be considered as an 'other place' when considering the location of development in relation to Policy 1 of the Central Lancashire Core Strategy. Policy 1(f) of Core Strategy Policy 1 reads as follows:

"In other places – smaller villages, substantially built up frontages and Major Developed Sites – development will typically be small scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need, unless there are exceptional reasons for larger scale redevelopment schemes."

13. The application site is open land with no buildings or development in situ. The supporting statement submitted with the application seeks to engage with paragraph 149.e) of the Framework, the contention being that the site would represent limited infilling in a village, which is an exception to inappropriate development. Policy 1(f) of the Core Strategy reflects this exception and allows for 'appropriate infilling' in 'smaller villages' and within 'substantially built up frontages'. This raises the question of whether the site can be considered to be within a smaller village.
14. Mawdesley is a small village surrounded by countryside. The centre of the village has a number of services including a shop, pub, church and school. For the purposes of the development plan there is a settlement boundary that defines the extent of the village, and the application site is located some distance from this. In consideration of whether or not the site is within a village it is recognised that the definition of a village is not limited to that of the defined settlement area and that the wider functional area must be considered. It is also recognised that the functional area of Mawdesley, in which people live and carry out daily activities, is somewhat dispersed, which is typical of a community that has evolved from its origins in agriculture and the working of land.
15. The application site forms part of a well established area of linear development that extends from the south side of Blue Stone Lane and along both sides of Ridley Lane, Dark Lane and Bradshaw Lane, which is referred to on local maps as Towngate. This reference may be derived from the Towngate Works site to the west of Dark Lane. This area of linear development comprises in excess of 200 property addresses of mainly dwellings but also incorporating businesses at Towngate Works.
16. Aside from the amount of residential development in the locality, there are also a number of amenities that are normally associated with a village in and around this developed area. Towngate Works itself forms part of the developed area to the west of the site, which comprises a range of businesses and some services. Beyond this on Hall Lane are some services such as a barbers and podiatrist in addition to the Black Bull public house, which is currently closed. In addition to these St Peter and St Pauls R C Church and SS Peter and Paul's Catholic Primary School lie at the south east extremity of the development that branches along Ridley Lane.
17. These factors illustrate the dispersed nature of this rural village, whilst demonstrating that the Towngate area is a distinct area of development. Given the extent of this nearby development and the presence of nearby amenities commonly associated with a village, the sprawling nature of Mawdesley village and the extent of development in the Towngate area it is considered that the application site does form part of the functional area of a village.
18. Turning to the matter of infill, policy HS7 of the Chorley Local Plan 2012 - 2026 deals specifically with rural infilling and provides a definition of infill development, which states as follows:
- Within smaller villages limited infilling for housing will be permitted providing the applicant can demonstrate that the following criteria are met:*

- a) *The existing buildings form a clearly identifiable built-up frontage;*
- b) *The site lies within the frontage, with buildings on either side, and its development does not extend the frontage;*
- c) *The proposal would complement the character and setting of the existing buildings.*

Infill is the filling of a small gap in an otherwise built-up street frontage, e.g. typically a gap which could be filled by one or possibly two houses of a type in keeping with the character of the street frontage.

When assessing applications for rural infill sites, the Council will also have regard to site sustainability, including access to public transport, schools, businesses and local services and facilities.

19. The application site has a frontage with Blue Stone Lane that has a width of approximately 20m. There are buildings to the east of the site in the form of a converted barn comprising two dwellings and a low level building comprising two live work units, which is immediately adjacent to the site. These are readily discernible from the public realm and create a built-up frontage. To the immediate west of the site is Chase Cottage beyond which is Towngate Farmhouse and Stocks Hall Care home, which are visible from the highway and comprise a substantial built up frontage. Dark Lane meets Blue Stone Lane between Chase Cottage and Towngate Farmhouse and extends southwards dividing to form Ridley Lane and Bradshaw Lane. Development is well established and extensive along these roads as described above. Therefore, in the immediate locality there is a strong presence of built form and thus a clearly identifiable built-up frontage within which the application site forms a small gap.
20. The development of the site would not extend the frontage and clearly lies within the frontage along the south side of Blue Stone Lane due to the presence of buildings on either side of the site. Taking this into account, the proposal would logically be seen as completing the prevailing pattern of development and the site is of a size that is commensurate with the plot sizes of nearby dwellings.
21. The proposed development would, therefore, meet the definition of infill development for the purposes of policy HS7 of the Local Plan. As such it is considered that the proposed development constitutes infill development, which is not inappropriate development within this Green Belt location. The proposal is, therefore, considered to be in accordance with the Framework, Policy 1(f) of the Central Lancashire Core Strategy and policy HS7 of the Chorley Local Plan.

Impact on character and appearance of the locality

22. The site is positioned to the south side of Blue Stone Lane and between existing detached buildings at Chase Cottage and The Owls. The Owls to the east is a single storey red brick building with dual pitched roof of steel sheeting and is of a simple design style. Beyond this is a characterful red brick former barn that has been converted into two dwellings with a more recent annexe building to the rear that was converted from an outbuilding, and has the character of a small barn. To the west Chase Cottage is a white rendered dormer bungalow of traditional design style with a two storey outbuilding of traditional design immediately adjacent to the site. In terms of the actual site itself the only feature of interest is a low stone wall along the frontage and hedgerow along the western boundary.
23. Although the proposed development is in outline at this stage, matters of layout are sought. There is no consistent building line along this part of Blue Stone Lane, and it is proposed that the dwelling would have a front elevation in line with The Owls, which is an appropriate siting in this context. The footprint of the building would be reflective of other properties in the area and would result in a suitable plot to dwelling ratio, with an adequate private amenity area to the rear, and space for parking to the front and side.
24. As regards the eventual appearance of a dwelling the existing development in the locality is rather mixed, although a traditional form is most in evidence. Nearby buildings provide

design cues in terms of the eventual scale and appearance of a dwelling on the site. The stone wall to the frontage is the most defining physical feature of the site, and should be retained as far as is possible, the details of which should be set out in any future reserved matters application. The presence and retention of the hedgerow to the west is also a critical factor that should be considered in the eventual design of any proposed development of the site. This provides a high degree of biodiversity and also some level of public amenity and character that it adds to the streetscene and should, therefore, be protected and retained during any development of the site.

25. The proposed dwelling would be set within a linear pattern of development along Blue Stone Lane and could fit comfortably within this context without causing harm to the character of the area. Overall, it is anticipated that an appropriately designed dwelling could be accommodated on this site in the layout proposed, without detriment to the appearance of the site and character of the locality.

Impact on neighbour amenity

26. The proposed site plan identifies a layout and dwelling footprint that would provide an appropriate degree of separation in relation to the neighbouring dwellings at 1 The Owls to the east and the three residential properties, Chase Cottage, Monsol and Brook House. It would be positioned approximately 3m to the west of The Owls in line with the side elevation, approximately 8m to the east of the annexe/outbuilding at Chase Cottage, approximately 11m to the east of Monsol, and over 30m from the dwelling at Brook House. Given the degree of separation and proposed positioning relative to other nearby properties it is considered that a dwelling could be designed so as not to harm the amenity of the occupiers of these neighbouring dwellings, however, the impact on these properties would need to be carefully considered in any subsequent reserved matters application, and could only be assessed on the basis of detailed designs.

Highway safety

27. The application site is located to the south of Blue Stone Lane, to the west of an approximate 90 degree bend in the road and to the east of the junction with Dark Lane. It is noted that a number of concerns have been raised with regards to the impact of the development on highway safety in relation to current highway safety conditions.
28. Lancashire County Council Highway Services have considered the proposal and following requests for more detailed drawings and amendments consider that the sightlines drawn to the centreline of the carriageway to be acceptable.
29. The applicant is requested to accommodate the construction contractor parking within the site as much as possible. This is 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. The applicant is also requested to enter into a s184 agreement for the formation of the vehicle access in the adopted highway, whilst the carriageway of the driveway should have a desirable maximum gradient of 6%. (Manual for Streets 2 8.401 and 8.4.2)
30. Adequate space for off street car parking provision would be provided within the site that complies with the parking standards specified in policy ST4 of the Chorley Local Plan 2012 – 2026.
31. Overall, LCC Highway Services have confirmed that they do not have any objections regarding the proposed outline application for the erection of one detached dwelling including details of access and layout, with matters of appearance, landscaping and scale reserved and are of the opinion that the proposed development would not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

Ecology impacts

32. The application is accompanied by an ecology assessment of the site. This has been reviewed by the Council's ecology advisors Greater Manchester Ecology Unit (GMEU) who advise that there are no significant ecological issues. Issues relating to great crested newts, bats, nesting birds, protection of a hedgerow and biodiversity enhancement measures can be resolved via condition and / or as part of a reserved matters application.
33. The assessment noted two ponds within 250m of the development site, located on the other side of Blue Stone Lane to the north. The assessment considered the ponds close enough that further information is required based on Natural England Rapid Risk Assessment tool, which has given an amber warning. However, they have assumed the ponds are within 100m, which does not appear to be the case, both being in excess of 160m from the development. When these figures are put through the Rapid Risk Assessment the risk of an offence becomes unlikely even if great crested newts were present. It is, therefore, considered that given this is an outline application no further information is required at this time. As part of a reserved matters application a review of previous findings should be provided, however.
34. No roosting opportunities were identified, though foraging along boundary features may occur. These are however, very unlikely to be significant for maintaining the conservation status of the local bat population, given the length of hedgerow present on site and proximity to a tree lined watercourse to the south, which will provide a much more important foraging and commuting habitat. External lighting should avoid illuminating the hedgerow. If any such lighting is proposed it can, however, be dealt with at the reserved matters stage via a condition requiring details of any external lighting.
35. The western boundary hedge, and potentially the drystone wall, provide bird nesting habitat. It is unclear, given this is an outline application, what impact the development would have on the hedge and similarly the level of impact on the drystone wall. At this stage, therefore, it would be premature to apply the standard bird nesting condition, which can be applied if necessary as part of any reserved matters permission. As noted earlier in the report, however, it is considered necessary that the hedgerow should be retained in its entirety and the stone wall also retained as far as possible in order to add character to the development. This should also be required to support the retention of habitat and biodiversity. Given the high value habitat provided by the hedge this shall be identified for retention as part of the soft landscaping scheme and its retention and protection during construction shall be conditioned.
36. The hedgerow provides potential habitat for hedgehog and there would be risks during construction across the wider site. Again, however, as the level of impact on the hedge etc is not yet known, further information at this time would be premature, and can be provided at the reserved matters stage.
37. Section 170 of the Framework states that planning policies and decisions should contribute to and enhance the natural and local environment. The ecological impacts of the development appear to be restricted to the loss of a small area of low ecological value grassland and likely a section of drystone wall. Given the scale of the development, mitigation should be achievable on site through appropriate native planting and provision of bird boxes etc. The details of which can be provided as part of a reserved matters application through the provision of an ecological mitigation and enhancement plan for the loss of any habitats and associated species interests on site.
38. On the basis that further information is provided at reserved matters stage it is considered that the proposed development complies with policies BNE9 and BNE10 of the Chorley Local Plan 2012 – 2026.

Flood risk and drainage

39. The application site is not located in an area that is at risk of flooding from pluvial or fluvial sources, according to Environment Agency mapping data. In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG),

the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

40. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. As such the developer should consider the following drainage options in the following order of priority:
1. into the ground (infiltration);
 2. to a surface water body;
 3. to a surface water sewer, highway drain, or another drainage system;
 4. to a combined sewer.
41. United Utilities have considered the scheme and it is recommended that the applicant provides details of a sustainable surface water drainage scheme, that is in accordance with the surface water drainage hierarchy outlined above. The nearby water courses are the responsibility of Lancashire County Council as Lead Local Flood Authority (LLFA). Given the minor nature of the application and associated small scale impacts on surface water run off, the LLFA are unable to provide comment on the planning application. Any surface water drainage scheme that seeks to discharge directly to these watercourses would, however, require land drainage consent from the LLFA. The suitability of such drainage arrangements would be considered as part of that process.
42. It is recommended that a condition be attached to any grant of planning permission requiring a sustainable surface water drainage scheme and a foul water drainage scheme to be submitted to the Council for assessment. These details would then be studied by United Utilities, who would advise as to their effectiveness and acceptability in consideration of the surface water drainage hierarchy, local drainage conditions, sewer capacity and proximity of United Utilities assets.

Sustainability

43. Policy 27 of the Core Strategy requires all new dwellings to be constructed to Level 4 of the Code for Sustainable Homes or Level 6 if they are commenced from 1st January 2016. It also requires sites of five or more dwellings to have either additional building fabric insulation measures or reduce the carbon dioxide emissions of predicted energy use by at least 15% through decentralised, renewable or low carbon energy sources. 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:
44. *“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.”*
45. *“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.”*
46. Given this change, instead of meeting the code level, the dwellings should achieve a minimum dwelling emission rate of 19% above 2013 Building Regulations in accordance with the above provisions. This can be controlled by a condition.

Public open space

47. Policy HS4 of the Chorley Local Plan 2012 – 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.
48. However, the National Planning Practice Guidance (NPPG) post-dates the adoption of the Local Plan and states that planning obligations should not be sought from developments of 10 or less dwellings and which have a maximum combined floorspace of no more than 1000 square metres.
49. In the determination of planning applications, the effect of the national policy is that although it would normally be inappropriate to require any affordable housing or social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances as compared with the new national policy.
50. Consequently, the Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies. The Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less. However, the Council must determine how much weight to give to the benefit of requiring a payment for 1 or 2 dwellings.
51. It is considered that the benefit of securing a public open space contribution on the basis of one dwelling would not be sufficient or carry significant weight to outweigh the national policy position. The benefit to the Council is the delivery of improvements to play space, however the cost of managing the end to end process of delivering those improvements is high and not commensurate to the benefit.
52. Therefore, a public open space commuted sum is not requested for this scheme.

Community Infrastructure Levy (CIL)

53. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

54. It is considered that the principle of a new dwelling on this site is acceptable and that the proposed dwelling would not cause undue harm to the character and appearance of the area or neighbour amenity. In addition, it is considered that adequate parking would be provided and that there would be no unacceptable harm to highway safety, ecology or flood risk. On the basis of the above, it is recommended that planning permission be granted.

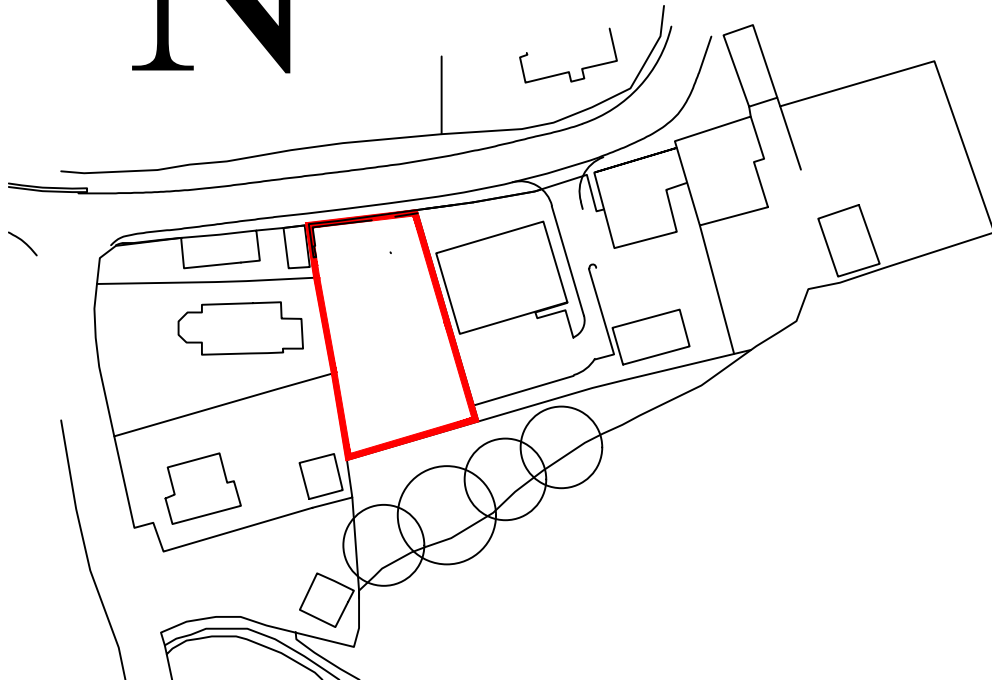
RELEVANT HISTORY OF THE SITE

Ref: 13/00800/FUL **Decision:** PERFPP **Decision Date:** 20 June 2014
Description: Proposed conversion of existing storage outbuilding to 2 no. live-work units, including associated parking and servicing area to the rear.

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.

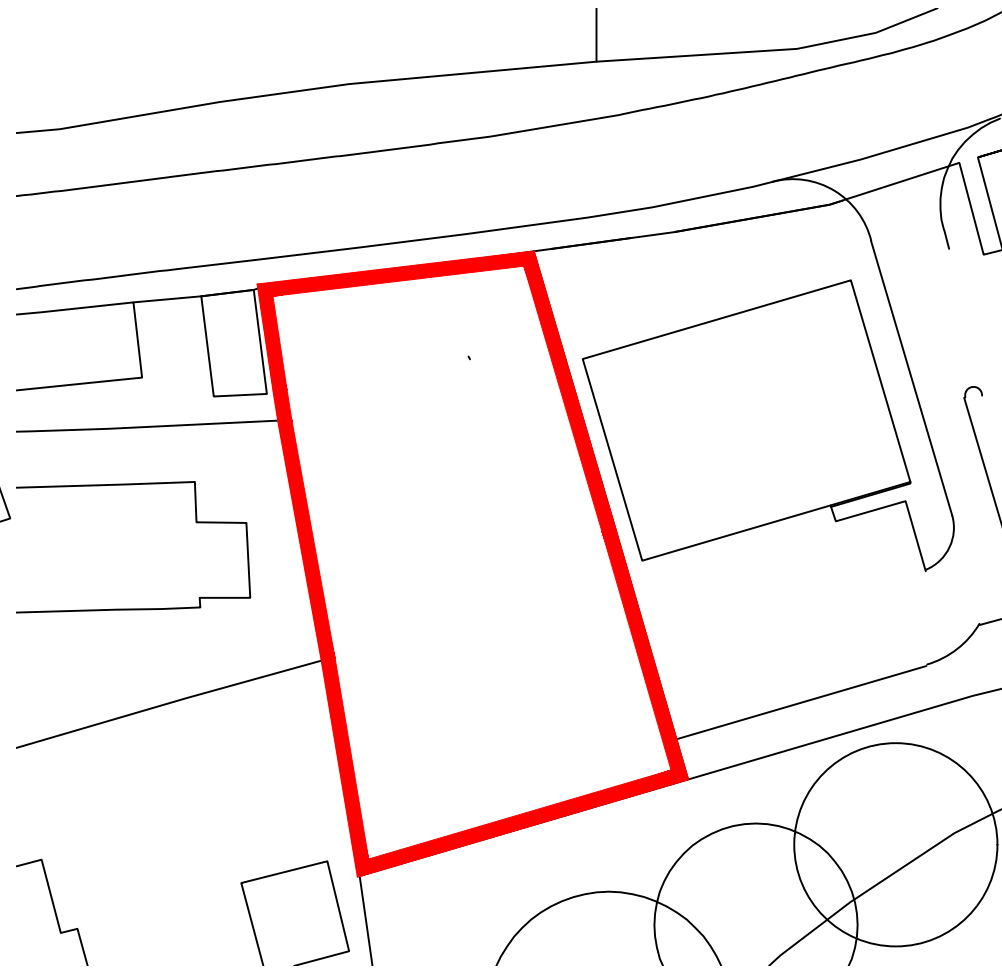
Suggested conditions

To follow



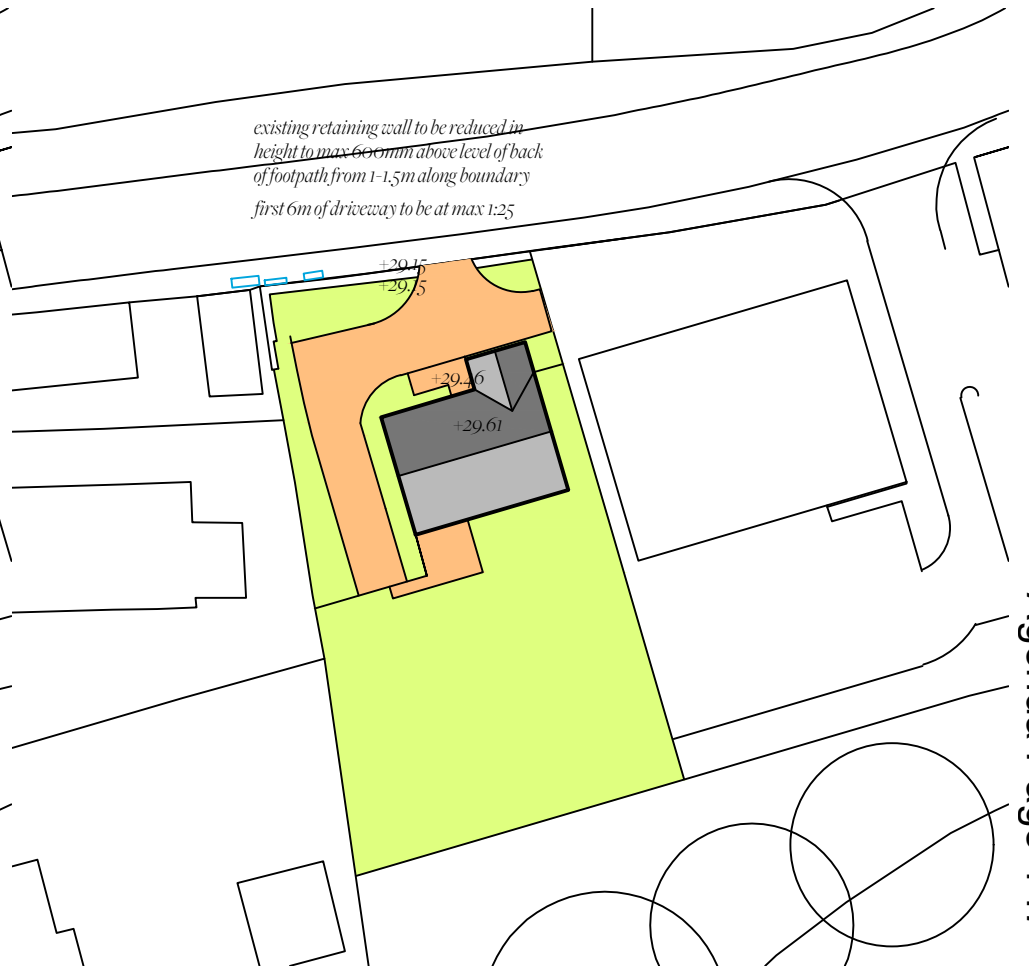
location plan

0 10 20 30 40 50 60m 1:1250



block plan

0 5 10 15 20 25m 1:500



site plan

0 5 10 15 20 25m 1:500

existing retaining wall to be reduced in height to max 600mm above level of back of footpath from 1-1.5m along boundary first 6m of driveway to be at max 1:25

swift
building design

39 back lane
longton
preston
lancashire
PR4 5BD

0161 818 8884
info@swiftbuildingdesign.co.uk
www.swiftbuildingdesign.co.uk



c	06/06/22	entrance moved 3m to the east
b	11/03/22	additional notes added re visibility splay
a	20/04/21	visibility splay moved to second sheet parking increased, entrance moved

drawing
planning drawing

project
proposed residential development, land to south of bluestone lane, mawdesley

drawn
cjh

date
02/21

scales @ A3
1:1250, 500

drawing no. 1 of 2
21.011.01.c

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Planning
Committee Meeting

12 July 2022



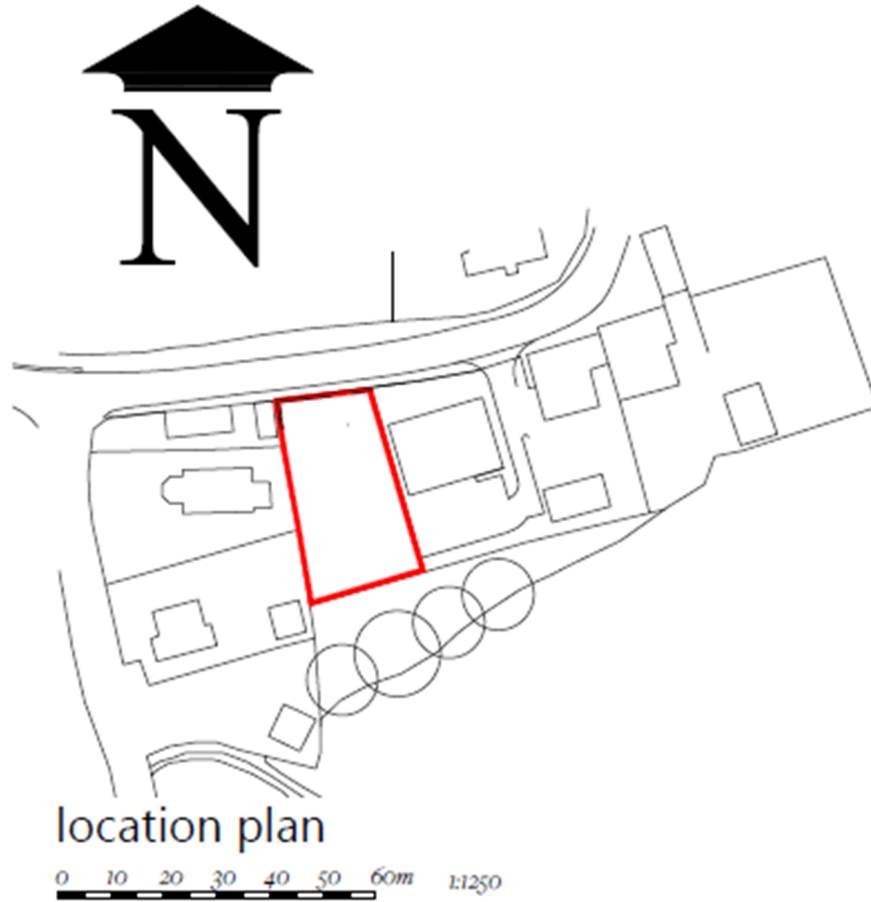
Item 3d

21/00232/OUT

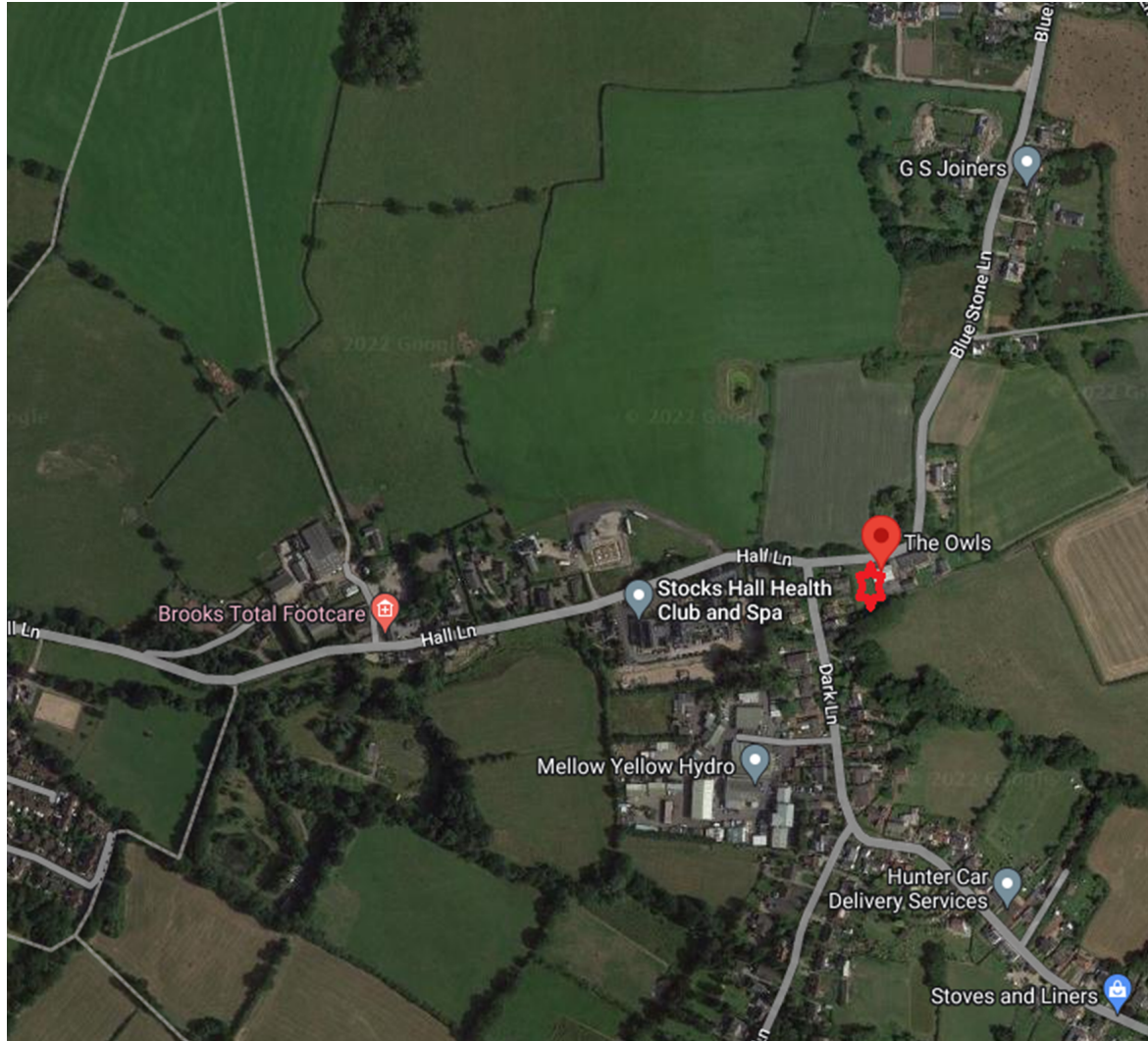
Land West of 1 The Owls, Blue Stone Lane, Mawdesley

Outline application for the erection of one detached dwelling including details of access and layout, with matters of appearance, landscaping and scale reserved

Location Plan



Aerial photo



Proposed Site Plan



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ITEM 3d - 21/00232/OUT – Land West Of 1 The Owls, Blue Stone Lane

The recommendation remains as per the original report

The following consultee responses have been received:

LCC Highways have made the following comments:

No objection subject to conditions.

The following conditions are recommended:

No.	Condition						
1.	<p>An application for approval of the reserved matters (namely the appearance, scale and landscaping of the site) must be made to the Council before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p>Reason: This condition is required to be imposed by the provisions of Article 3 (1) of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>						
2.	<p>The development shall be limited to a single bungalow and shall be carried out in accordance with the following plans:</p> <table border="1" data-bbox="320 1061 1254 1249"> <thead> <tr> <th data-bbox="320 1061 703 1126">Title</th> <th data-bbox="703 1061 975 1126">Drawing Reference</th> <th data-bbox="975 1061 1254 1126">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 1126 703 1249">Location plan, block plan and site plan</td> <td data-bbox="703 1126 975 1249">21.011.01.c</td> <td data-bbox="975 1126 1254 1249">06 June 2022</td> </tr> </tbody> </table> <p>Reason: For the avoidance of doubt and in the interests of proper planning</p>	Title	Drawing Reference	Received date	Location plan, block plan and site plan	21.011.01.c	06 June 2022
Title	Drawing Reference	Received date					
Location plan, block plan and site plan	21.011.01.c	06 June 2022					
3.	<p>As part of the first application for reserved matters or prior to the commencement of the development the following details shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> a) Details of the colour, form and texture of all external facing materials to the proposed dwelling b) Details of the colour, form and texture of all hard ground- surfacing materials. c) Location, design and materials of all fences, walls and other boundary treatments. d) The finished floor level of the proposed dwelling and any detached garages <p>The development thereafter shall be completed in accordance with the approved details. Prior to the first occupation of the dwelling hereby permitted all fences and walls shown in the approved details to bound its plot shall have been erected in conformity with the approved details.</p> <p>Reason: In the interests of the visual amenities and character of the area and to provide reasonable standards of privacy to residents</p>						
4.	<p>Prior to the construction of the superstructure of the dwelling hereby permitted or</p>						

	<p>with any reserved matter application, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. The development thereafter shall be completed in accordance with the approved details.</p> <p>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</p>
<p>5.</p>	<p>The dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.</p> <p>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.</p>
<p>6.</p>	<p>As part of the submission of the first reserved matters application, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:</p> <ul style="list-style-type: none"> (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions, the potential for infiltration of surface water in accordance with BRE365; (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; (iv) Incorporate mitigation measures to manage the risk of sewer surcharge; and (v) Foul and surface water shall drain on separate systems within the site. <p>The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and no surface water shall discharge to the public sewer either directly or indirectly.</p> <p>Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.</p> <p>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</p>
<p>7.</p>	<p>That part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials.</p>

	<p>Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.</p>
<p>8.</p>	<p>Prior to the commencement of development or with any reserved matter application a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CMP shall include and specify the provisions to be made for the following:-</p> <ul style="list-style-type: none"> a) The parking of vehicles of site operatives and visitors; b) Loading and unloading of plant and materials used in the construction of the development; c) Storage of such plant and materials; d) Wheel washing and/or power wash and hardstanding area with road sweeping facilities, including details of how, when and where the facilities are to be used; e) 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) f) Routes to be used by vehicles carrying plant and materials to and from the site; g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties. <p>Reason: 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.</p>

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APPLICATION REPORT – 21/01247/FUL

Validation Date: 11 November 2021

Ward: Chorley North East

Type of Application: Full Planning

Proposal: Demolition of four buildings and part demolition of a fifth building and erection of three detached dwellings

Location: Lower House Fold Farm Trigg Lane Heapey Chorley PR6 9BZ

Case Officer: Mike Halsall

Applicant: Mr Adam Higham

Agent: Mr Chris Weetman

Consultation expiry: 3 December 2021

Decision due by: 15 July 2022 (Extension of time agreed)

RECOMMENDATION

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

SITE DESCRIPTION

2. The application site is located within the Green Belt on Trigg Lane, off Brinscall Mill Road, approximately 1.5km south east of Wheelton and 1.2km south west of Brinscall. The site contains a complex of different buildings comprising dwellings, stables, storerooms, paddocks and other associated hardstanding and buildings that together make up a large and well-established Livery and Stud business.
3. The site is mostly surrounded by open agricultural land, apart from a small cluster of dwellings to the south west, including the Grade II listed Lower House Fold Farm with adjoining barn. Further to the south west there is a cluster of disused buildings in a poor state of repair where Outline planning permission was recently refused at planning committee for the redevelopment of the site for residential use.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. The application seeks full planning permission for the demolition of four existing buildings, the part demolition of a fifth building and the erection of three detached dwellings.
5. One of the proposed dwellings would be located to the east of an existing dwelling, Bluebell Cottage, following the demolition of three existing buildings in this location, close to the site entrance from Trigg Lane. This is identified as Plot 1 on the Site Plan and House Type A on the submitted elevations drawing. The other two dwellings are on Plots 2 and 3 (House Type B) would be located approximately 40m to the north east on an existing paddock area, just beyond where the largest of the buildings to be demolished (in terms of floor area) is currently located. The fifth building which is to be partially demolished is located to the east of the site entrance.

6. Each dwelling would have three parking spaces to the front and gardens to the rear. The design of the proposed dwellings has been amended by the applicant following comments made by the Council's heritage advisors.
7. The dwelling proposed to be located closest to the site entrance, and the aforementioned listed building (24m away), is similar to that of the existing dwellings to the west being two storey and of stone construction with quoins, slate roof and relatively small openings. The other two dwellings would be of the same materials but of a more contemporary form with a second floor in the roof space, forward projecting gable and balconies to the rear.

REPRESENTATIONS

8. No representations have been received.

CONSULTATIONS

9. Lancashire Highway Services (LCC Highway Services): have responded to state they have no objection to the proposal.
10. Greater Manchester Ecology Unit: has responded with no objection to the proposal, subject to conditions and informative notes being attached to any grant of planning permission relating to the safeguarding of protected species and the provision of ecological enhancement measures.
11. Regulatory Services - Environmental Health Officer: has not responded on this occasion.
12. Waste & Contaminated Land Officer: has responded to suggest that, due to the sensitive end-use of the development (residential housing with gardens) on previously developed land, the applicant submits to the Local Planning Authority a report to identify any potential sources of contamination on the site and where appropriate, necessary remediation measures.

The above can form the basis of a suitably worded planning condition.

13. United Utilities: have responded with no objection to the proposal and have recommended conditions be attached to ensure the site is sustainably drained in accordance with the drainage hierarchy and that surface and foul water be drained on separate systems.
14. Heapey Parish Council: have not responded on this occasion.
15. Lancashire County Council Emergency Planning Officer: has responded with no comments on the proposal.

PLANNING CONSIDERATIONS

Principle of development

16. The application site is located within the Green Belt and falls within the definition of previously developed land provided within the Framework. Section 13 of the Framework confirms that 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.
17. Development will only be permitted within the Green Belt, in accordance with the Framework, if it is considered appropriate development or where very special circumstances can be demonstrated. The Framework confirms that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

18. Paragraph 149 of the Framework states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt but lists a number of exceptions. One exception listed at paragraph 149 of the Framework in relation to development that need not be considered inappropriate development in the Green Belt is the limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.
19. The equestrian use, buildings and other associated development of this site is well established and falls within the definition of previously developed land specified at Annex 2 of the National Planning Policy Framework.
20. Whilst the test for sites such as this relates to the impact on openness, the Framework does not contain a specific definition of 'openness'. It is a subjective judgment which is considered further below, along with objective criteria of making that assessment. It is considered that in respect of the Framework, the existing site currently has an impact on the openness of the Green Belt. However, it is important to note that merely the presence of existing buildings on the site currently does not justify any new buildings. The new buildings must also not "have a greater impact on the openness of the Green Belt".
21. To engage with the exceptions of paragraph 145 of the Framework, which is reflected in policy BNE5 of the Chorley Local Plan 2012 – 2026, the test relates to the existing development. The openness of an area is clearly affected by the erection or positioning of any object within it no matter whether the object is clearly visible or not. The openness test relates to the whole of the site.
22. Policy BNE5 relates to the redevelopment of previously developed sites in the Green Belt and states that redevelopment of previously developed sites in the Green Belt will be permitted providing that the appearance of the site as a whole is maintained or enhanced and that all proposals, including those for partial redevelopment, are put forward in the context of a comprehensive plan for the site as a whole.
23. Whether harm is caused to openness depends on a variety of factors such as the scale of the development, its locational context and its spatial and/or visual implications. The existing site currently has an impact on the openness of the Green Belt through the presence of the substantially sized equestrian related buildings and other associated development. However, it is important to note that merely the presence of existing buildings on the application site currently does not justify any new buildings. The new buildings must also not "have a greater impact on the openness of the Green Belt". Case law has established that for there to be a greater impact, there must be something more than merely a change.
24. The proposal seeks to demolish four of the existing buildings and part of a fifth building to offset the harm to openness arising from the erection of three dwellings.
25. The volume of each of the existing buildings to be demolished, in cubic metres, is provided below:

 - Building 1: 168.05
 - Building 2: 437.55
 - Building 3: 64.68
 - Building 4: 891.72
 - Part Building 5: 436
 - Total: 1,998.00
26. The volume of the proposed dwellings are 851.52 cubic metres for House Type A and 830.85 cubic metres for House Type B. This gives a total proposed volume of 2,513.22 cubic metres.

27. The proposed dwellings would therefore result in an increase in built volume at the site of approximately 26% or 515.22 cubic metres. In terms of floor space, the existing buildings to be demolished cover approximately 682 square metres, whereas the proposed dwellings would cover approximately 327 square metres. This would result in a reduction of floor space covered by built development of approximately 52% or 355 square metres. The Council will typically allow for uplifts in volume of up to 30% without the proposal resulting in a greater impact upon the openness of the Green Belt.
28. As a result of the reduced surface area of built development and the increase in volume being within the Council's agreeable threshold, the spatial impact of the proposed development would be similar to that of the existing development. The visual impacts would also be improved due to a reduction in the overall massing of buildings at the site and the sense of openness would be enhanced, including the scope for soft landscaping. As such the impact on openness when considering the site as a whole would be no greater than the existing development.
29. Given the above, it is considered that the proposed development would not have a greater impact on the openness of the Green Belt than the existing development and as such would not represent inappropriate development in the Green Belt.

Impact on designated heritage assets

30. The principal statutory duty under the P(LBCA) Act 1990 is to preserve the special character of heritage assets, which includes their setting. Local Planning Authorities (LPAs) should in coming to decisions consider the principle act which states the following;

Listed Buildings - Section 66(1)

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

31. Section 16 of the National Planning Policy Framework (the Framework) refers to conserving and enhancing the historic environment. The following paragraphs contained therein are considered to be pertinent in this case:

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

206. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

32. The Central Lancashire Core Strategy (2012) (the Core Strategy), policy 16 refers to Heritage Assets. This policy mirrors that given in the Framework and states that it seeks to:

'Protect and seek opportunities to enhance the historic environment, heritage assets and their setting by:

a. Safeguarding heritage assets from inappropriate development that would cause harm to their significances.'

33. The Chorley Local Plan 2012 – 2026, policy BNE8 refers to the Protection and Enhancement of Heritage Assets. Essentially this policy mirrors the Framework. Paragraph b, states that, *'Applications will be granted where they sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the surrounding historic environment and where they show consideration for*

the following: iii, The Conservation and, where appropriate, the enhancement of the setting of heritage assets.'

34. The Council's heritage advisor, Growth Lancashire, have concluded that the proposal will result in some harm to the contribution made by the setting on the significance of the heritage asset. They regard this harm to the overall significance of the listed building to be low. On this basis, the revised scheme as presented causes 'less than substantial harm' and should be assessed under paragraph 202 of the National Planning Policy Framework.
35. The public benefits of the scheme need to be weighed against the identified low level of harm. There are a number of public benefits of the scheme in terms of improving the character and appearance of the site and the provision of housing. It is considered that these benefits would outweigh the identified harm, and as such the proposal conforms with S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Chapter 16 the Framework, policy 16 of the Core Strategy and policy BNE8 of the Chorley Local Plan 2012 - 2026.

Impact on character and appearance of locality

36. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that planning permission will be granted for new development, including extensions, conversions and free-standing structures, provided that (amongst other things):
 - "a) The proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials.*
 - c) 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;"*
37. The existing buildings proposed for demolition and other surrounding buildings to be retained are of a functional nature akin to their equestrian use. They do not contribute to the character of the area in any positive way. Other buildings to the south west, including the listed building, are of a traditional cottage / farmhouse design and mostly contribute positively to the character of the area, being of stone construction, albeit one has been rendered. These dwellings form a horseshoe shape around a central courtyard / parking area. Part of the listed building located closest to the proposed development has fallen into disrepair and is in a very poor condition. Similarly, the buildings further to the south east are in an extremely poor condition and are harmful to the character and appearance of the area.
38. The section of Trigg Lane terminates at the application site, although there are Public Rights of Way through the site where the proposed dwellings would be seen. House Type A on Plot 1 would be seen in the context of the existing dwellings, including the listed building, and whilst it would be taller than the existing cottages, it would be set back from the existing dwellings and so the impact of the height difference would be softened.
39. Whilst the proposed dwellings would be relatively large compared to the existing dwellings, their size is consistent with modern living standards. Given the remote location of the site, the proposed dwellings are considered acceptable in terms of size, scale, massing and design. The appearance of the dwellings would fit with the rural character of the area. The final choice of externally facing materials and landscaping details can be controlled by planning condition. As such it would be an acceptable design response in the context of this site, which is already occupied by large equestrian buildings.
40. Overall, the proposed development is an appropriate design response to the site and would have a positive impact on the appearance of the site and character of the area in consideration of the present buildings, and would not have a detrimental impact on the surrounding area. The development, therefore, complies with policy BNE1 of the Chorley Local Plan 2012 – 2026 with regards to design.

Impact on neighbour amenity

41. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact.
42. The dwelling on Plot 1 is proposed to be located side-on and over 13m to the east of the nearest dwelling, Bluebell Cottage. The only side-facing window in the proposed dwelling would serve a bathroom at first floor level. Whilst the facing side elevation of Bluebell Cottage may contain habitable room windows, the interface distance meets the Council's minimum standards. The other two dwellings on Plots 2 and 3 would sit side-by-side and would be well separated from any existing dwellings. They would contain no side facing windows serving habitable rooms. They would both include Juliette balconies serving a bedroom and a rooftop balcony over a single storey rear projection. It would be necessary for privacy screens to be installed in the inner sides of the balconies to avoid direct overlooking into each-others rear private gardens. This could be controlled by planning condition.
43. It is considered that the development would not adversely impact on the amenity of any existing or future occupiers and the proposal complies with policy BNE1 in this regard.

Highway safety

44. Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 -2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that the residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction.
45. The dwellings would be accessed via an existing site access point from Trigg Lane. The site layout plan adequately demonstrates that the site would provide off street parking and vehicle manoeuvring areas for at least three vehicles per dwelling, in line with the parking standards set out in policy ST4 of the Chorley Local Plan 2012 – 2026 and Appendix A for a four or more bedroom dwelling of the types proposed.
46. LCC Highways have assessed the proposal and do not have any objections regarding the proposed erection of the dwellings following demolition of existing buildings. The proposal is considered to be acceptable in terms of highway safety having regard to Chorley Local Plan policy BNE1 (d).

Flood risk and drainage

47. The application site is not located in an area that is at risk of flooding from pluvial or fluvial sources, according to Environment Agency mapping data. In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water being managed by package treatment plant and surface water draining in the most sustainable way.
48. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. As such the developer should consider the following drainage options in the following order of priority:
 1. into the ground (infiltration);
 2. to a surface water body;
 3. to a surface water sewer, highway drain, or another drainage system;
 4. to a combined sewer.
49. United Utilities have responded with no objection to the proposal and have recommended that the applicant implements a scheme in accordance with the surface water drainage

hierarchy outlined above and that foul and surface water be drained on separate systems. These issues can be controlled by suitably worded planning conditions.

Ecology

50. Policy BNE9 (Biodiversity and Nature Conservation) of the Chorley Local Plan 2012 – 2026 stipulates that Biodiversity and Ecological Network resources will be protected, conserved, restored and enhanced; and that priority will be given to, among other things, protecting, safeguarding and enhancing habitats for European, nationally and locally important species.
51. The Council's ecological advisors have responded with no objection to the proposal and have recommended conditions in relation to protecting bats, birds, the eradication of invasive species and the provision of biodiversity enhancement measures and have confirmed they consider the proposal would have no notable impact upon the Ribble SPA. It is, therefore, not considered that any further assessment is required of the proposed ecological impacts of the proposal and it is considered acceptable in this regard, i.e. an Appropriate Assessment is not required. The proposal is considered to comply with policy BNE9 of the Chorley Local Plan (2012-2016).

Public open space

52. Policy HS4 of the Chorley Local Plan 2012 – 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.
53. However, the National Planning Practice Guidance (NPPG) post-dates the adoption of the Local Plan and states that planning obligations should not be sought from developments of 10 or less dwellings and which have a maximum combined floorspace of no more than 1000 square metres.
54. In the determination of planning applications, the effect of the national policy is that although it would normally be inappropriate to require any affordable housing or social infrastructure contributions on sites below the thresholds stated, local circumstances may justify lower (or no) thresholds as an exception to the national policy. It would then be a matter for the decision-maker to decide how much weight to give to lower thresholds justified by local circumstances as compared with the new national policy.
55. Consequently, the Council must determine what lower thresholds are appropriate based on local circumstances as an exception to national policies. The Council has agreed to only seek contributions towards provision for children/young people on developments of 10 dwellings or less.
56. There is currently a deficit of provision in Chorley North East in relation to this standard. However, a financial contribution for off-site provision can only be requested if there is an identified scheme for new provision and at present there are none identified in the settlement and, therefore, no contribution can be sought.

Sustainability

57. Policy 27 of the Core Strategy requires all new dwellings to be constructed to Level 4 of the Code for Sustainable Homes or Level 6 if they are commenced from 1st January 2016. It also requires sites of five or more dwellings to have either additional building fabric insulation measures or reduce the carbon dioxide emissions of predicted energy use by at least 15% through decentralised, renewable or low carbon energy sources. 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:

58. "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."
59. "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."
60. Given this change, instead of meeting the code level, the dwellings should achieve a minimum dwelling emission rate of 19% above 2013 Building Regulations in accordance with the above provisions. This could be controlled by a condition.

Other issues

Hazards

61. Part of the site is located on the periphery of a consultation zone associated with an explosives manufacturing and storage facility at Redcliffe International (Shipping) Ltd, Heapey Storage Depot. Lancashire County Council's Emergency Planning Officer has however reviewed the proposals and has no comments to make. The proposal is located approximately 800m from the facility in question and there is already housing located much closer to the facility than the application site. The proposal is therefore considered to be acceptable with regards to any risk associated with the aforementioned facility.

Mineral Safeguarding

62. The site is located within a Mineral Safeguarding Area protected from incompatible forms of development by policy M2 of the Joint Lancashire Minerals and Waste Local Plan - Site Allocation and Development Management Policies - Part One 2013. The policy seeks to ensure that potential underlying mineral resources are not needlessly sterilised by development. In this instance, the application site has already been developed and so any underlying resource has already been sterilised. There is therefore no conflict with policy M2 as a result of this proposal.

Public Rights of Way

63. Public Rights of Way FP13 and FP15 cross through the application site through open areas of hardstanding between existing buildings. There is no reason to consider that the footpaths would be impacted by the proposal and an informative note can be attached to any grant of planning permission to highlight the location of the footpaths to the applicant and setting out their duties in ensuring they remain unobstructed.

Community Infrastructure Levy

64. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

65. It is considered that the proposed development would not be inappropriate development in the Green Belt as it would accord with exception g of paragraph 149 of the Framework. Further, the proposal would ensure the protection of neighbouring residential amenity in accordance with the aims of policies within the Framework and the Chorley Local Plan 2012 – 2026 that seek to achieve sustainable development. It is also considered that the proposed development would have no detrimental impact on the character of the area and would not give rise to undue harm to ecology, drainage, heritage assets or highway safety.

RELEVANT HISTORY OF THE SITE

Ref: 96/00294/COU **Decision:** PERFPP **Decision Date:** 9 October 1996

Description: Change of use of cow sheds and dairy to livery stabling and stabling for own horses,

Ref: 21/00958/OUT **Decision:** REFOPP **Decision Date:** 4 February 2022

Description: Outline planning application for residential development (all matters reserved)

Ref: 88/00749/COU **Decision:** PERFPP **Decision Date:** 21 February 1989

Description: Change of use of disused farm building into dwelling

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:

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

Title	Plan Ref	Received On
Location Plan	21/112/L01	19 October 2022
Proposed Site Plan	21/112/P01 Rev B	6 June 2022
House Type A (4H2137) - Proposed Plans & Elevations	21/112/P02 Rev B	6 June 2022
Plot 3 - House Type B (5H2635) - Proposed Plans & Elevations	21/112/P03 Rev B	17 June 2022
Plot 2 - House Type B (5H2635) - Proposed Plans & Elevations	21/112/P04	17 June 2022

3. Prior to any works taking place above DPC level, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a) Details of the colour, form and texture of all external facing materials to the proposed dwelling

- b) Details of the colour, form and texture of all hard ground- surfacing materials.
- c) Location, design and materials of all fences, walls and other boundary treatments.
- d) Existing and proposed ground levels and finished floor level of the proposed dwelling.
- e) A scheme for the landscaping of the development and its surroundings to include the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded and detail any changes of ground level or landform.

The development thereafter shall be completed in accordance with the approved details. Prior to the first occupation of the dwelling hereby permitted all fences and walls shown in the approved details to bound its plot shall have been erected in conformity with the approved details.

Reason: In the interests of the visual amenities and character of the area and to provide reasonable standards of privacy to residents.

4. Prior to the commencement of the development, other than demolition and enabling works, details of a scheme for the mitigation and biodiversity enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures shall be carried out prior to the occupation of any of the dwellings and should consist of house sparrow nesting habitat.

Reason: Due to the loss of swallow nesting opportunities at the site and need for biodiversity enhancement.

5. No works to trees and shrubs or vegetation clearance or demolition of buildings shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present.

Reason: All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981 (as amended).

6. All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.

Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However, as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.

7. Prior to the construction of the superstructure of the dwelling hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling will achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. The development thereafter shall be completed in accordance with the approved details.

Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.

8. The approved dwelling shall not be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.

Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.

9. Foul and surface water shall be drained on separate systems. Surface water shall be drained in accordance with the hierarchy of drainage options in national planning practice guidance. In the event of surface water discharging to public sewer, the rate of discharge shall be restricted to the lowest possible rate which shall be agreed with the statutory undertaker prior to connection to the public sewer.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

10. Any new external lighting should be designed to minimise the impact on nocturnal wildlife.

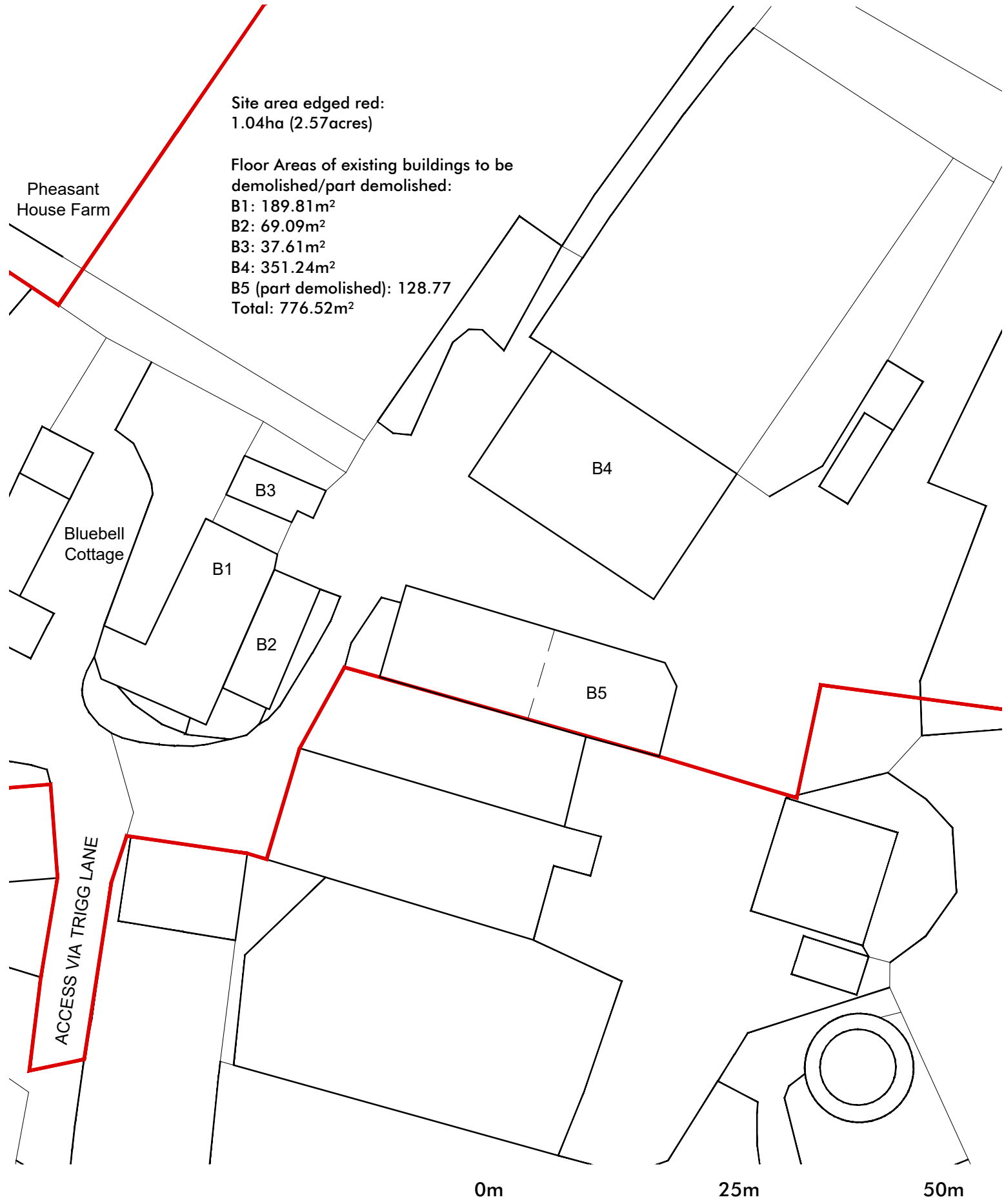
Reason: To avoid disturbance of nocturnal wildlife.

11. Prior to the first occupation of any of the dwellings hereby permitted, all existing buildings labelled B1 to B5 on the Location Plan & Existing Site Layout drawing (ref. 21/112/L01) submitted on 19 October 2021 shall have been demolished and all resultant materials removed from the site.

Reason: To protect the openness of the Green Belt.

12. Prior to any development taking place above DPC level of the dwellings hereby approved, details shall be submitted to and approved in writing by the Local Planning Authority of privacy screens to be erected to the sides of each balcony. No dwelling shall be occupied until the privacy screens as shown in the approved details have been erected. The privacy screens shall be retained at all times thereafter unless otherwise agreed in writing with the Local Planning Authority.

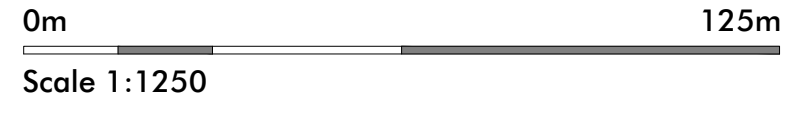
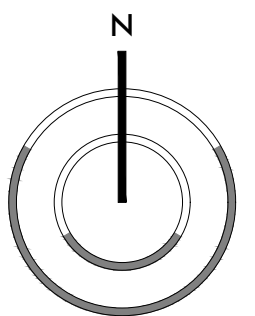
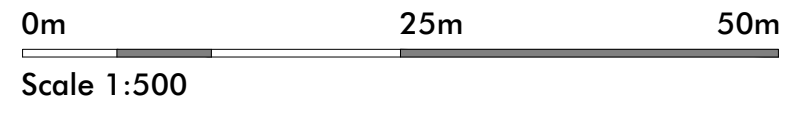
Reason: In the interests of the privacy of occupiers of neighbouring property.



Site area edged red:
1.04ha (2.57acres)

Floor Areas of existing buildings to be demolished/part demolished:
 B1: 189.81m²
 B2: 69.09m²
 B3: 37.61m²
 B4: 351.24m²
 B5 (part demolished): 128.77
 Total: 776.52m²

Existing Site Layout 1:500



Location Plan 1:1250

Revision Notes:

CLIENT	Highall Developments				
PROJECT	Proposed Residential Development at Lower House Fold, Trigg Lane, Heapey, PR6 9BZ				
DRAWING	Location Plan & Existing Site Layout				
DRAWN	WA	DATE	15/10/21	NUMBER	21/112/L01
SCALE	Varies	SHEET	A3	REVISION	-

LMP ARCHITECTURAL CONSULTANTS

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Planning
Committee Meeting

12 July 2022



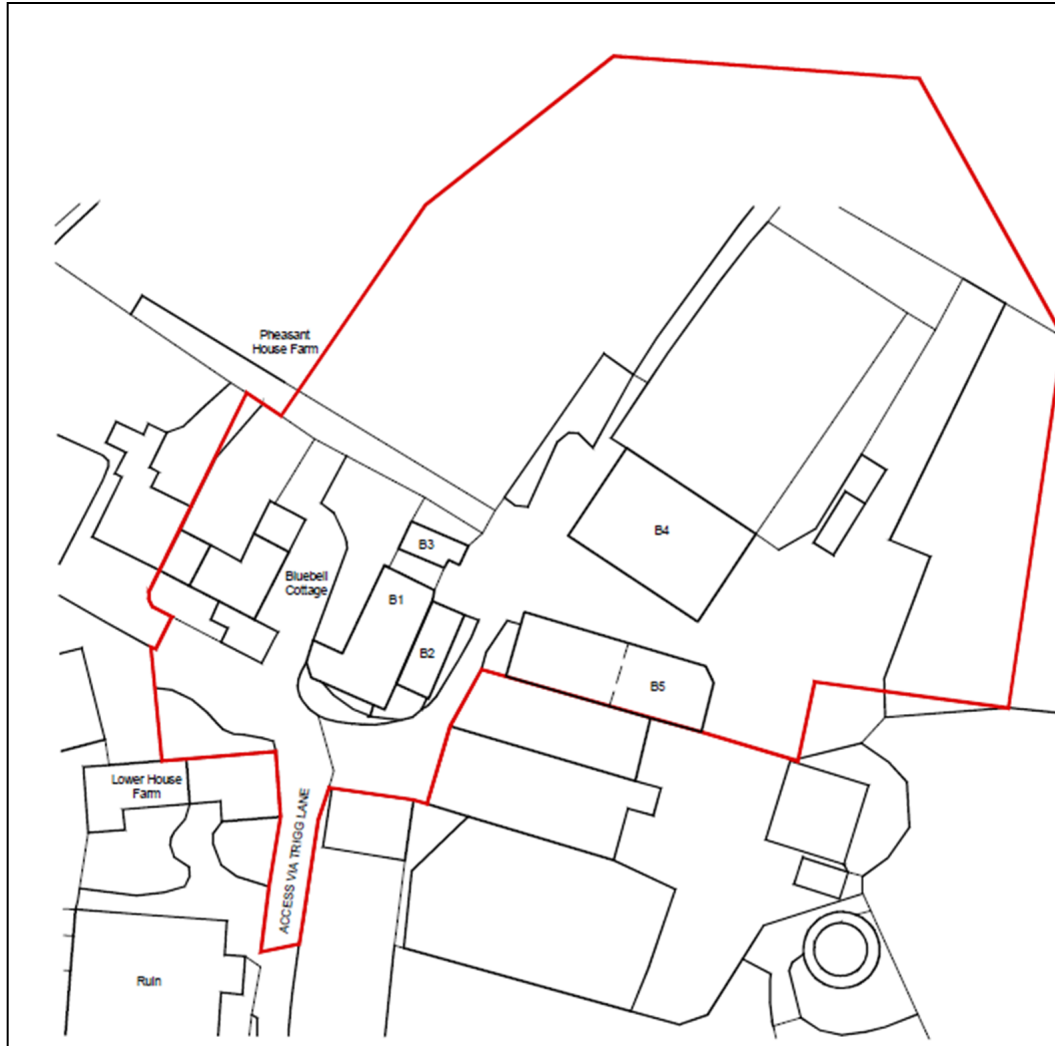
Item 3g

21/01247/FUL

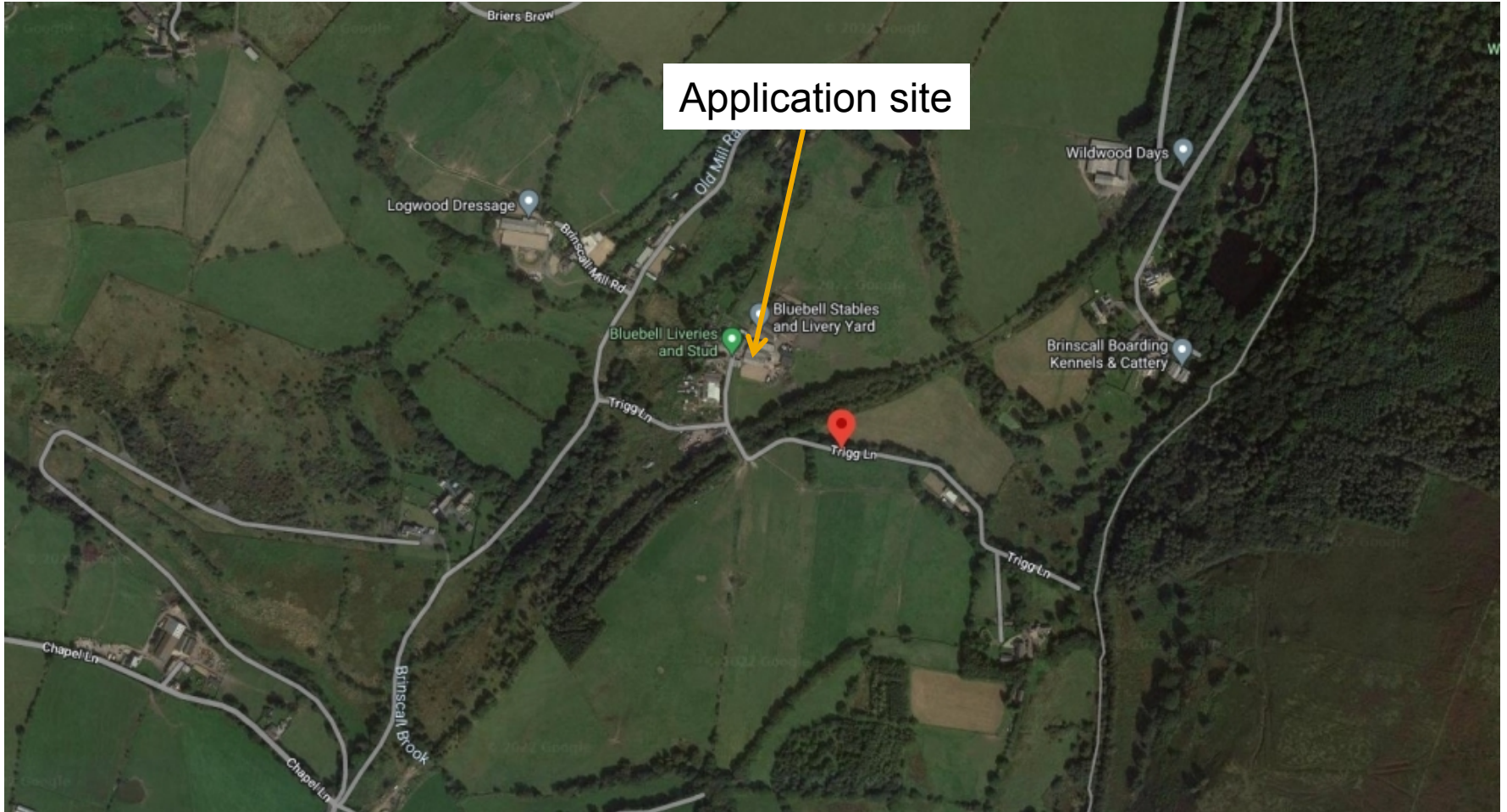
Lower House Fold Farm Trigg Lane Heapey Chorley PR6
9BZ

Demolition of four buildings and part demolition of a fifth
building and erection of three detached dwellings

Location Plan



Aerial photo



Existing Elevations



Proposed Site Layout



Plot 1 Elevations and Floor Plans



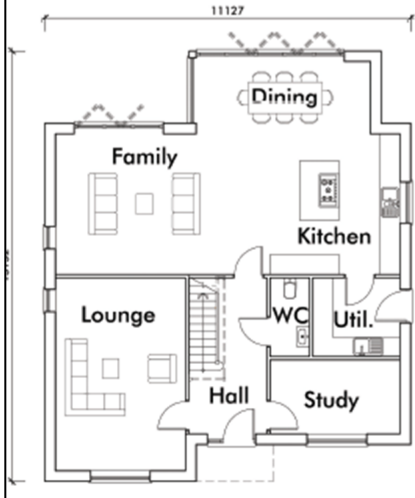
Plot 2 Elevations and Floor Plans



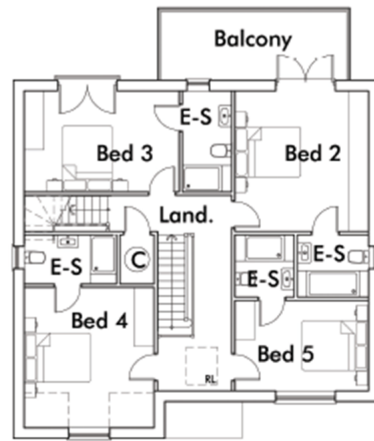
SIDE (R)

REAR

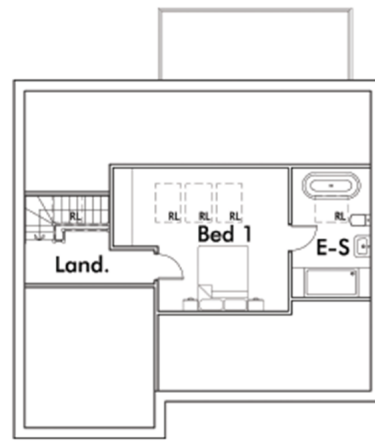
SIDE (L)



GROUND FLOOR



FIRST FLOOR



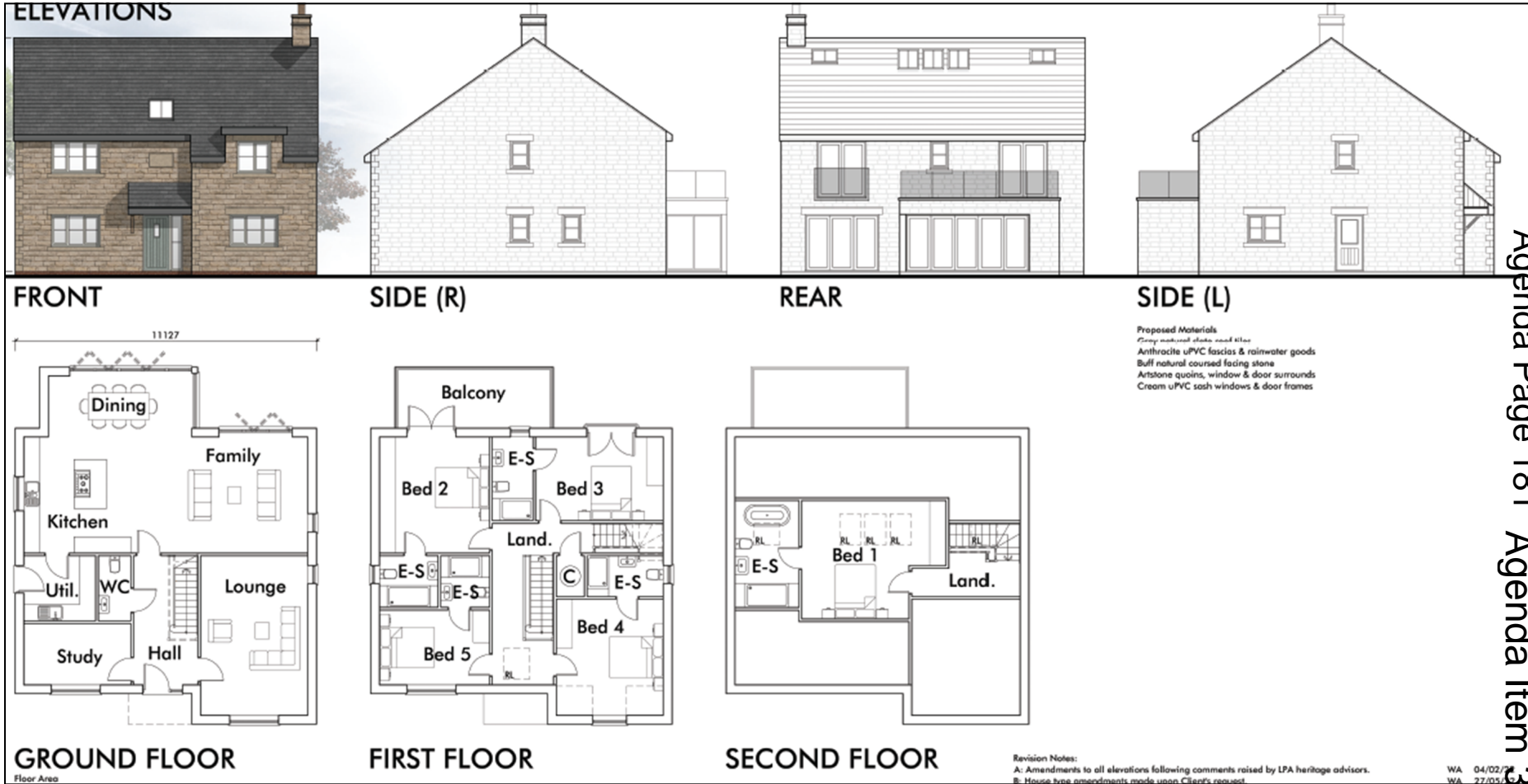
SECOND FLOOR

Proposed Materials
 Grey natural slate roof tiles
 Anthracite uPVC fascias & rainwater goods
 Buff natural coursed facing stone
 Artstone quoins, window & door surrounds
 Cream uPVC sash windows & door frames

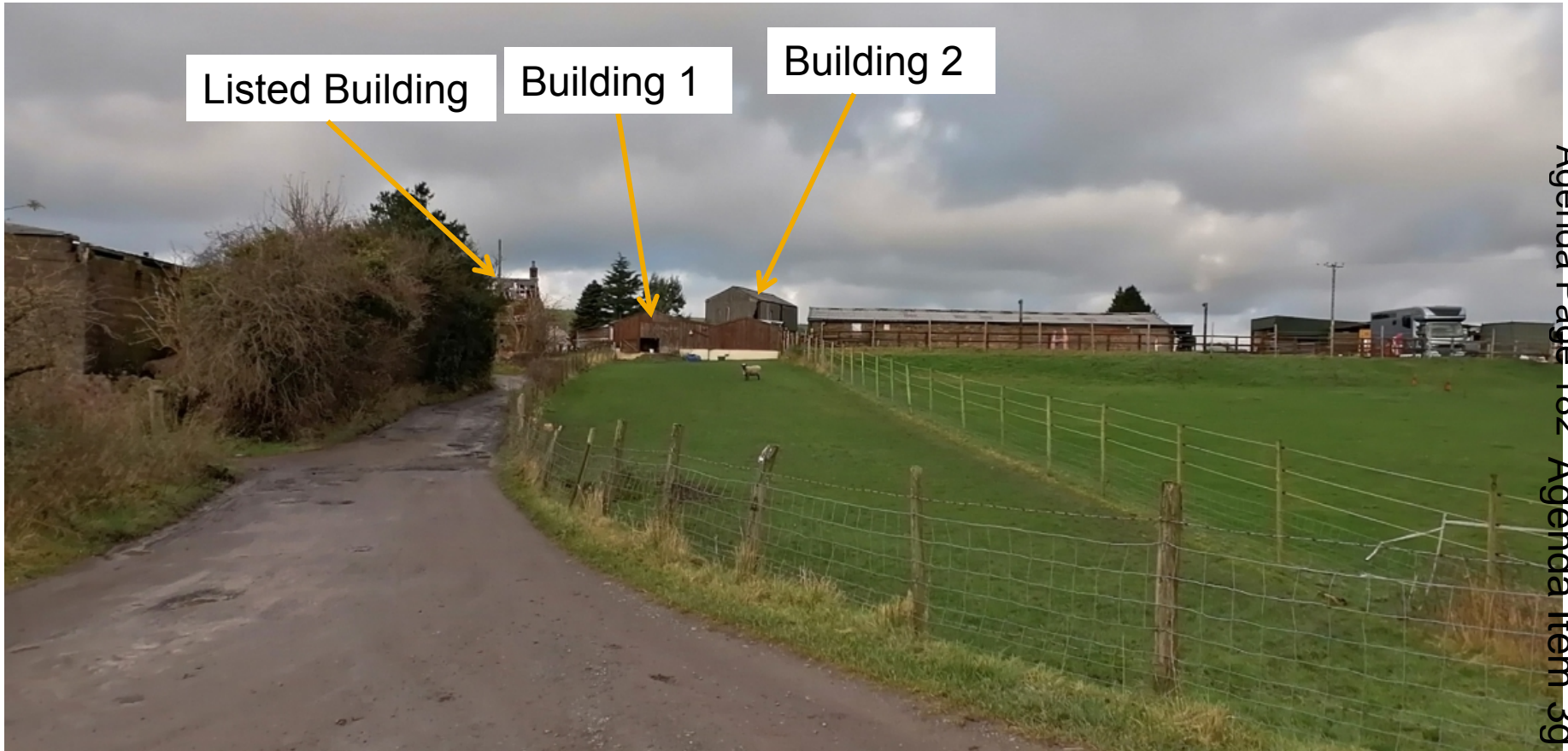
Floor Area
 111.00 - 113.00

Revision Notes:

Plot 3 Elevations and Floor Plans



Site photos – from Trigg Lane to the south



Site photos – Listed Building next to site entrance



Site photos – Listed Building



Site photos – existing dwellings



Site photos – existing dwellings



Buildings 1 and 2 to be demolished – site of Plot 1

Existing Dwelling



Buildings 1, 2 and 3 to be demolished for Plot 1



Building 4 to be demolished



Building 5 to be partially demolished



Paddock where Plots 2 and 3 would be located, behind Building 4



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APPLICATION REPORT – 22/00402/REMAJ

Validation Date: 5 April 2022

Ward: Chorley North And Astley

Type of Application: Major Reserved Matters

Proposal: Reserved matters application the erection of mixed industrial/employment units (Use Classes B1/B2/B8) (appearance, landscaping, layout, and scale) pursuant to outline planning permission ref: 15/00224/OUTMAJ

Location: The Strawberry Fields Digital Hub Euxton Lane Chorley PR7 1PS

Case Officer: Mr Iain Crossland

Applicant: Mr Lomas

Agent: Mr Michael Beech, BPD Architecture

Consultation expiry: 5 May 2022

Decision due by: 15 July 2022

RECOMMENDATION

1. It is recommended that reserved matters consent is granted.

SITE DESCRIPTION

2. The application site is located to the north of Euxton Lane, immediately to the west of the recently constructed Digital Hub office block, and to the east of an industrial development at Alker Lane that is being developed by Chorley Council.
3. Outline planning permission was granted in 2015 for a mixed use development comprising a Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure (15/00224/OUTMAJ) on the wider Strawberry Fields site (specifying access only). The application site forms the westerly parcel of this wider development.
4. The wider site covered by the outline planning permission is bounded to the north by the Blackpool to Manchester railway line, to the south by Euxton Lane, to the east by the residential properties on Strawberry Fields and to the west by an industrial development site.
5. The site is located on the outskirts of the main urban area of Chorley in the Chorley North and Astley ward, to the south of Buckshaw village and approximately 1.9 kilometres from Chorley town centre. The immediate area has evolved over the last two decades such that the site is now surrounded by a mix of residential and commercial employment developments and uses.

DESCRIPTION OF PROPOSED DEVELOPMENT

6. This application seeks reserved matters consent for the appearance, landscaping, layout and scale of three mixed industrial/employment units (Use Classes B1/B2/B8). This

represents a partial resubmission of previously approved reserved matters application ref. 19/01099/REMMAJ and includes an additional parcel of land to the north that bounds the railway line.

7. The access to the site would remain unchanged with two access points off the spine road to the south and an access to the north. Car parking areas would be located either side of the spine road serving each unit with loading and manoeuvring areas positioned on the opposite sides of the units.
8. The development proposal consists of three commercial warehouse units. Two would be located to the south of the spine road in place of four previously approved units of smaller scale. The larger of the three units would be located to the north of the spine road. A habitat buffer / corridor is to be provided to the west of the site.
9. The largest of the three units, Unit 3, is located to the north of the spine road and would be located in the very north east corner of the original outline application site. This would be a functional warehouse building providing 4,645 sqm of gross internal area (GIA) floorspace with a dual pitched roof measuring 10.60m to the eaves and 15.60 to the ridge. There would be two smaller units, Unit 1 and Unit 2, which would be located to the south of the spine road as proposed to be extended and would be in what is the south west corner of the original outline application site. Unit 1 would be a functional warehouse building providing 1,394 sqm of gross internal area (GIA) floorspace with a dual pitched roof measuring 9.74m to the eaves and 11.27m to the ridge. Unit 2 would be a functional warehouse building providing 2,100 sqm of gross internal area (GIA) floorspace with a dual pitched roof measuring 9.73m to the eaves and 11.44m to the ridge.
10. All of the three units are of uniform design and would have similar features with high loading doors and fenestration and detailing proposed around office areas and the access doors.
11. The main elevations would be a mixture of cladding and brickwork. The cladding system to be used would be anthracite grey/goosewing grey in colour and of a contoured profile design. There would be detailing around the offices which would take the form of a mixture of microrib cladding and brickwork. This also applies to the high loading doors.
12. Each unit would have a very shallow dual pitch roof rising to a near indiscernible ridge line meaning that the roofs would almost appear as if mono-pitch/flat. The roofs would be constructed of composite roof cladding.

REPRESENTATIONS

13. No representations have been received.

CONSULTATIONS

14. Greater Manchester Ecology Unit: Have recommended that details of the Eco Buffer Zones between the built development and the wider site are provided.
15. Regulatory Services - Environmental Health: Have suggested that the guidance and recommendations contained within the Chorley Council document "Code of Practice for Construction and Demolition", which covers operating hours, plant and equipment, piling, vibration, air pollution and dust should be adhered to.
16. Lancashire County Council Highway Services: Have confirmed that they consider that the proposal is acceptable.
17. United Utilities: Have no objection.

PLANNING CONSIDERATIONS

Principle of the development

18. The acceptability of the principle of the development has been established by the grant of outline planning permission (15/00224/OUTMAJ), which included approval of the access point from Euxton Lane and subsequent reserved matters consents (16/00337/REMMAJ and 19/01099/REMMAJ). A series of conditions relating to the outline planning permission have also been discharged. It is noted that the parameters plan for the outline development was altered through a non material amendment (18/01115/MNMA) and further via a section 73 planning permission (20/01307/OUTMAJ).
19. This application is only considering the outstanding reserved matters of appearance, landscaping, layout and scale for this part of the site. As part of the outline planning permission, a parameters plan was submitted and it was conditioned that reserved matters applications should be made in accordance with it. This plan detailed the position of the different uses on the site and the maximum heights of the buildings that reserved matters applications must adhere to.

Layout

20. The parameters plan approved at outline stage, and as amended, identifies the area of the application site to the south side of the spine road as being set aside for Class B1/B8 uses and for Class B1/B2/B8 on the north side of the spine road. The scope of this reserved matters proposal fits within these parameters.
21. Units 1 and 2 would comprise two warehouse buildings located to the south side of the spine road and there would be two areas of car parking and landscaping provided to the front of the units adjacent to the spine road. This leaves a large area to be dedicated to servicing and manoeuvring to the south of the site, which provides a significant stand off from the highway at Euxton Lane thereby reducing the prominence of the buildings.
22. The largest of the units, Unit 3, would be set furthest from Euxton Lane with an area of parking and landscaping between the building and the spine road. This positioning is such that it would be largely screened from the most prominent views along Euxton Lane, whilst allowing for a sense of arrival on the spine road. There would be a large service yard to the east of Unit 3, which would enable a significant separation between the building and the planned housing development on the parcel of land to the east.
23. The proposed layout would be suitable in the context of a planned industrial development and would ensure adequate separation of the buildings from the most sensitive receptors, whilst providing an adequate sense of arrival from within the estate and a logical arrangement for effective use. The proposed layout of the site is considered acceptable on this basis.

Scale

24. The approved parameters plan set out the scale of the proposed buildings at outline stage. For the part of the site to the south of the spine road, to which this application relates, it restricts building heights to 3 storey (15m) and to 2 storey (10m) within approximately 35m of Euxton Lane. For the part of the site to the north of the spine road building heights are restricted to 3 storey (15m) by the parameters plan. These heights are defined as referring to roof level.
25. All of the units have a maximum floor to lowest part of ceiling height of less than 12 m. The height of each unit from base level to eaves height is as follows: Unit 1: 9.74m, Unit 2: 9.73m and Unit 3: 10.60m. The figures to ridge level for each unit are as follows: Unit 1: 11.27m, Unit 2: 11.44m and Unit 3 15.60m. The increases in height from eaves height to ridge level height reflects the fact each unit benefits from a shallow dual pitch roof. The reason Unit 3 is taller than Units 1 and 2 reflects the fact that its footprint is greater.
26. It is important to note that the overall extent of the area covered under the reserved matters application cannot be described as flat. This is because there is a definable slope from east to west. The effect of this is that the change in levels across this part of the site offers scope to model the land so as to create a satisfactory development platform for Units 1 and 2.

27. The new platform that would be created would be some 2.5m less than the current ground level in this part of the site. It would have a very slight and virtually indiscernible slope from east to west. This means that the base level of Unit 2 would be slightly higher than Unit 1. However, the difference between the floor levels of the two units, which is approximately 1m, would be near indiscernible.
28. It is also noted that the two units are further northwards and away from Euxton Lane (by over 25m) than those that have already been approved. This is so that the units only slightly encroach into the zone identified on the parameters plan that supports development to a 10m roof level. The rest of the zone has an allowance to 15m (to roof level).
29. There is no definition of what roof level refers to in the context of the approved parameters plan. As such flat roofed buildings could reasonably be constructed up to 15m in height on these parcels of land. This would result in a greater massing of building than those that are proposed as part of this reserved matters application, whereby eaves heights are several meters lower than the height to roof level specified in the parameters plan. It is the eaves that influence the bulk and massing of the buildings and so the incorporation of dual pitched roofs do not appreciably increase the bulk and massing of the proposed structures and ensures that the buildings reflect the scale of development envisaged at outline stage.
30. The target heights also assumed that buildings on this part of the site would be sited to reflect existing topography across the site and related site levels. Indeed, no mention is made at outline application stage of the potential to create lower development platforms the effect of which would be to site buildings below natural land heights/levels. Accordingly, units that are proposed to be sited in that part of the employment land where indicative building heights to roof level should be between a target height of 10m and 15m, need to be considered with a degree of realism and flexibility.
31. In the case of Units 1 and 2 only a small portion falls within the zone where the 10m target building height to roof level applies, whilst Unit 3 only marginally exceeds the 15m target level at 15.6m. Given that the term 'roof level' is not defined and the buildings have pitched roofs, whilst the natural site level is reduced through the creation of a lower development platform it is considered that the buildings reflect the scale of development anticipated on this part of the site. The proposal is, therefore, considered to be in accordance with the parameters agreed at outline stage.

Appearance

32. The floorspace and general scale of the units, along with the integral offices, is reflective of the style and scale of units required by the national, regional and local market. The units are typical of modern and fit for purpose employment units in terms of the scope and flexibility of accommodation that they offer.
33. The materials palette can be described as a mixture of brickwork in the form of a Staffordshire blue brick pointed with a complementary mortar tone, intermixed with TPP reverse profile cladding and microrib cladding as feature panels up to the location of the offices. The roof materials would be Tata Trisomet composite cladding, and the overall colour pallet would be anthracite grey and goosewing grey. The proposed materials would be typical contemporary finishes for warehouse units of this type and reflective of other such units in the locality.

Landscaping and ecology

34. An ecology report was submitted at outline stage that made a number of recommendations that informed the masterplan at that stage. A condition on the outline planning permission required any landscaping scheme submitted at reserved matters stage to take account of the habitat enhancement measures set out in the ecology report. This included a biodiversity buffer of at least 8m along the west boundary of the site with the watercourse. This is shown on the proposed site plan. Also relevant to this part of the site was the creation of a new wildlife pond in the south west corner of the site, however, this was removed from the parameters plan via a section 73 application (20/01307/OUTMAJ) in lieu of a financial contribution towards the off-site provision or improvement of a wildlife habitat pond.

35. This application provides the details of a landscaping scheme within the frontage and parking areas of the units. This landscaping would involve lawned areas, hedges and trees set out in a more formally landscaped arrangement than the ecological buffer zone that comprises part of the strategic landscaping of the site. The proposed landscaping would frame the units to the north and south of the spine road and would soften the appearance of the development to some extent, aiding the sense of arrival through the formalised approach. whilst as proposed to be extended main access road. The proposed landscaping reflects the expectations of the parameters plan and is of a design and extent that reflects the style of modern commercial developments.

Impact on neighbour amenity

36. In terms of neighbour amenity the nearest existing residential properties are those to the south west located on Badgers Walk and the estate beyond; Ingholme and Brookfield, a pair of semi-detached properties located on Euxton Lane to the west of the site and the houses on Strawberry Fields located to the east. Derian House Children's Hospice is located opposite the site on the other side of Euxton Lane. Within the wider site itself covered, by the outline permission, will be residential properties to the north of the spine road and east of the application site. The proposed units themselves, although large in scale, would have no unacceptable impacts on nearby or anticipated residential property through loss of outlook or light due to the degree of separation, and in the case of the housing development that is underway to the east, due to the relative positioning and difference in levels also.
37. A noise assessment was submitted with the outline application but a condition was imposed (condition no.15) on the outline planning permission requiring any reserved matters applications to be accompanied by a noise impact assessment demonstrating how the layout has been designed to minimise noise to the lowest practicable levels and include any necessary mitigation measures as the detailed layout of the uses on the site was not known at that time. A noise assessment was submitted with the previous application (19/01099/REMMAJ) covering the southern parcel of the site, however, no noise assessment has been provided in relation to the details of the site to the north of the spine road. As this part of the site could be occupied for general industrial use (Class B2) and would be adjacent to a residential development that is under construction, it is considered that a condition should be attached to any grant of reserved matters requiring a noise impact assessment and details of any necessary mitigation measures in the event that it is to be used for Class B2 use.
38. It is considered that the noise report submitted previously provides sufficient information for the Council to conclude that noise from the development would be acceptable given the uses anticipated for this site under the outline planning permission, subject to further details being required if Unit 3 were to be used for Class B use. There are no other issues in relation to residential amenity that would make the proposal unacceptable.

Highway safety

39. The Chorley Local Plan 2012-2026 sets out the Council's parking standards at policy ST4 and its associated appendix. The proposal complies with the Council's parking standards. LCC Highway Services have confirmed they have no objection to the proposal in terms of highway safety or capacity but have expressed a preference for the corner radii of the main entrances to the yards housing 'Distribution Units 1-2 and 3 be reduced to 6.0m. However, these were previously agreed with LCC Highway Services for the same type of use as part of the previously approved reserved matters. It would, therefore, seem counterintuitive to reduce the access width given the type of use proposed and previous consent.

Community Infrastructure Levy

40. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

Conclusion

41. The proposed development is considered to be within the parameters of the outline planning permission and the details for this part of the site are considered acceptable.

RELEVANT HISTORY OF THE SITE

Ref: 15/00096/SCE **Decision:** PESCEZ **Decision Date:** 18 February 2015
Description: Request for Screening Opinion Pursuant to Regulation 5 of The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 for a mixed use development comprising Digital Health Park, light industrial/employment units (B1/B2/B8), care home and specialist care facility (C2), local convenience store (A1), family pub (A4), residential units (C3), and associated access, landscaping and infrastructure.

Ref: 15/00224/OUTMAJ **Decision:** PERFPP **Decision Date:** 4 December 2015
Description: Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure.

Ref: 16/00337/REMMAJ **Decision:** PERRES **Decision Date:** 13 May 2016
Description: Reserved matters application (for the appearance, landscaping, layout and scale) for the erection of a digital office park (use class B1); data centre (use class B8) and business centre units (use classes B1/B2/B8), associated spine road and car parking (associated with outline planning permission ref: 15/00224/OUTMAJ).

Ref: 18/00046/DIS **Decision:** PEDISZ **Decision Date:** 3 January 2020
Description: Application to discharge conditions 1 (phasing plan); 3 (levels); 5 (samples of materials); 7 (ground contamination); 11 (construction method statement); 16 (surface water drainage); 17 (foul water drainage); 20 (site access and off site highway works); 21 (estate street phasing); 22 (future management and maintenance of streets); 23 (construction details of streets); 26 (risk assessment) and 30 (services provision) of outline planning permission ref:15/00224/OUTMAJ (which was for the means of access for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8) ; Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1) ; family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure) and conditions 3 (amphibian crossing tunnels), 5 (elevational treatment below FFL and 6 (noise assessment) of reserved matters consent ref. 16/00337/REMMAJ (which was for the appearance, landscaping, layout and scale) for the erection of a digital office park (use class B1); data centre (use class B8) and business centre units (use classes B1/B2/B8), associated spine road and car parking (associated with outline planning permission ref: 15/00224/OUTMAJ).

Ref: 18/00161/FUL **Decision:** PERFPP **Decision Date:** 17 April 2018
Description: Widen existing access, re-surface area using reinforced concrete

Ref: 18/00316/FUL **Decision:** PERFPP **Decision Date:** 8 June 2018
Description: Temporary construction access

Ref: 18/00373/MNMA **Decision:** PEMNMZ **Decision Date:** 2 August 2018
Description: Minor non-material amendment to the development approved under reserved matters consent 16/00337/REMMAJ (Reserved matters application (for the appearance, landscaping, layout and scale) for the erection of a digital office park (use class B1); data centre (use class B8) and business centre units (use classes B1/B2/B8), associated spine road and car parking (associated with outline planning permission ref:15/00224/OUTMAJ) involving changes to the Digital Office building to include omission of overhanging features, substitution of materials from cladding to render and brick and reduction in glazing, reduced FFL from 80.000 to 76.500; amendments to car parking layout and relocation of substation to the north east of the site; and removal of 2no. trees.

Ref: 18/01115/MNMA **Decision:** PEMNMZ **Decision Date:** 19 December 2018
Description: Amendment to approved scheme (ref: 15/00224/OUTMAJ) to substitute a revised parameters plan so that: 1) use classes A1 and A4 are no longer relevant to the proposed development; 2) use class C2 is now located left of the proposed access point; 3) use class D1 has been reduced at the entrance to the site but is now also located at the far north; 4) use classes B1 / B2 and B8 are also located at the far north of the site and have retained their position south of the spine road; 5) use class C3 has been shifted slightly to the right to accommodate the previous point.

Ref: 19/00904/REMMAJ **Decision:** PERRES **Decision Date:** 15 March 2021
Description: Reserved matters application for the erection of 122 dwellings (appearance, landscaping, layout, and scale) pursuant to outline planning permission 15/00224/OUTMAJ.

Ref: 19/01099/REMMAJ **Decision:** PERRES **Decision Date:** 29 May 2020
Description: Reserved matters application the erection of mixed industrial/employment units (Use Classes B1/B2/B8) (appearance, landscaping, layout, and scale) (resubmission of approved application 16/00337/REMMAJ) pursuant to outline planning permission 15/00224/OUTMAJ

Ref: 20/00147/REM **Decision:** PERRES **Decision Date:** 7 May 2020
Description: Reserved matters application (appearance, landscaping, layout, and scale) for a childrens nursery / after school care facility and ancillary sports / activity building pursuant to outline planning permission 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure).

Ref: 20/00631/DIS **Decision:** PEDISZ **Decision Date:** 16 July 2020
Description: Application to discharge condition no. 32 (BREEAM) of outline planning permission 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure.).

Ref: 20/00750/DIS **Decision:** PEDISZ **Decision Date:** 19 August 2020
Description: Application to discharge conditions nos. 7 (ground contamination) and 11 (construction method statement) of outline planning permission ref: 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure)

Ref: 20/00759/MNMA **Decision:** PEMNMZ **Decision Date:** 11 September 2020
Description: Application for a minor non-material amendment to planning permission ref: 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure) to amend the wording of condition 23 to enable works to commence on-site whilst the technical approval of the highways and drainage design takes place

Ref: 20/00790/DIS **Decision:** PEDISZ **Decision Date:** 3 September 2020
Description: Application to discharge condition no. 9 (energy and sustainability statement) of outline planning permission ref: 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience

store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure)

Ref: 20/00797/REM **Decision:** PERRES **Decision Date:** 27 November 2020

Description: Reserved matters application for the erection of a care home (appearance, landscaping, layout, and scale) pursuant to outline planning permission 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure)

Ref: 20/00865/DIS **Decision:** PEDISZ **Decision Date:** 4 August 2021

Description: Application to discharge condition nos. 16 and 17 (flood risk and drainage strategy), 21 (estate street phasing plan), 22 (management and maintenance of streets) and 25 (Construction Method Statement) of outline planning permission ref: 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure)

Ref: 20/01307/OUTMAJ **Decision:** PEROPP **Decision Date:** 9 March 2022

Description: Section 73 application for the variation of condition no.2 (approved drawings) attached to outline planning permission ref. 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure) to substitute the approved parameters plan (previously amended under permission ref. 18/01115/MNMA) in relation to the area of land for employment and leisure uses and ecological buffer/landscaping, towards the north western corner of the site.

Ref: 21/00234/DIS **Decision:** PEDISZ **Decision Date:** 21 September 2021

Description: Application to discharge conditions nos.5 (materials), 6 (landscaping), 7 (ground contamination), 11 (construction method statement), 16 (surface water drainage) and 17 (drainage scheme) attached to planning permission ref: 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure)

Ref: 21/00236/DIS **Decision:** PEDISZ **Decision Date:** 20 May 2021

Description: Application to discharge condition no.7 (wheel cleaning facilities) attached to planning permission ref: 20/00797/REM (Reserved matters application for the erection of a care home (appearance, landscaping, layout, and scale) pursuant to outline planning permission 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility (Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure))

Ref: 21/00488/MNMA **Decision:** PEMNMZ **Decision Date:** 1 June 2021

Description: Minor non-material amendment to reserved matters consent 20/00797/REM (Reserved matters application for the erection of a care home (appearance, landscaping, layout, and scale) pursuant to outline planning permission 15/00224/OUTMAJ (Outline application (specifying access only) for a mixed use development comprising Digital Health Park, industrial/employment units (Use Classes B1/B2/B8); Care Home and Specialist Care Facility

(Use Class C2); local convenience store (Use Class A1); family pub (Use Class A4) and/or medical centre (Use Class D1); residential units (Use Class C3) and associated access, landscaping and infrastructure)) involving:

Minor footprint alterations, changes to fenestration, lift shaft roof capping, alterations to the roof parapet, brise soleil removed from east elevation, brise soleil to balconies to be replaced with timber alternative, addition of perimeter paving, and relocation of bin store and electric kiosk.

Ref: 21/00678/MNMA **Decision:** PEMNMZ **Decision Date:** 17 August 2021
Description: Minor non material amendment to reserved matters consent 19/00904/REMMAJ (Reserved matters application for the erection of 122 dwellings (appearance, landscaping, layout, and scale) pursuant to outline planning permission 15/00224/OUTMAJ) involving changes to finished floor levels, layout and elevational details

Ref: 21/01130/MNMA **Decision:** PEMNMZ **Decision Date:** 30 September 2021
Description: Minor non material amendment to reserved matters consent 19/00904/REMMAJ (Reserved matters application for the erection of 122 dwellings (appearance, landscaping, layout, and scale) pursuant to outline planning permission 15/00224/OUTMAJ) involving changes to the position of the retaining wall and rear garden boundaries of Plots 100 to 111

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 Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of the outline planning permission or this approval of reserved matters.

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

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

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

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

Title	Plan Ref	Received On
Site Location Plan	873/SFC/LP Rev.A	05 April 2022
Proposed Site Plan	873/SFC/SLP/COM Rev.F	05 April 2022
Site Landscaping Plan	873/SFC/LSP Rev.A	05 April 2022
Proposed Floorplans Type 7 – Distribution 1	873/SFC/CBD7/001	05 April 2022
Proposed Elevations Type 7 – Distribution 1	873/SFC/CBD7/002	05 April 2022
Proposed Roof Plan Type 7 – Distribution 1	873/SFC/CBD7/003	05 April 2022
Proposed Floorplans Type 8 – Distribution 2	873/SFC/CBD8/001	05 April 2022
Proposed Elevations Type 8 – Distribution 2	873/SFC/CBD8/002	05 April 2022
Proposed Roof Plan Type 8 – Distribution 2	873/SFC/CBD8/003	05 April 2022
Proposed Floorplans – Type 6	873/SFC/CBD6/001 Rev.D	05 April 2022

Proposed Elevations – Type 6	873/SFC/CBD6/002 Rev.E	07 June 2022
Proposed Site Sections	873/SFC/SS/01 Rev.F	05 April 2022

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

4. 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.

5. 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.

6. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the appearance of the locality.

7. No works to trees and shrubs or vegetation clearance shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.

Reason: Nesting birds are a protected species.

8. The development hereby approved shall be carried out in strict accordance with the Tree Protection Plan (ref. D4954.002) received 12 May 2022 unless otherwise agreed in writing and for the avoidance of doubt all trees to be retained shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standards.

Reason: To safeguard the trees to be retained.

9. The private car parking shall be marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative, and permanently maintained thereafter.

Reason: To allow for the effective use of the parking areas.

10. Covered cycle storage facilities shall be provided in accordance with a scheme to be submitted to the Local Planning Authority prior to the first occupation of each unit hereby approved. The approved cycle storage facilities shall be provided before that unit is first occupied and shall be permanently maintained thereafter.

Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.

11. Prior to the erection of the superstructure of any building hereby permitted, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been

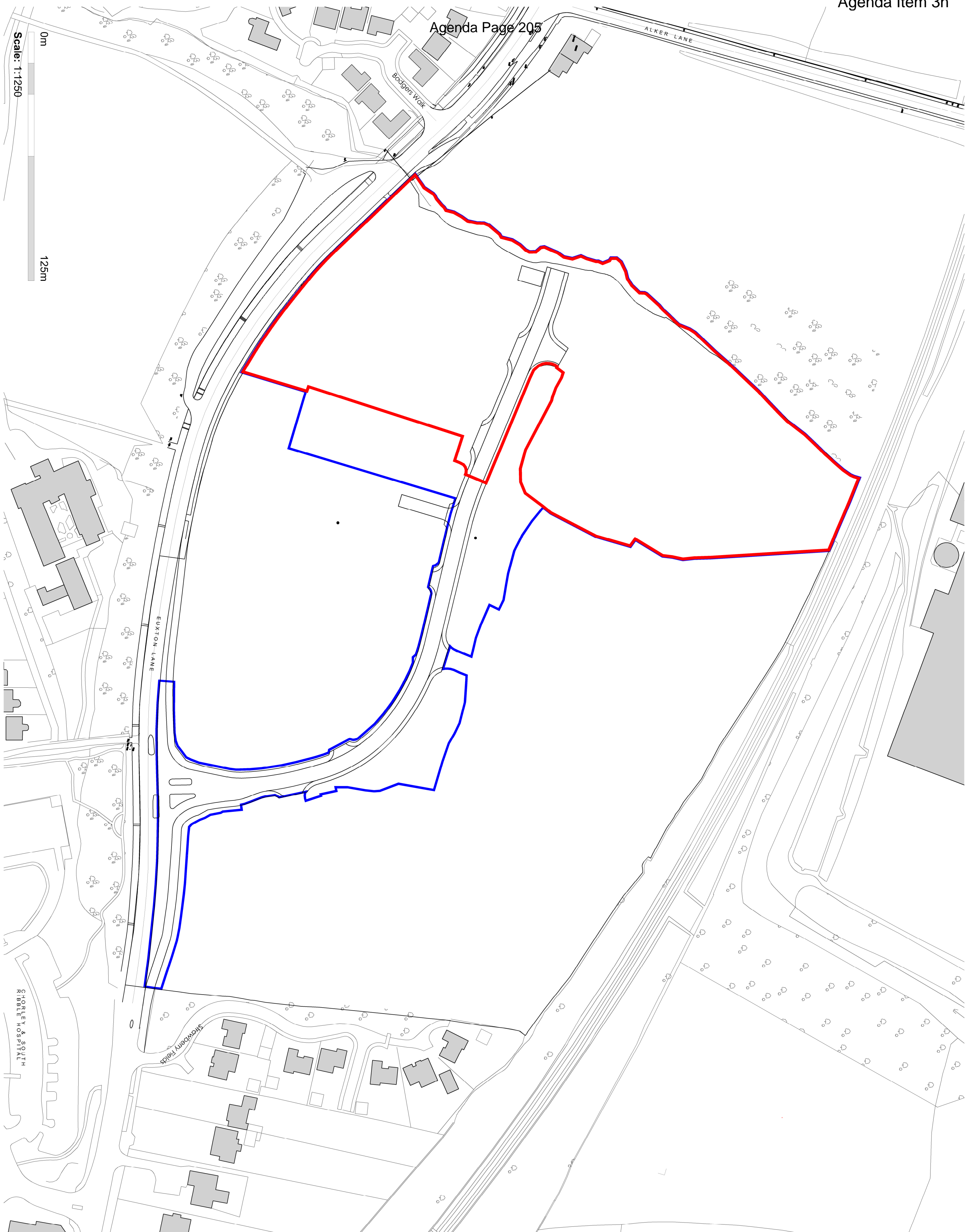
submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.

Reason: To ensure a visually satisfactory form of development and to protect the amenities of occupiers of nearby property.

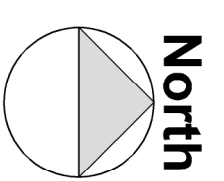
12. Prior to the occupation of Unit 3 (identified as Distribution 3 on plan ref. 873/SFC/SLP/COM Rev.F) by a use falling within Class B2 of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 a noise impact assessment and details of any necessary mitigation measures shall first be submitted to and approved in writing by the Local Planning Authority to ensure the cumulative rating level for industrial and commercial sound associated with that Unit shall not exceed the representative background sound level, when assessed at 1 metre from the façade of the nearest noise sensitive locations (NSRs).

Reason: To protect the amenity of local residents from undue noise.

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Scale: 1:1250
0m
125m



- NOTES**
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences.
 - This drawing and not be relied to ascertain any dimensions, levels or fixed site info.
 - The drawing and not be reproduced without express written permission from the architect.
 - This drawing is for information only and does not constitute a contract. Any work produced using this drawing is the responsibility of the contractor and not the architect.

Rev A 15/12/21 Boundary parameters adjusted for resurfaces sub

bpd Architecture
 CIAT Registered Practice
 Straberry, Brown House Lane, Higher Wharfedale
 Chorley, Lancashire PR6 5RN
 Tel: 01257 220510
 web: www.bpdplan.co.uk

Chartered Institute of Architectural Technologists
 Registered Practice

Project
**Primrose Holdings,
 Strawberry Fields, Euxton Lane, Chorley**

The
SITE LOCATION PLAN
 (Overall site edged blue)

Scale @ A2	Date	Ref	Drawn
1:1250	March 2022	873	MDB
Dwg No	873/SFC/LP		Rev A

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Planning Committee Meeting

12 July 2022



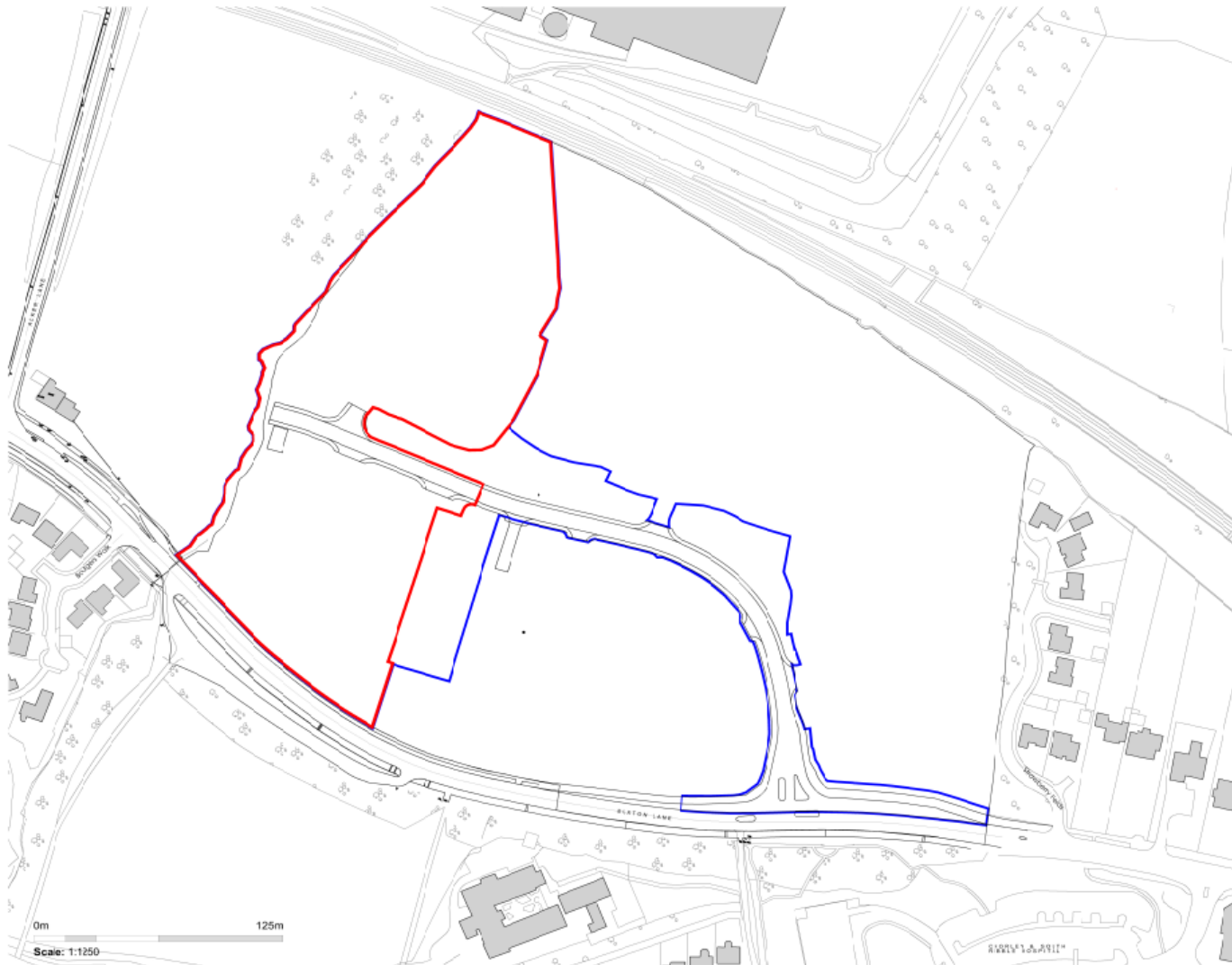
Item 3h

22/00402/REMAAJ

The Strawberry Fields Digital Hub

Reserved matters application the erection of mixed industrial/employment units (Use Classes B1/B2/B8) (appearance, landscaping, layout, and scale) pursuant to outline planning permission ref: 15/00224/OUTMAJ

Location Plan



- NOTES
- Boundaries and areas are for information only.
 - All dimensions are to be rounded up to the next whole number.
 - All areas are to be rounded up to the next whole number.
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 - All areas are to be rounded up to the next whole number.



Rev: 13/22 | Boundaries and areas are for information only.

bpd Architecture
 CIAA registered practice
 bpd Architecture Ltd, 100, 101, 102
 South, London, SE16 5JY
 Tel: 01237 520911
 Web: www.bpdarch.co.uk

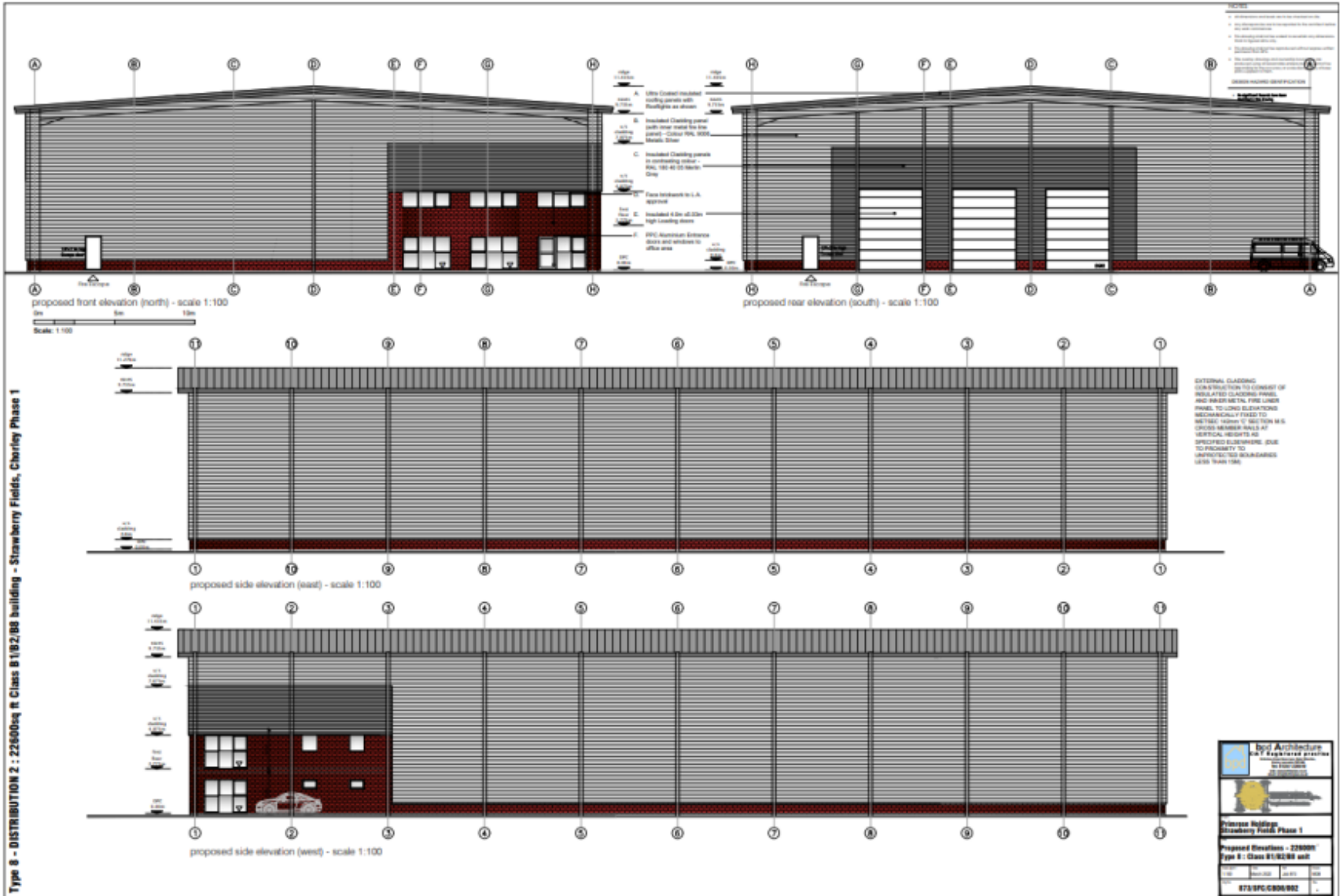
Chartered Institute of Architectural Technologists
 Registered Practice

Project:
**Primrose Holdings,
 Strawberry Fields, Euxton Lane, Chorley**

**SITE LOCATION PLAN
 (Overall site edged blue)**

Scale @ A2	Date	Rev	Drawn
1:1250	North 2012	013	MDR
Proj No	873/SFC/LP		Rev
			A

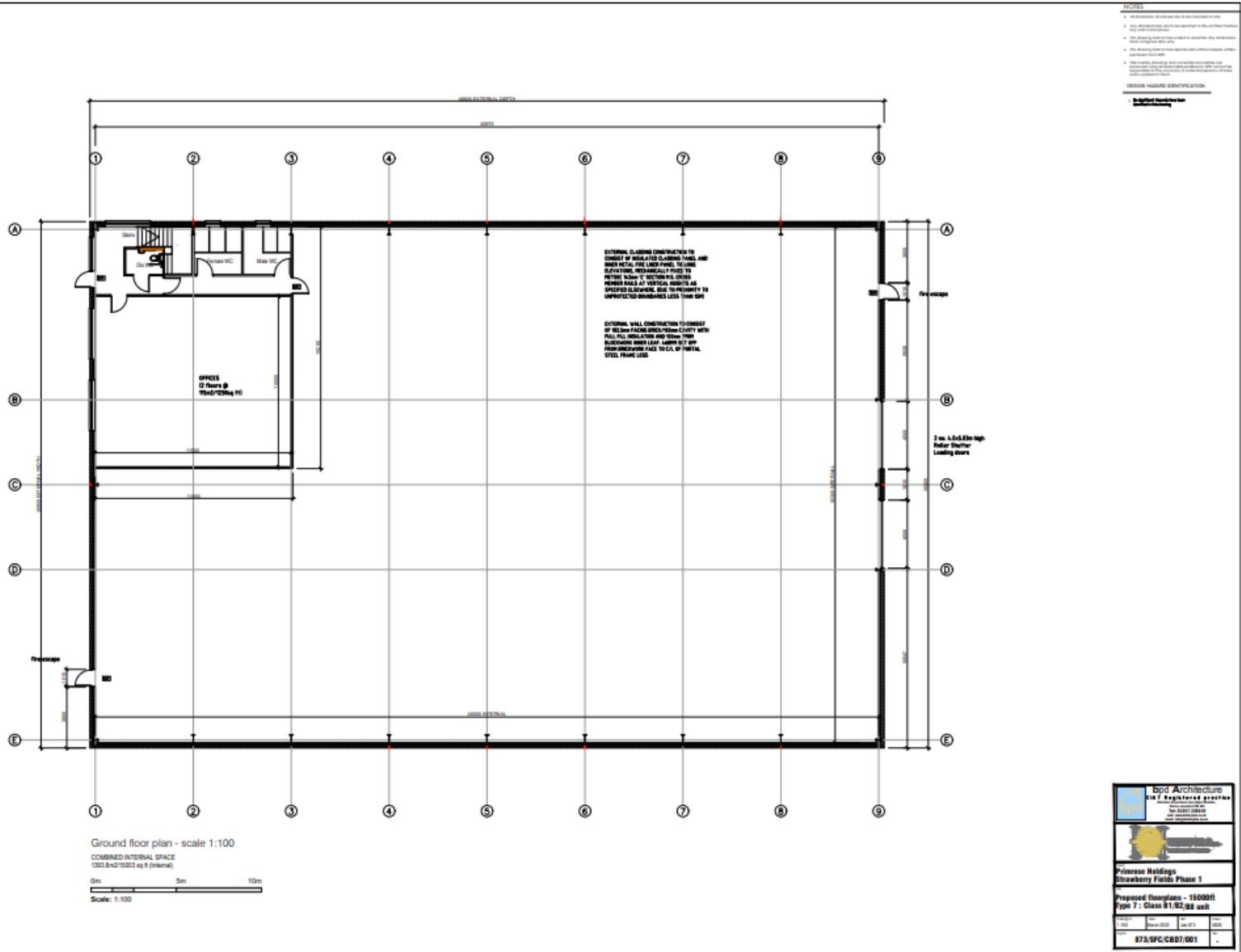
Proposed elevations



Type 8 - DISTRIBUTION 2 : 22600sq ft Class B 118/218 building - Strawberry Fields, Chorley Phase 1

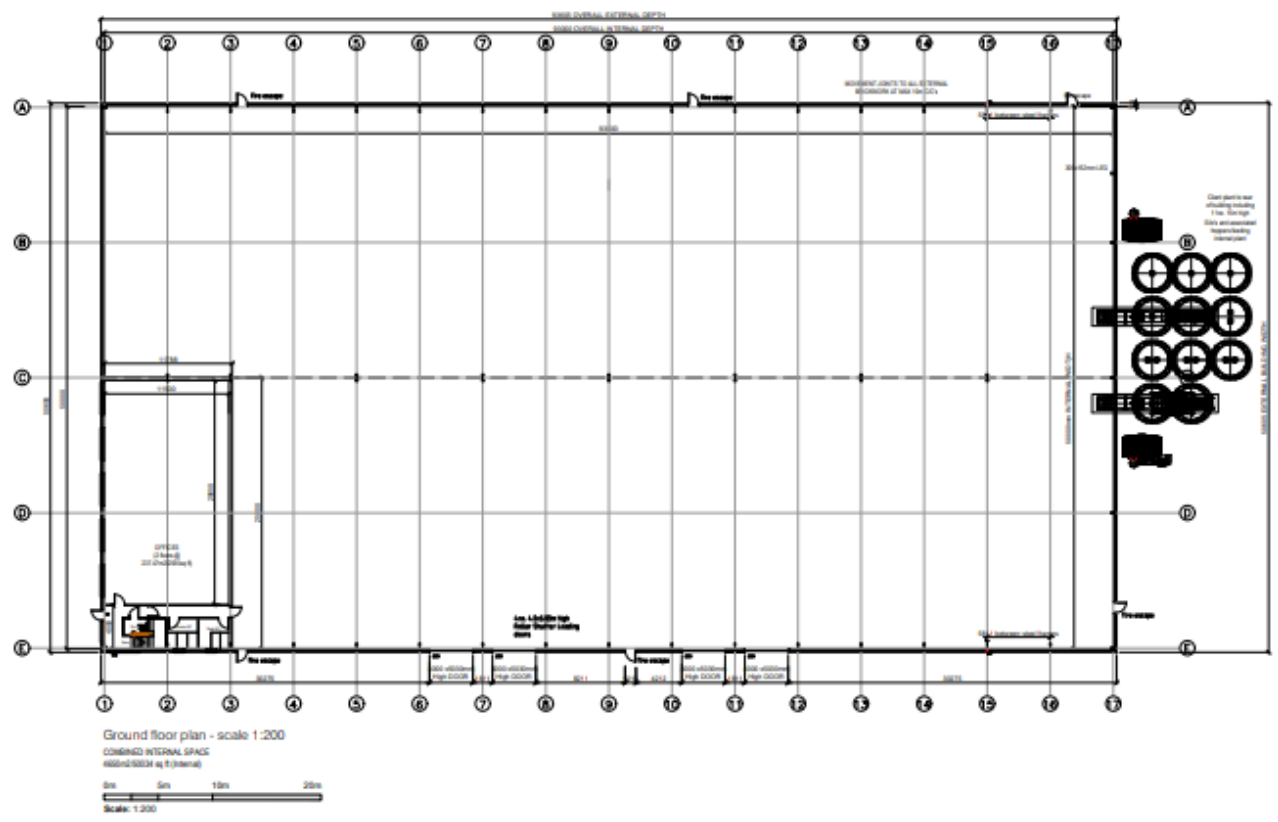
Proposed floorplan

Type 7 - DISTRIBUTION 1 : 15000sq ft Class B1/B2/B3 building - Strawberry Fields, Chorley Phase 1



Proposed floorplan

Type 6 5000sq ft Class B1/B2/B8 building - Strawberry Fields, Chorley Phase 2



- NOTES**
- 1. All dimensions are to the face of the building unless otherwise stated.
 - 2. All dimensions are to the centre of the building unless otherwise stated.
 - 3. All dimensions are to the centre of the building unless otherwise stated.
 - 4. All dimensions are to the centre of the building unless otherwise stated.
 - 5. All dimensions are to the centre of the building unless otherwise stated.
 - 6. All dimensions are to the centre of the building unless otherwise stated.
 - 7. All dimensions are to the centre of the building unless otherwise stated.
 - 8. All dimensions are to the centre of the building unless otherwise stated.
 - 9. All dimensions are to the centre of the building unless otherwise stated.
 - 10. All dimensions are to the centre of the building unless otherwise stated.
 - 11. All dimensions are to the centre of the building unless otherwise stated.
 - 12. All dimensions are to the centre of the building unless otherwise stated.
 - 13. All dimensions are to the centre of the building unless otherwise stated.
 - 14. All dimensions are to the centre of the building unless otherwise stated.
 - 15. All dimensions are to the centre of the building unless otherwise stated.
 - 16. All dimensions are to the centre of the building unless otherwise stated.
 - 17. All dimensions are to the centre of the building unless otherwise stated.

Boo Architecture
 2nd Floor
 100 Strawberry Fields
 Chorley, Lancashire
 PR7 5PQ

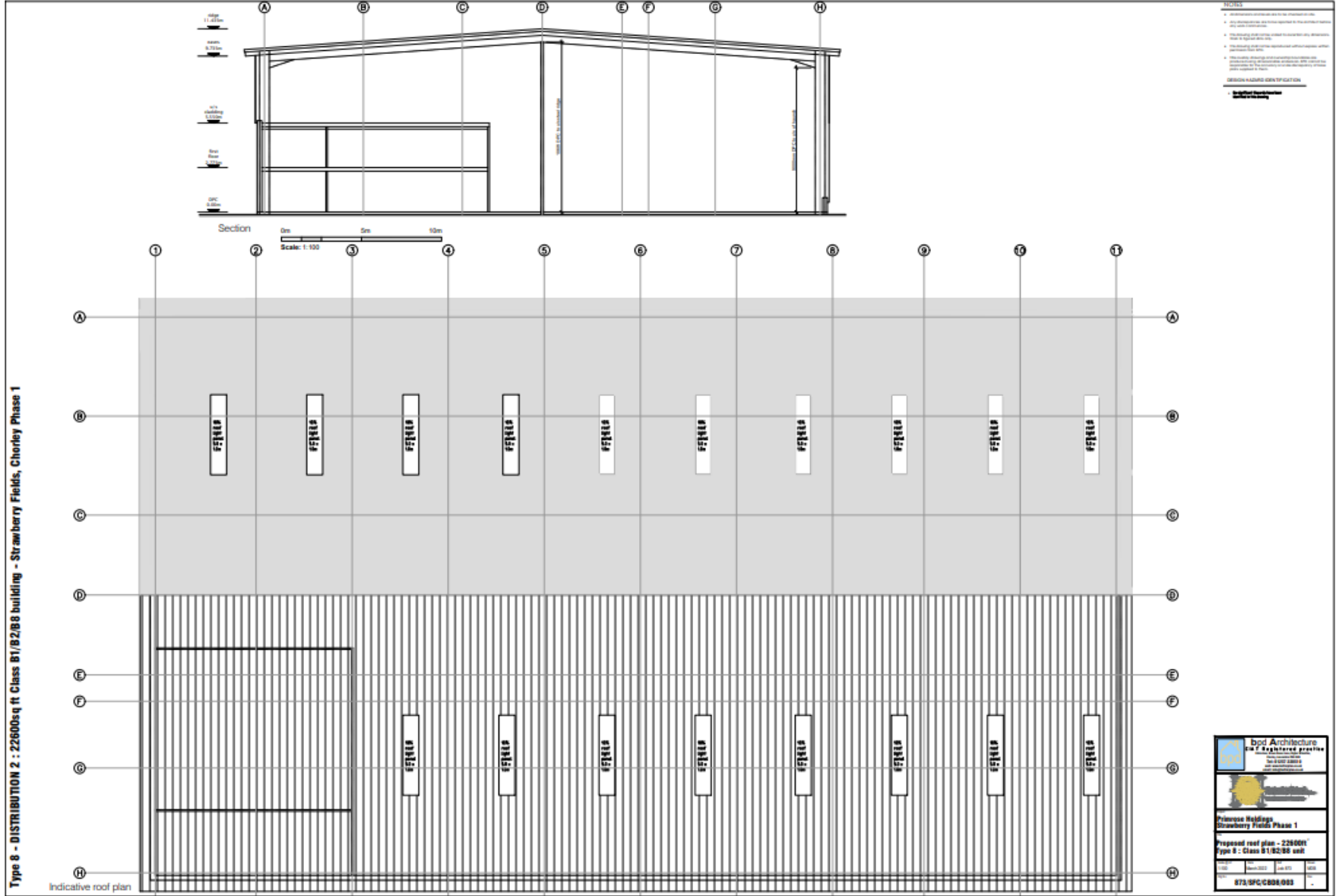
Princess Holdings
 Strawberry Fields Phase 2

Proposed Floorplans - 5000sq ft
 Type 6 - Class B1/B2/B8 unit

DATE	NO.	BY	CHKD
12/11/2024	001	BOO	BOO

873 5FC/006/001 0

Proposed roof plan



APPLICATION REPORT – 21/00935/FUL

Validation Date: 1 February 2022

Ward: Chorley East

Type of Application: Full Planning

Proposal: Change of use of the land to domestic garden in association with no.1 Bracken Close, installation of concrete paving surface and erection of perimeter fencing 2 / 2.1 metre high (retrospective)

Location: 1 Bracken Close Chorley PR6 0EJ

Case Officer: Amy Aspinall

Applicant: Mr Daron Gregory

Agent: Alex Fowler

Consultation expiry: 4 March 2022

Decision due by: 14 July 2022 (Extension of time agreed)

RECOMMENDATION

1. It is recommended that planning permission is granted for the retrospective development, subject to conditions.

SITE DESCRIPTION

2. The application site is comprises a parcel of land adjacent to the residential property of 1 Bracken Close and the substation along Eaves Lane. The land formed part of the overall open space landscaping associated with the wider residential development of the former Eaves Lane hospital and forms a continuous grassed frontage from Bracken Close to Grey Heights View. The grassed area to the front of Bracken Close is not designated as open space in the Chorley Local Plan 2012-2026, whereas the larger section between Heather Close and Grey Heights View is.

3. The site falls wholly within the settlement of Chorley, as defined by the Chorley Local Plan Policies Map.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. The application is retrospective as the works have already been carried out in their entirety. The application seeks full planning permission for the change of use of the land to domestic garden in association with no.1 Bracken Close, including the installation of concrete paving surface and the erection of perimeter fencing which is 2 metres and 2.1 metres in height

RELEVANT HISTORY OF THE SITE

Ref: 02/00831/FUL **Decision:** PERFPP **Decision Date:** 17 October 2002
Description: Single storey side extension,

Ref: 11/00413/FUL **Decision:** PERFPP **Decision Date:** 7 July 2011

Description: Erection of a single storey side orangery

REPRESENTATIONS

5. At the time of report preparation 1no. objection has been received. This is summarised below:

- This is open space as part of the original planning consent
- Will set a precedent for other houses to enclose grassed areas on this stretch of open space valued by Chorley residents.

CONSULTATIONS

6. CIL Officers – Advise that this is not a chargeable development for the purposes of the Community Infrastructure Levy and not CIL Liable.

7. Lancashire Highway Services – raise no objection.

PLANNING CONSIDERATIONS

Principle of development

8. The land constitutes an area of grassed open space, albeit not formally designated under the Chorley Local Plan. The preamble to policy HW2 provides that areas of land which are currently in use as, or were last used as, open space, sport or recreational facilities not identified on the Policies Map are also protected.

9. Policy HW2 (Protection of Existing Open Space, Sport and Recreational Facilities) stipulates that land and buildings currently or last used as, or ancillary to, open space or sports and recreational facilities will be protected unless:

a) *Alternative facilities of an equivalent or enhanced standard are provided nearby before the existing facilities cease to be available; or*

10. No alternatives have been put forward as part of the application.

b) *It can be demonstrated that the loss of the site would not lead to a deficit of provision in the local area in terms of quantity and accessibility; and*

11. There is a deficit of amenity greenspace in the Chorley East Ward, however, it should be noted that the Open Space study does not assess sites under 0.2 hectares.

12. The application site comprises an area to the edge of the open space, and adjacent to the existing substation and no.1 Bracken Close. The land forms a small section of a wider parcel of grassed amenity space which would remain unaffected and continue to function as open space.

13. Given that the application site forms only a small area of part of the wider parcel of open space, it is not considered the development worsens the deficit of provision in the local area in terms of quantity and accessibility.

c) *The site is not identified as being of high quality and/or high value in the Open Space Study; and*

14. The site has not been assessed as part of the Open Space study as it falls below the threshold of 0.2 hectares and have less recreational value.

d) *It can be demonstrated that retention of the site is not required to satisfy a recreational need in the local area; and*

15. As stated above, the site is not assessed as part of the Open Space study given its size and that these sites have less recreational value. The Bracken Close area of open space differs to the designated site at Heather Close, as this is much larger and offers pedestrian routes and connectivity through. Notwithstanding this, the application site itself forms only a small section of the open space and does not particularly affect any recreational value, which may be afforded to it.

e) The site does not make a significant contribution to the character of an area in terms of visual amenity.

16. This particular section of open space does make a significant contribution to the character of the area in terms of visual amenity and is part of an area of landscaping provided as part of the original housing development, which provides a continuous green frontage along Eaves Lane, set behind the original retained wall.

17. The application site does not extend up to the highway, but is set back, providing a gap of over 3 metres. The development does not, therefore, remove the continuous green frontage along Eaves Lane, although it is recognised that it does narrow the gap compared to the previous arrangements and the fencing is highly visible given its height and arrangement, but existing vegetation will provide more screening over time. The fact that it is a small section of the grassed area, which has been utilised for domestic purposes means that this wider parcel of amenity greenspace still continues to function in positive terms to the frontage of Eaves Lane and still makes a significant contribution to the character of an area in terms of visual amenity.

Impact on the character and appearance of the area

18. *Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 - 2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided the proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials; and that 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.*

19. The development has resulted in the enlargement of the domestic garden of 1 Bracken Close into the adjacent grassed amenity space, which formed the landscaping of the original housing estate. When viewed from Bracken Close, the development is seen in the context of the residential properties and appears as a large corner plot. From Eaves Lane, the fencing is highly visible at approximately 2 metres in height, particularly when the existing vegetation is sparse. Whilst the gap between Bracken Close and Eaves Lane has been reduced as a result of the development, there is still a set back from the road which maintains the sense of openness and the attractiveness of the wider amenity space along Eaves Lane, which then continues up to Grey Heights View.

20. Whilst the height and arrangement of the fencing is prominent in the streetscene, it is not considered that the development has a significantly detrimental impact on the surrounding area to warrant refusal of the application.

Impact on neighbouring amenity

21. *Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 - 2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, where relevant to the development the proposal would not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact; and that the proposal would not cause an unacceptable degree of noise disturbance to surrounding land uses.*

22. No amenity impacts are identified given the nature of the development.

Highway safety

23. Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 - 2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that the residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction.

24. The development results in an increase in parking provision at the dwellinghouse and utilises the same access.

25. Lancashire County Council Highways have assessed the application and advise that the development does not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. They do, however, advise that there is concern that the gate opens into the private highway (rather than into the site) and they recommend that the gates should open inwards to ensure the highway is not obstructed by the gates or a hazard to other road users. This could be secured by way of a suitable planning condition.

CONCLUSION

26. The application accords with Chorley Local Plan policy HW2 as the development affects only a small section of the wider parcel of amenity space and does not affect the contribution that this wider site makes to the character of the area in terms of visual amenity. The development would not have a significantly detrimental impact on the surrounding area, nor would it adversely affect neighbouring residential amenity or highways safety. The application is recommended for approval, subject to conditions.

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

The following condition are recommended:

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

Title	Plan Ref	Received On
Proposed Site Plan	Bracken.01	13 October 2022
Site Location Plan	N/A	1 February 2022

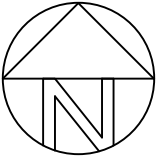
Reason: For the avoidance of doubt and in the interests of proper planning.

2. Within one month of the date of this permission, the access gates shall be made to open inwards into to the site. Thereafter, the access gates shall only open inwards into the site and not outwards onto the highway.

Reason: To provide sufficient time for the applicant to amend the opening of the gates and to ensure the highway is not obstructed by the gates or a hazard to other road users in the interest of highway safety.



Highfield County Primary School



SCALE 1:1250

Address
 1 Bracken Close
 Chorley
 PR6 0EJ

Drawing Title:

Site Location Plan

Drawing Status: INFORMATION

Scale: 1:1250
Size: A4
Date: 10/21

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Planning
Committee Meeting

12 July 2022



Item 3i

21/00935/FUL

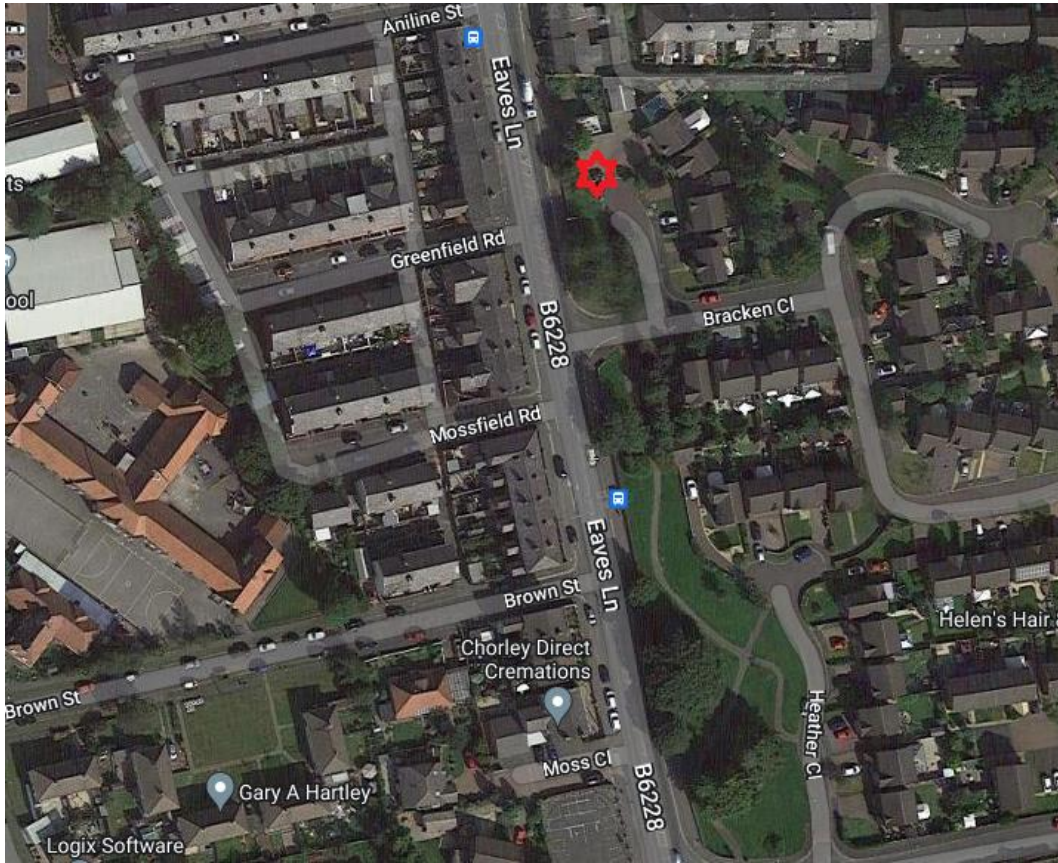
1 Bracken Close, Chorley, PR6 0EJ

Change of use of the land to domestic garden in association with no.1 Bracken Close, installation of concrete paving surface and erection of perimeter fencing 2 / 2.1 metre high (retrospective)

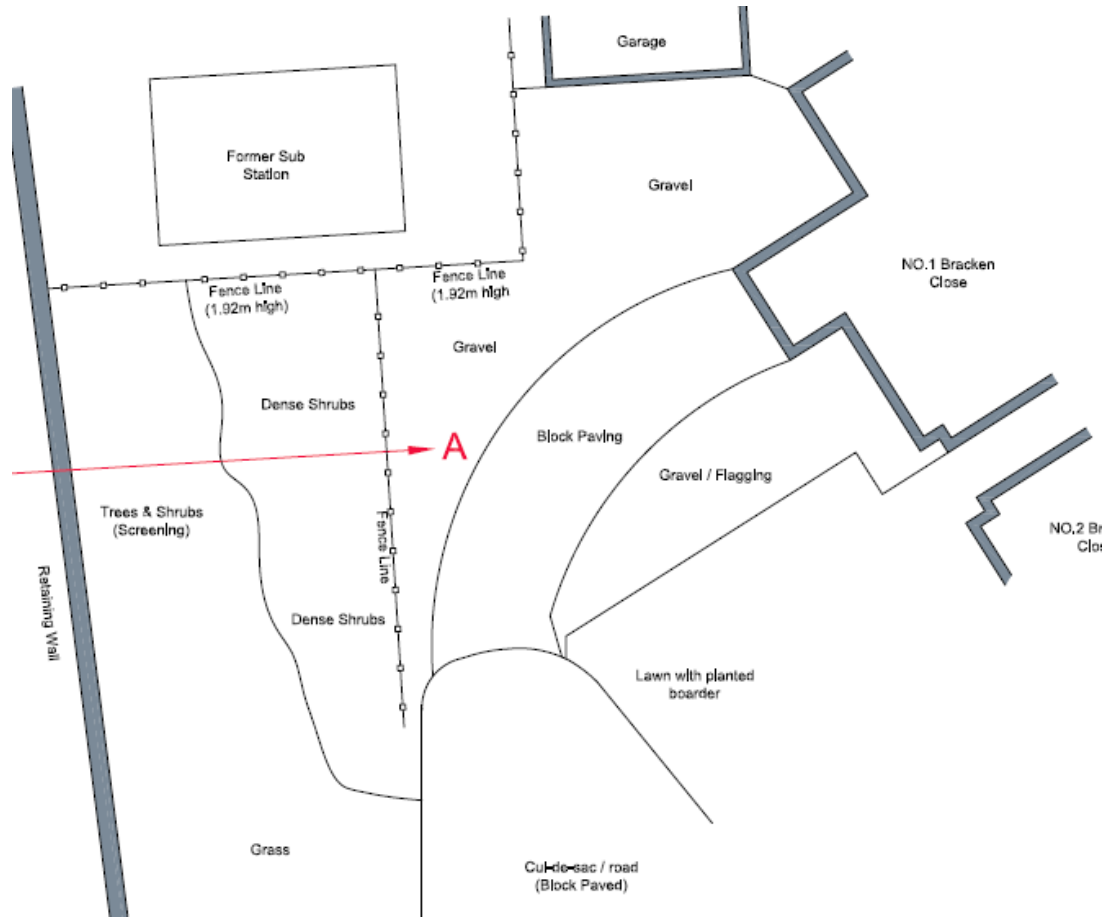
Location Plan



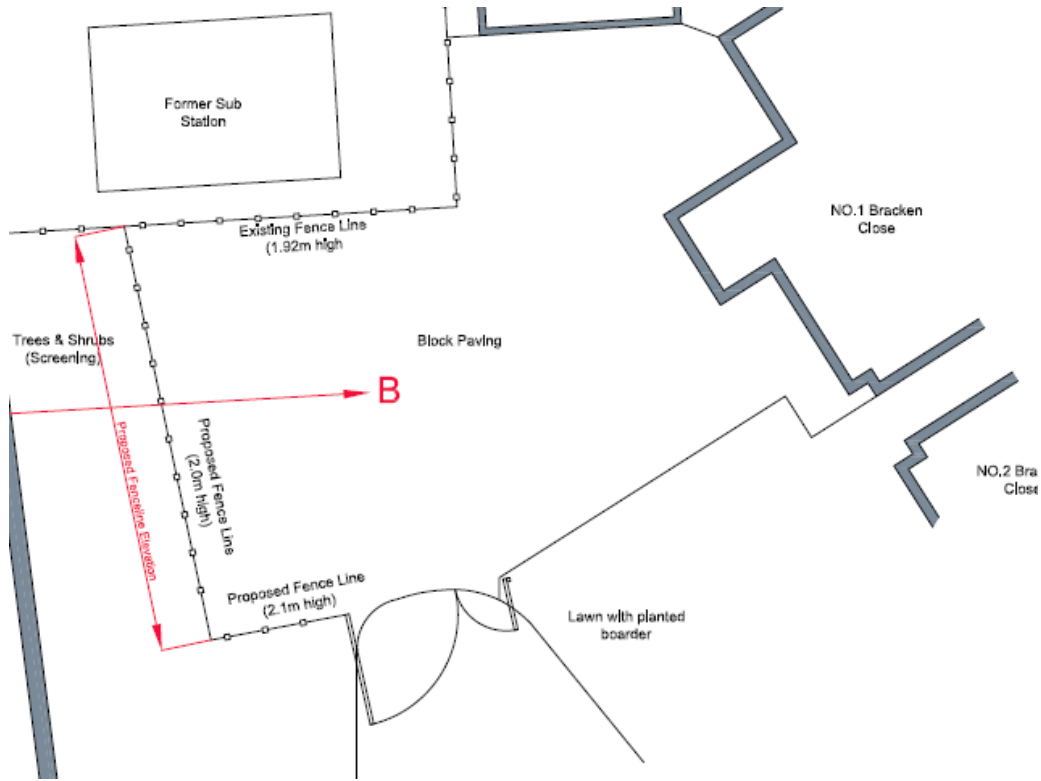
Aerial photo



Previous Site Layout



Retrospective Site Layout



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



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APPLICATION REPORT – 22/00414/FUL

Validation Date: 5 May 2022

Ward: Coppull

Type of Application: Full Planning

Proposal: Erection of a stable block (retrospective)

Location: Land Opposite 37 Preston Road Coppull

Case Officer: Amy Aspinall

Applicant: Mrs Stewart

Agent: Mr Luke Banks, Wignalls Chartered Surveyors

Consultation expiry: 1 June 2022

Decision due by: 30 June 2022

RECOMMENDATION

1. It is recommended that planning permission is granted for the retrospective development, subject to conditions.

SITE DESCRIPTION

2. The application site comprises a rectangular strip of agricultural land, which has a field access off Preston Road. Opposite the site and to the south are residential properties, with Haydock Farm situated to the north west and open fields to the west.
3. The site falls wholly within the Green Belt, as defined by the Chorley Local Plan Policies Map.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. The application is retrospective and seeks full planning permission for the erection of a stable block.

RELEVANT HISTORY OF THE SITE

5. There is no relevant planning history.

REPRESENTATIONS

6. No representations have been received.

CONSULTATIONS

7. Coppull Parish Council – The Parish Council have submitted a representation; however, the comments section is blank.

8. CIL Officers – Advise that the development is currently exempt from CIL under Reg.42 - Exemption for Minor Development as the new floorspace is less than 100sqm and does not constitute a new dwelling.
9. Lancashire Highway Services- Advise that they have no objection regarding development and are of the opinion that the development would not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

PLANNING CONSIDERATIONS

Principle of development in the Green Belt

10. Section 13 of the Framework confirms that 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.
11. Development will only be permitted within the Green Belt, in accordance with the Framework, if it is considered appropriate development or where very special circumstances can be demonstrated. The Framework confirms that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
12. Paragraph 149 of the Framework states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt but lists a number of exceptions.
13. It should be noted, that whilst a proposal may fail one or more exceptions, it only needs to fully satisfy one in order to be considered appropriate development. The exceptions are:

149 a) buildings for agriculture and forestry

 14. The building is not for the purposes of agriculture or forestry.

149 b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

 15. The building is an appropriate facility for outdoor sport and outdoor recreation. However, the test of exception (b) is that the building must preserve the openness of the Green Belt and not conflict with the purposes of including land within it.
 16. Prior to the development commencing, the land was undeveloped. The application asserts that a building previously occupied the site and that the existing slab is where the building was located. However, a planning history for the building has not been identified and the Council's GIS aerial imagery of 2009 and 2020 does not show a building to be present on site. Equally, it is not conclusive from the imagery that the slab has always been present. The application contains no evidence that the slab is lawful.
 17. The Framework itself does not contain a specific definition of 'openness' and it is a subjective judgment, along with objective criteria of making that assessment. Whether harm is caused to openness depends on a variety of factors such as the scale of the development, its locational context and its spatial and/or visual implications
 18. It is considered that in respect of the Framework, prior to the development being carried out, the site had minimal impact on the openness of the Green Belt due to it previously being an undeveloped parcel of agricultural land. The erection of the building on the land has a spatial impact on openness by its mere presence and is also a visible development along Preston Road. The existing boundary treatments do provide an element of screening, however, this does not negate the impact. The erection of the building has an impact on the

openness of the Green Belt compared to the previous situation as an undeveloped site, and in this context, it cannot be said that openness has been preserved. The development, therefore, fails the openness test of exception (b).

19. In respect of the second test of exception (b) the purposes of the Green Belt are set out at paragraph 138:

a) to check the unrestricted sprawl of large built-up areas

Due to the scale and nature of the development, it has not resulted in the unrestricted sprawl of large built-up areas

b) to prevent neighbouring towns merging into one another

The development does add to the potential of towns merging.

c) to assist in safeguarding the countryside from encroachment

The development has resulted in encroachment into the countryside due to the erection of built development on greenfield land.

d) to preserve the setting and special character of historic towns

Not applicable to the site.

e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Not applicable to the development.

20. The development has failed to safeguard the countryside from encroachment and, therefore, fails the second test of exception (b).

149 c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building

21. Not applicable.

149 d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces

22. Not applicable.

149 e) limited infilling in villages

23. The site lies adjacent to the settlement of Coppull as defined by the Chorley Local Plan 2012 – 2026 Policies Map. For the purposes of the Framework ‘villages’ are not defined by settlement boundaries and given the built form either side of the site and to the opposite side of Preston Road, there is a visual and functional link to the settlement. The site can satisfactorily be considered to fall within a village to engage exception (e).

24. The term ‘limited infilling’ is not defined in the Framework, however, ‘infill’ is defined in the Chorley Local Plan as the following:

25. *‘The infilling of a small gap in an otherwise built up frontage, e.g. typically a gap which could be filled by one or possibly two houses of a type in-keeping with the character of the streetscene’.*

26. Within the streetscene of Preston Road, the site has a width of approximately 90 metres, however, despite its width the land is of limited depth appearing as a narrow strip of land that exists between buildings either side and opposite. There is a readily identifiable built-up frontage and the application site is seen as a gap within this frontage. Recent appeal

decisions regarding limited infilling in villages have been consistent with this general approach and the need to consider other factors beyond the width of the gap.

27. The development relates to a stable block comprising 2no stables, which is small-scale. The development, therefore, satisfactorily falls within exception (e). It should be noted that where a development proposal satisfies the limited infilling exception, there is no requirement under the Framework to consider any tests of openness or the purposes of the Green Belt.

28. The development is, therefore, considered to be appropriate development in the Green Belt on the basis of this exception to inappropriate development.

149 f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites)

29. Not applicable.

149 g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or**
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.**

30. Not applicable.

31. Whilst the development does not satisfy a number of exceptions, the development accords with exception (e) of paragraph 149 of the Framework and is, therefore, acceptable in principle within this Green Belt location.

Rural Development Supplementary Planning Document

32. The Central Lancashire Rural Development SPD (2012) provides guidance on the acceptability of equestrian developments at Chapter F. This is set out below:

Scale - A small private development will involve no more than three horses. For development proposals involving more than three horses, the applicant should submit a statement with the planning application detailing why accommodation of the size proposed is required.

33. The proposal provides stables 2no. horses and, therefore, is of an appropriate scale in accordance with the Supplementary Planning Document.

Siting - New buildings should not harm the landscape character of the surrounding area. They should be well related to existing trees, hedges or landscape features, avoiding prominent positions, and generally at least 30 metres away from neighbouring residential properties. There should be proper screening for car and horse-box parking and appropriate arrangements for manure storage and/or management.

34. The stable block is well sited in relation to existing boundary treatments, which does offer an element of screening. Neighbouring residential properties are over 30 metres away from the building. The need for a horse box on this site would be limited, however, should there be a requirement to park one on the site, the existing boundaries would be sufficient. Details of manure storage have not been provided but could be conditioned accordingly.

Design/materials - Traditional designs will generally be the most appropriate, clad externally in timber and with an internal timber frame, with a maximum ridge height of 3.5 metres for stables. Tack rooms and hay stores should be part of the same building, and each should be of a similar size to an individual stable.

35. The design and materials accord with the provisions of the SPD in terms of design and materials.

Site treatment: hard-standing areas, access tracks and sand paddocks should be of the minimum size necessary and should not encroach on the open countryside. Careful consideration will be required for the design of storage or parking of horse boxes on site, and fencing should be appropriate to the local vernacular and not suburban in appearance. Sand paddocks should utilise existing ground levels unless absolutely necessary and should not appear built out of the ground and thus alien to the natural contours of the land. Where a sand paddock needs to be above ground level an assessment of its visual impact would be required and appropriate mitigation incorporated into the design. Floodlighting of sand paddocks and yards is generally inappropriate in the open countryside or near to neighbouring residents. Where floodlighting is proposed, it should be designed to minimise light spillage from the lit area.

36. The application does not include any proposals for hardstanding areas or a sand paddock. Nor is any floodlighting proposed. The development is small-scale and would utilise the existing agricultural field gate for access without the need for additional site treatments or surfacing. No floodlighting is proposed and this is to be controlled by condition.

Highway safety/bridleway use - the movement of horses or vehicles resulting from the siting of stables should not create danger to horses and riders, or to other road users. Stables are best sited to have safe and convenient access to the bridleway network or minor roads, although existing bridleways should not become over-intensively used as a result of the development. Wherever possible there should be a designated turning area within the site so that lorries, horse-boxes or towed trailers do not have to be reversed either on or off the highway.

37. The proposal is considered acceptable in this regard, as Lancashire County Council Highways have raised no objection. The application states that the horses kept are Shetland Ponies, therefore, there would be no requirement to ride them.

Re-instatement - In order to protect the appearance of the countryside, stables and associated development which are unused for a period of at least six months within 10 years of their completion will be required to be removed from the site (by a condition attached to the planning permission) and the land restored to its former condition.

38. The land could easily be reinstated back to its former agricultural use. The suggested condition in the SPD would be reasonable and necessary and the applicant has confirmed their acceptability to it.

39. Paragraph 40 of the SPD also sets out additional criteria for developments involving horses:

In the case of indoor facilities or commercial stables, the development is within an existing building or forms part of a farm diversification scheme;

40. The development is for private use and does not include any indoor facilities other than the stable block.

In the case of small, private developments the site should be close to existing buildings and well screened by existing trees or local landscape features;

41. There are no existing buildings on site and whilst the stables are sited more centrally within the site, as the development is considered to be limited infilling, the siting is appropriate in this context.

The development would not result in the over-intensive use of the local bridleway network; - the movement of either horses or vehicles as a result of the development would not prejudice road safety.

42. The proposal is considered acceptable in this regard given the small-scale nature of the development and type of breed of ponies.

Provision for removing any equipment and re-instating the site once its use for horses is no longer required.

43. As set out above, such a condition could be attached to any grant of planning consent.

44. The development accords with the criteria of the Rural Development Supplementary Planning Document.

Impact on neighbouring amenity

Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 -2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, where relevant to the development the proposal would not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact; and that the proposal would not cause an unacceptable degree of noise disturbance to surrounding land uses.

45. Given the location of the site adjacent to a working farm, the small-scale nature of the development and the separation to neighbouring residential properties, it is not considered that the development adversely affects neighbouring residential amenity. In addition, the application is retrospective, and no objections have been received in this respect. The development is therefore considered to be compatible with surrounding land uses.

CONCLUSION

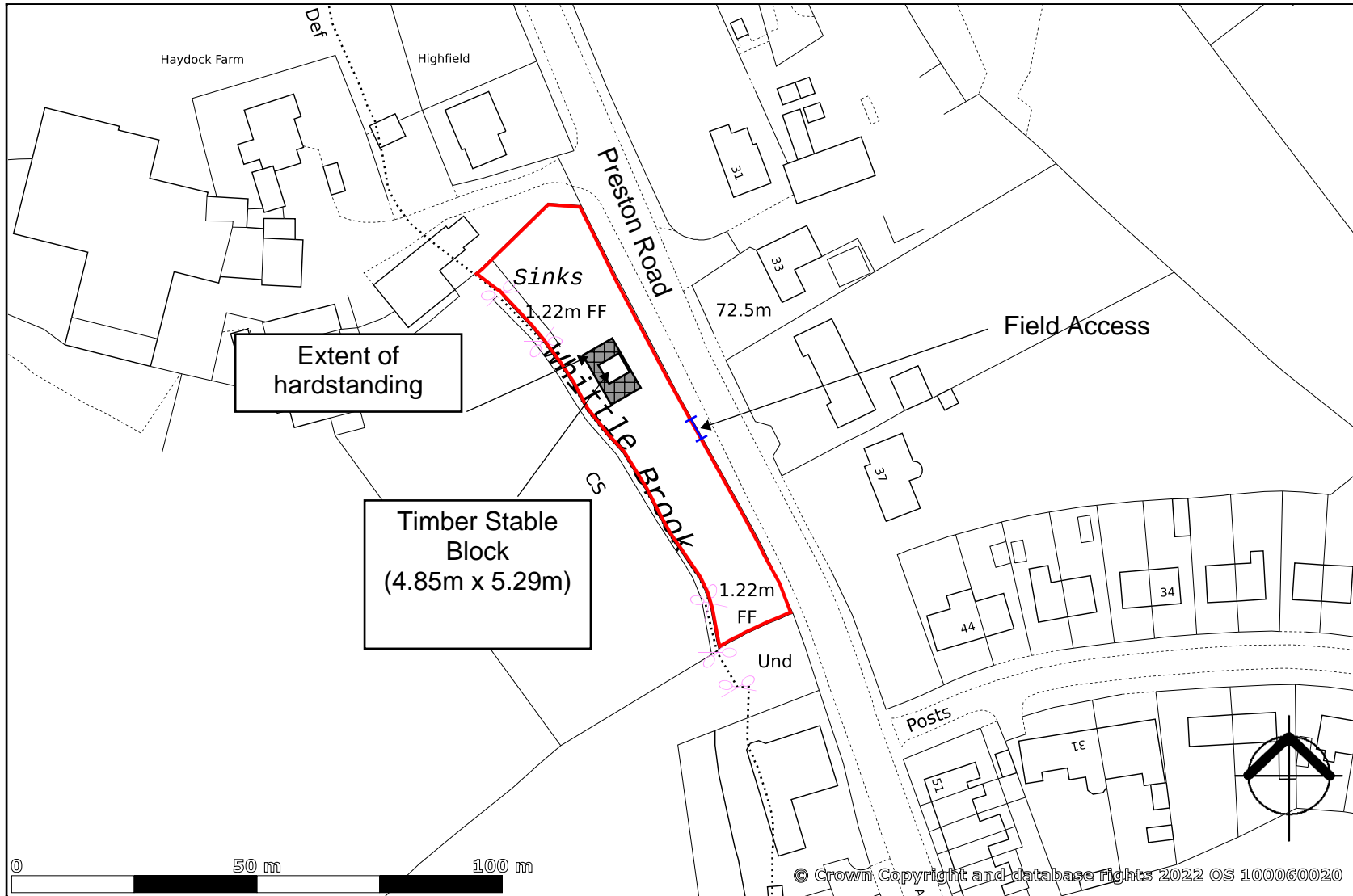
46. The development accords with exception (e) of paragraph 149 of the Frameworks as it constitutes limited infilling in a village. The development satisfies the requirements of the Rural Development Supplementary Planning Document in relation to equestrian development and does not adversely affect the amenity afforded to neighbouring residential properties. It is recommended that planning permission is granted for the retrospective development, subject to conditions.

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

47. To follow.

Land off Preston Road, Coppull, Chorley



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Planning
Committee Meeting

12 July 2022



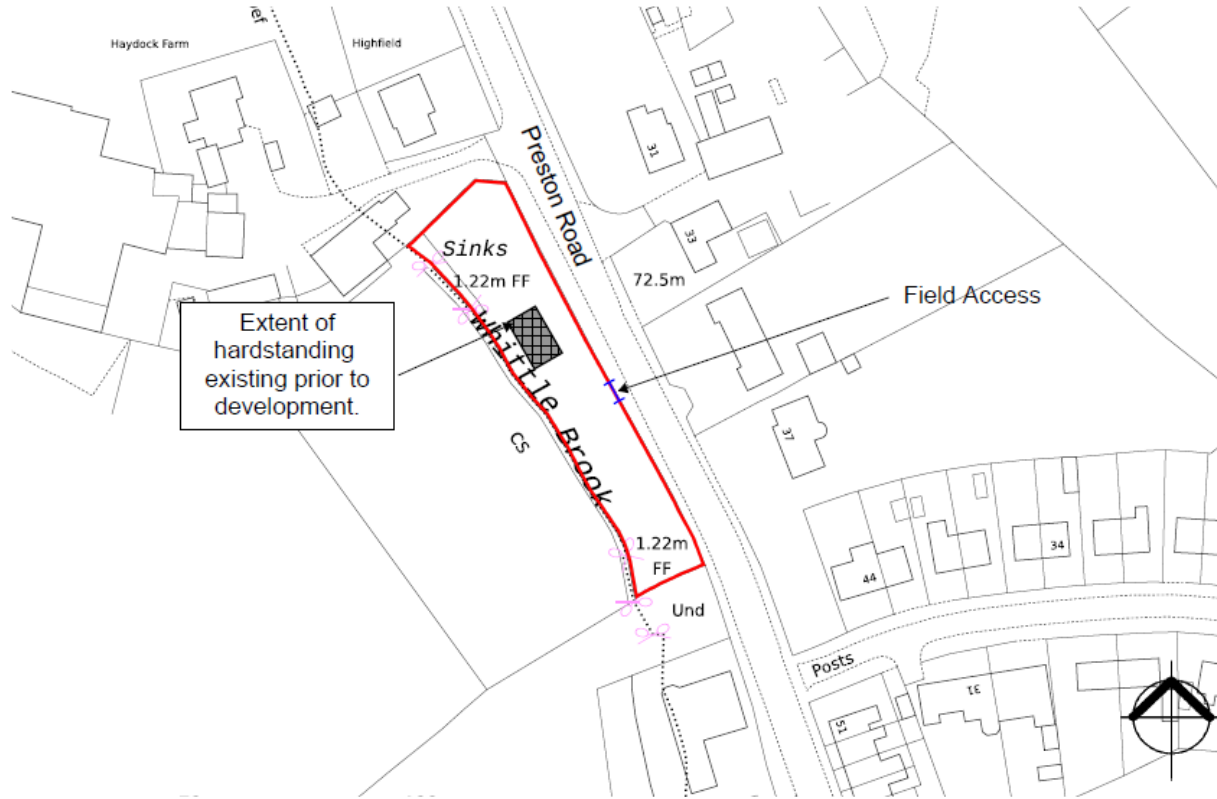
Item 3j

22/00414/FUL

Land opposite 37 Preston Road Coppull

Erection of a stable block (retrospective)

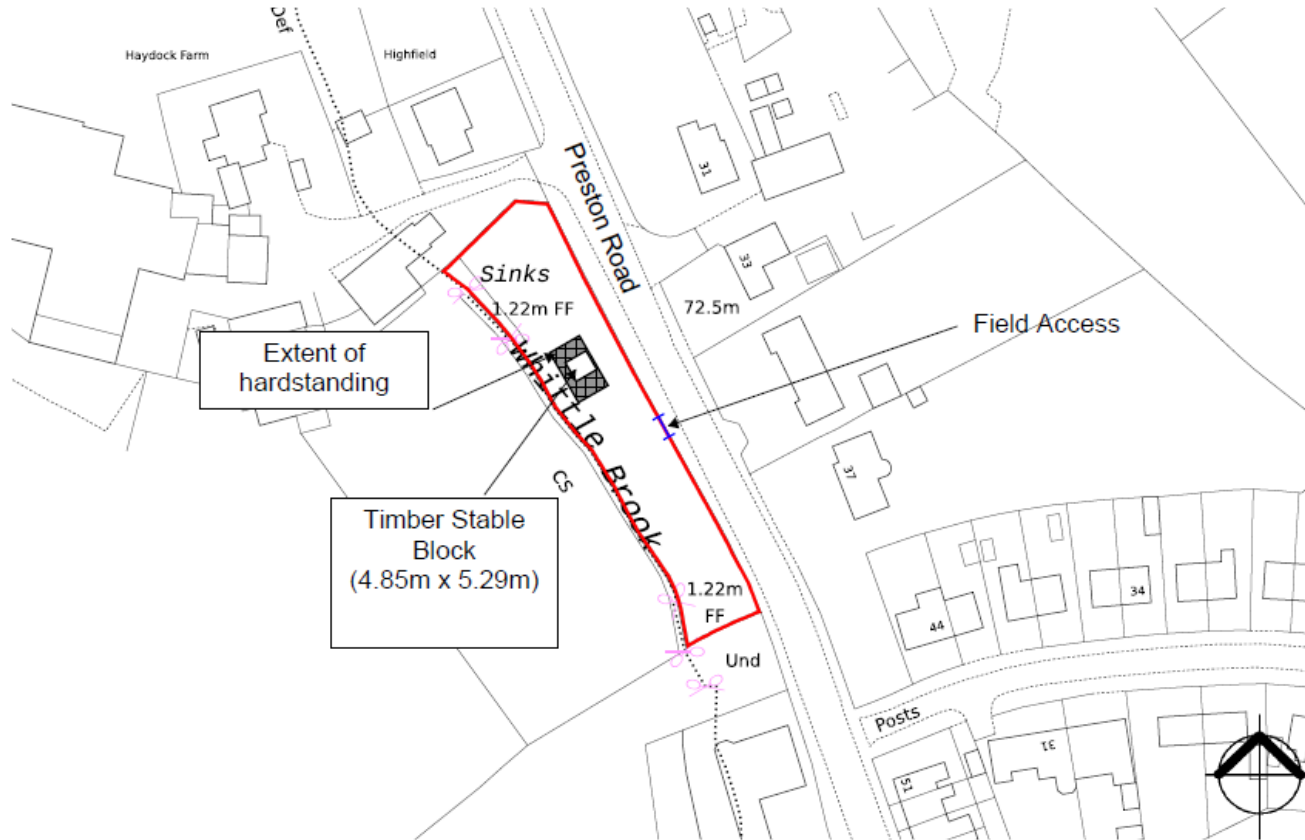
Location Plan



Aerial photo

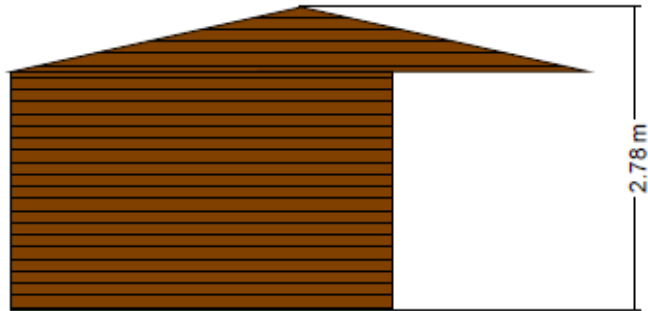


Retrospective Site Layout

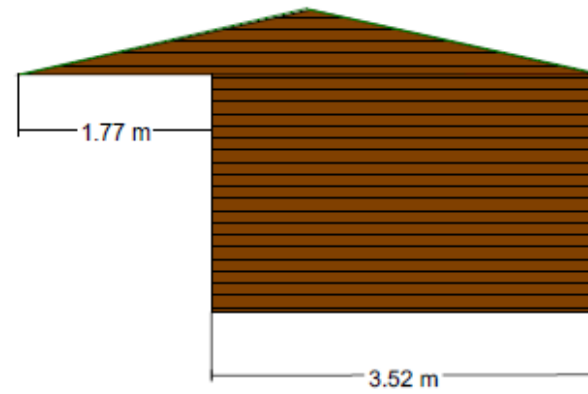


Elevations

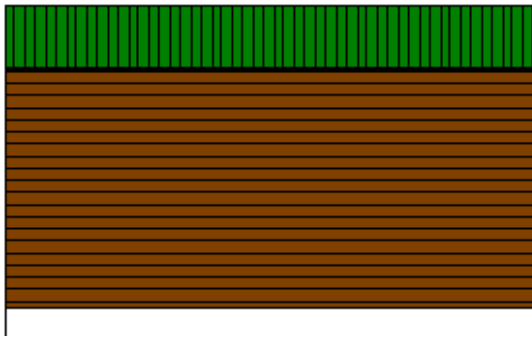
NORTH ELEVATION



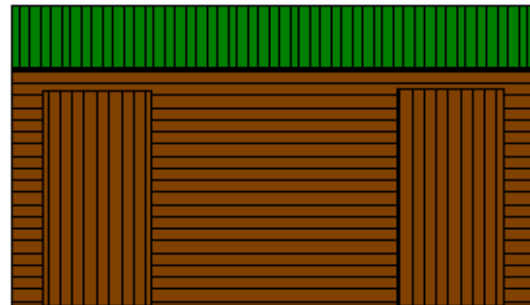
SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



Site Photos



Site Photos



Site Photos



Site Photos



ITEM 3j- 22/00414/FUL – Land opposite 37 Preston Road Coppull

The recommendation remains as per the original report.

The following conditions are suggested:

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

Title	Plan Ref	Received On
Plan showing location and site plan		5 May 2022
Plan titled Existing Stable Block	Revision A	8 April 2022

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

2. Within one month of the date of this permission, full details of the containment, storage and disposal of manure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the manure shall be contained, stored and disposed in accordance with the approved details.

Reason: In the interests of pollution prevention.

3. If the use of the stables hereby permitted ceases for a period of one year within 10 years from the date of this permission, they shall be removed from the land and the land shall be restored to its former condition.

Reason: In accordance with the Rural Development Supplementary Planning Document and to avoid the proliferation of buildings in the Green Belt for which there is not a continuing need.

4. The stables hereby permitted shall be used for the stabling of horses and storage of associated equipment and feed only and, in particular, shall not be used for any business or commercial use.

Reason: To define the permission as a commercial livery would warrant further assessment in respect of highways considerations and neighbour amenity.

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Planning Committee

Tuesday, 12th July 2022, 6.30 pm

Council Chamber, Town Hall, Chorley and YouTube

I am now able to enclose, for consideration at the above meeting of the Planning Committee, the following report that provides an update of events that have taken place since the agenda was printed.

Agenda No	Item
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5	Addendum
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| (Pages 3 - 28)

Gary Hall
Chief Executive

Electronic copies sent to Members of the Planning Committee

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk

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COMMITTEE REPORT		
REPORT OF	MEETING	DATE
Director of Planning and Development	Planning Committee	12 July 2022

ADDENDUM

ITEM 3a - 21/00439/FULMAJ – Botany Bay, Canal Mill, Botany Bay, Chorley

The recommendation remains as per the original report

The following conditions are recommended, subject to further agreement with Chair and Vice Chair in relation to the final approved plans lists:

No.	Condition																											
1.	<p>The proposed development of Blocks C to J; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26 must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>																											
2.	<p>The development hereby permitted shall be carried out in accordance with the approved plans below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">Title</th> <th style="width: 30%;">Plan Ref</th> <th style="width: 30%;">Received On</th> </tr> </thead> <tbody> <tr> <td>TBC</td> <td></td> <td></td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Plan Ref	Received On	TBC																							
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3.	<p>An application for approval of the reserved matters (namely the appearance, layout, scale and landscaping for Block A (181 sqm) and Block B (484 sqm) and related access, car parking, circulation and landscaping) must be made to the Council before the expiration of three years from the date of this permission and the development of Block A and Block B and related access, car parking, circulation and landscaping hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>																											

<p>4.</p>	<p>The approved means of access to Block A and Block B hereby permitted shall be carried out in accordance with the following approved plans:</p> <table border="1" data-bbox="381 282 1345 573"> <thead> <tr> <th data-bbox="381 282 791 315">Title</th> <th data-bbox="791 282 1107 315">Plan Ref</th> <th data-bbox="1107 282 1345 315">Received On</th> </tr> </thead> <tbody> <tr> <td data-bbox="381 315 791 349">TBC</td> <td data-bbox="791 315 1107 349"></td> <td data-bbox="1107 315 1345 349"></td> </tr> <tr> <td data-bbox="381 349 791 383"></td> <td data-bbox="791 349 1107 383"></td> <td data-bbox="1107 349 1345 383"></td> </tr> <tr> <td data-bbox="381 383 791 416"></td> <td data-bbox="791 383 1107 416"></td> <td data-bbox="1107 383 1345 416"></td> </tr> <tr> <td data-bbox="381 416 791 450"></td> <td data-bbox="791 416 1107 450"></td> <td data-bbox="1107 416 1345 450"></td> </tr> <tr> <td data-bbox="381 450 791 483"></td> <td data-bbox="791 450 1107 483"></td> <td data-bbox="1107 450 1345 483"></td> </tr> <tr> <td data-bbox="381 483 791 517"></td> <td data-bbox="791 483 1107 517"></td> <td data-bbox="1107 483 1345 517"></td> </tr> <tr> <td data-bbox="381 517 791 551"></td> <td data-bbox="791 517 1107 551"></td> <td data-bbox="1107 517 1345 551"></td> </tr> <tr> <td data-bbox="381 551 791 573"></td> <td data-bbox="791 551 1107 573"></td> <td data-bbox="1107 551 1345 573"></td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning</i></p>	Title	Plan Ref	Received On	TBC																							
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<p>5.</p>	<p>Prior to the erection of the superstructure of any building hereby approved samples of the associated 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.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>																											
<p>6.</p>	<p>Prior to the erection of the superstructure of any building hereby approved, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.</p> <p><i>Reason: To ensure a visually satisfactory form of development..</i></p>																											
<p>7.</p>	<p>Prior to the commencement of each phase, other than demolition, ground works and vegetation clearance, full details of the existing and proposed ground levels and proposed finished floor levels (all relative to ground levels adjoining the site) of all buildings in that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>																											
<p>8.</p>	<p>No goods, plant or material shall be deposited or stored in the open or displayed for sale in the open on the site.</p> <p><i>Reason: In order to protect the amenities of the area, and to maintain adequate parking areas.</i></p>																											
<p>9.</p>	<p>No development shall take place (including demolition, ground works, vegetation clearance) until a scheme for offsetting biodiversity impacts to achieve net gain shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The proposed offsetting scheme shall:</p> <ul style="list-style-type: none"> a) be based on prevailing DEFRA guidance; b) comply with prevailing regulatory standards and policy requirements which are in force and applicable to this site; 																											

	<p>c) include details of the offset requirements of the development in accordance with the current DEFRA biodiversity metric; d) include the identification of a receptor site or sites; e) include the evidence of arrangements with the relevant landowner that secures the delivery of the offsetting scheme; f) include a management and monitoring plan (which shall include for the provision and maintenance of such offsetting measures); g) Timetable for implementation.</p> <p><i>The biodiversity offsetting measures shall be carried out in accordance with the approved scheme and timetable.</i></p>
<p>10.</p>	<p>A detailed scheme for the landscaping of the development and its surroundings shall be submitted prior to the erection of any of the superstructures of the buildings hereby approved. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of 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; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><i>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</i></p>
<p>11.</p>	<p>No works to trees and shrubs or vegetation clearance shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.</p> <p><i>Reason: Nesting birds are a protected species.</i></p>
<p>12.</p>	<p>All works and ecological measures shall be carried out in accordance with the details contained in Construction Environmental Management Plan: Biodiversity by United Environmental Services Ltd dated 17th May 2022 (Ref UES03062/03) and submitted on 17 May 2022 unless otherwise agreed in writing with the local planning authority.</p> <p><i>Reason: To protect ecologically sensitive features during construction.</i></p>
<p>13.</p>	<p>The development hereby approved shall be carried out in full accordance with the details of on-site ecological enhancement and management and invasive species control contained in the Ecological Management Plan and Invasive Species Method Statement by United Environmental Services Ltd dated 17th May 2022 (Ref UES03062/04) and submitted on 17 May 2022 unless otherwise agreed in writing with the local planning authority.</p>

	<p><i>Reason: Due to the presence of invasive plant species and to ensure on-site ecological enhancements.</i></p>
<p>14.</p>	<p>Prior to any site clearance or soil stripping an Arboricultural Method Statement shall be submitted to and agreed in writing with the Local Planning Authority. This shall include details for the protection of all trees to be retained and details how construction works will be carried out within any Root Protection Areas of retained trees. The development shall only be carried out in accordance with the approved Arboricultural Method Statement. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the Root Protection Areas.</p> <p>Reason: To safeguard the trees to be retained.</p>
<p>15.</p>	<p>Prior to each phase of development approved by this planning permission, other than demolition, ground works and vegetation clearance, no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:</p> <ol style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> • all previous uses • potential contaminants associated with those uses • a conceptual model of the site indicating sources, pathways and receptors • potentially unacceptable risks arising from contamination at the site 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reasons</p> <ol style="list-style-type: none"> 1. To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. 2. To prevent deterioration of a water quality element to a lower status class in the underlying aquifer.
<p>16.</p>	<p>No development shall commence, other than demolition, ground works and vegetation clearance, until an Employment and Skills Plan that is tailored to the development and will set out the employment skills opportunities for the construction phase of the development has been submitted to and approved by the council as Local Planning Authority (unless otherwise agreed in writing by the council). The development shall be carried out in accordance with the Employment and Skills Plan (in the interests of delivering local employment and skills training opportunities in accordance with Core Strategy Policy 15: Skills and Economic Inclusion).</p>

	<p><i>Reason: In the interests of delivering local employment and skills training opportunities as per the Central Lancashire Core Strategy Policy 15: Skills and Economic Inclusion and the Central Lancashire Employment Skills Supplementary Planning Document September 2017. No Employment and Skills Plan was submitted with the application.</i></p>
<p>17.</p>	<p>The development permitted by this planning permission shall be carried out in accordance with the principles set out within the site-specific flood risk assessment and surface water drainage strategy (March 2022, Ref: 2945FRA, Integra Consulting Ltd).</p> <p>The measures shall be fully implemented prior to the first use of the development and in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.</p> <p>Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.</p>
<p>18.</p>	<p>No development shall commence in any phase, other than demolition, ground works and vegetation clearance, until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority. The detailed surface water sustainable drainage strategy shall be based upon the site specific flood risk assessment and indicative surface water sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.</p> <p>The details of the drainage strategy to be submitted for approval shall include, as a minimum;</p> <ul style="list-style-type: none"> a) Sustainable drainage calculations for peak flow control and volume control (1 in 1, 1 in 30 and 1 in 100 year + 40% climate change event), with allowance for urban creep. b) Final sustainable drainage plans appropriately labelled to include, as a minimum: <ul style="list-style-type: none"> i. Site plan showing areas contributing to the drainage network, including surface water flows from outside the curtilage as necessary; ii. Sustainable drainage system layout showing all pipe and structure references, dimensions, design levels; iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate; iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems; v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL; vi. Details of proposals to collect and mitigate surface water runoff from the development boundary; vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components; c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365. d) Evidence of an assessment of the existing on-site culverted watercourse to be

	<p>used as a discharge point to confirm that it is in sufficient condition and capacity to accept surface water runoff generated from the development. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.</p> <p>The sustainable drainage strategy shall be implemented in accordance with the approved details.</p> <p>Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.</p>
<p>19.</p>	<p>No development shall commence, other than demolition, ground works and vegetation clearance, until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the local planning authority.</p> <p>The details of the plan to be submitted for approval shall include for each phase, as a minimum:</p> <ul style="list-style-type: none"> a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site. b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance. <p>The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.</p> <p>Reasons: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.</p>
<p>20.</p>	<p>The commencement of use of the development shall not be permitted until a site specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The details of the manual to be submitted for approval shall include, as a minimum:</p> <ul style="list-style-type: none"> a) A timetable for its implementation; b) Details of SuDS components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component; c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity; e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life; f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and g) Means of access for maintenance and easements.

	<p>Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.</p> <p>Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.</p>
21.	<p>The commencement of use of the development shall not be permitted until a site specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.</p> <p>Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.</p>
22.	<p>Notwithstanding the plans hereby approved, details of the proposed eastern boundary treatment (including foundations, height, specification and materials) and landscape buffer zone shall first have been submitted to and agreed in writing by the Local Planning Authority. The details shall include cross sections clearly showing the relationship between the canal corridor, boundary fencing, existing hedge, proposed depth of the landscaping buffer and access road. The details shall be carried out in full accordance with the agreed details.</p> <p>Reason: To ensure that the external appearance of the development is satisfactory. The boundaries adjacent to waterside developments should provide an attractive façade and poor design can affect how the waterway is perceived.</p>
23.	<p>No development (including any site clearance) shall take place within 15m of the edge of the canal until a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out adjacent to the canal has been submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate how the buildings, landscaping, level changes, access roads, boundary fencing, paths and supporting infrastructure would be carried out whilst protecting the structural integrity of the canal. The details shall also include accurate cross sections showing the works relative to the canal corridor. In addition to this demonstrate how any additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure. The details shall also set out how any proposed earthmoving and excavation works required in connection with the development activities would be carried out and managed to protect the canal and its users. The development shall be carried out in strict accordance with the agreed details.</p> <p>Reason: Excavation, earth removal and construction works have the potential to adversely impact on the integrity of the waterway infrastructure.</p>
24.	<p>No development shall take place until the applicant, or their agent or successors in</p>

	<p>title, has secured the implementation of a programme of archaeological work. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. The programme of archaeological work shall comprise two elements:</p> <p>i) The creation of a photographic record of the buildings at Canal Mill. This work should be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance set out in 'Understanding Historic Buildings' (Historic England 2016).</p> <p>ii) The archaeological strip, map and recording of the sites of the ancillary mill buildings at Canal Mill.</p> <p>This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists (www.archaeologists.net). The development shall be carried out in accordance with these agreed details.</p> <p>Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.</p>
<p>25.</p>	<p>Prior to the commencement of development, other than demolition, ground works and vegetation clearance, a scheme for the phasing of the development and triggers for the delivery and completion of all individual traffic mitigation measures, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority and National Highways. The development shall be implemented wholly in accordance with the submitted and approved phasing plan unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Reason: To ensure that both the local and strategic highway networks continue to fulfil their purpose whilst, maintaining the safety for all users and to secure the proper development of the site in an orderly manner.</p>
<p>26.</p>	<p>No phase of the development hereby approved shall be commenced, other than demolition, ground works and vegetation clearance, until the full design details of the traffic mitigation schemes relevant to that phase, as identified in the approved phasing strategy, have been submitted to and approved in writing by the Local Planning Authority in consultation with Lancashire County Council and National Highways, unless otherwise agreed in writing with the Local Planning Authority</p> <p>The details to be submitted for each of the individual traffic mitigation measures shall include:</p> <p><u>M61 Junction 8</u></p> <ul style="list-style-type: none"> - Signal optimisation (MOVA) is required with review as part of the s278 works and also at agreed trigger points - Queue detectors on links - Modernisation and performance upgrade of signal equipment and controller - Technology to link associated signals both upstream and down stream - CCTV to monitor operation <p><u>A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor</u></p> <ul style="list-style-type: none"> - LCC highways require for signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points (in line with development phasing) and white lining scheme (including Moss Lane junction) - Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme expected to include the following: <ul style="list-style-type: none"> • Speed review along length (currently 40mph) • Review and update existing TRO's

- Road marking review and refresh in vicinity of Great Knowley
- Speed Indicator Device (SPID) on the approach from the north
- Gateway on approach to Great Knowley from north including white lining, roundells and possible carriageway narrowing (links to road marking review)
- Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn)

A674 Blackburn Road / B6229 Moss Lane priority junction

Provision of a simple scheme of measures to be delivered on this alternative route on the B5229 Moss Lane corridor to address impacts to best manage the future network. The scheme expected to include the following:

- Review of signing onto the corridor with its 7.5t weight restriction.
- Consider influencing driver behaviours by changing the carriageway treatment on the B6229 at either end such as:
 - road marking including bar markings, or narrowing's
 - different surface colour at junctions,
 - raised tables.

A674 Blackburn Road / Proposed Commercial / Site Access roundabout

- Details of Modified kerblines to maintain lane discipline for circulating HGV's having regard to wingmirrors, (whole roundabout to satisfy standards) as per Drawing TPMA1498-109 Rev C.
- Details of Extended 2 lane flare from the southwest (M61) to form a 2 lane approach for a distance that can accommodate a minimum 2 HGV's (in each lane) i.e. circa 40m. (This phase is a lesser requirement for the 2 lane flare than the previous retail application, its need/delivery will be based on future modelling and observations).

A674 Blackburn Road between M61 J8 and the site

A scheme to ensure parking does not take place on this section of road and

A6 / A674 signalised roundabout (Hartwood Hall roundabout)

- Technology to link associated signals both upstream and down stream
- Signal equipment to be updated and controller
- Queue detectors on Maple Gove, Drumhead Road and 'Keep Clear' road marking on Millennium Way A674
- Queue detector on Hazel Grove
- Signal optimisation / MOVA update (and further reviews in line with changes whether to flow or infrastructure)
- Traffic signs and road markings review
- Bus priority review
- Emergency service hurry call (Fire service and Hospital)
- CCTV to monitor operation

A6 / Euxton Lane signalised roundabout (Hospital roundabout)

- Technology to link associated signals both upstream and down stream
- Signal optimisation / MOVA review and update (and further reviews in line with changes whether to flow or infrastructure)
- Signal equipment review and updated including controller
- Review Queue detector locations and make necessary changes
- Traffic signs and road markings review including TRO's, make necessary changes
- Bus priority review
- Emergency service hurry call (Fire service and Hospital)
- CCTV to monitor operation
- Widening – on the southbound approach from the north
- Traffic island to separate straight on from right turning traffic (north to

	<p>south & west)</p> <ul style="list-style-type: none"> • Re-profile the central island to facilitate movement • Signal optimisation / MOVA further review(s) in line with other changes • Final MOVA review and optimisation on substantial completion of development build <p><u>Euxton Lane / Hospital Access signal controlled junction</u></p> <ul style="list-style-type: none"> • Technology to link associated signals both upstream and down stream • Signal optimisation / MOVA review <p><u>New Strawberry Fields Signalised junction on Euxton Lane</u></p> <ul style="list-style-type: none"> • Technology to link associated signals both upstream and down stream <p><u>Other Measures and sustainability provision</u></p> <ul style="list-style-type: none"> • Signing and road marking review and update • Bus priority review • TRO review • Upgrading of bus provision on Blackburn Road • Foot/cycle way provision on A674 between the employment access and M61 J8 including removing of verge, crash barrier changes <p>Reason: In the interests of safety and sustainable transport.</p>
<p>27.</p>	<p>The approved traffic mitigation measures shall be delivered in accordance with the approved phasing strategy, trigger points and details.</p> <p>Reason: To ensure that both the local and strategic highway networks continue to fulfil their purposes whilst maintaining the safety for all users and in the interests of safety and sustainable transport.</p>
<p>28.</p>	<p>The operation of the M61 Junction 8, post implementation of the improvement scheme, if this occurs before other mitigation measures, shall be monitored with particular regard to queue interaction with the adjacent local road network and queue lengths on slip roads throughout the period of monitoring on the local road network to inform the need and scope for intervention.</p> <p>Reason: to ensure the safe operation of the Strategic Road Network.</p>
<p>29.</p>	<p>No part of the development hereby approved shall be commenced, other than demolition, ground works and vegetation clearance, until the full design details of the traffic mitigation schemes at M61 Junction 8 and the A6 / A674 Hartwood junction, as shown in outline in Curtins drawing reference TPMA1498-108 Revision B, Curtins drawing reference TPMA1498-111 Revision B and WSP drawing reference 70046945 Revision P01, have been submitted to and approved in writing by the local planning authority in consultation with National Highways and Lancashire County Council.</p> <p>The details to be submitted shall include:</p> <ul style="list-style-type: none"> - Final details of how the schemes interface with the existing highway alignment. - Full carriageway surfacing and carriageway marking details. - Full construction details. - Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards). - An independent Stage 1 & Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes. - A walking, cycling and horse-riding assessment in accordance with GG142 of the Design manual for Roads and Bridges.

	<p>No part of the development hereby approved shall be occupied until the approved traffic mitigation schemes have been constructed and completed in accordance with the approved details.</p> <p>Reason: to ensure the safe operation of the Strategic Road Network.</p>
<p>30.</p>	<p>No development shall take place, other than demolition, ground works and vegetation clearance, until:</p> <p>(a) A plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected along the northern boundary of the development site (or at least one metre from any part of the existing motorway fence where the boundary lies within one metre of this) has been submitted to and agreed in writing by the local planning authority in consultation with National Highways; and</p> <p>(b) The fence approved by part (a) of this condition has been erected in accordance with the agreed details.</p> <p>Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition.</p> <p>Reason: To protect highway land from construction activities and to prevent any access between the site and strategic road network for safety reasons. This needs to be a pre-commencement condition as it deals with safeguards associated with both the construction phase and use of the development.</p>
<p>31.</p>	<p>Prior to the commencement of any development hereby approved, other than demolition, ground works and vegetation clearance, a CCTV drainage survey of the drainage culvert passing under the M61 motorway into which the surface water arising from the development is to outfall into (including upstream connections) shall be undertaken in accordance with the requirements of CS551 of the design manual for Roads and Bridges and the results shared with National Highways.</p> <p>Reason: To ensure that the condition of the motorway culvert is recorded prior to the start of start of construction operations and to verify that it is fulfilling the purpose for which it was designed to operate.</p>
<p>32.</p>	<p>No part of the development hereby approved shall be brought into use unless and until a CCTV drainage survey of the drainage culvert passing under the M61 motorway into which the surface water arising from the development is to outfall into (including upstream connections) to be agreed with National Highways) has been undertaken in accordance with the requirements of CS551 'Drainage Surveys' of the Design Manual for Roads and Bridges, the results of the CCTV drainage survey shared with National Highways and any damage to the motorway drainage culvert and upstream connection(s) noted from the CCTV drainage survey by National Highways in comparison with the CCTV drainage survey undertaken in Condition 8 rectified by the site owner to the satisfaction of National Highways in accordance with appropriate standards.</p> <p>Reason: To ensure that the condition of the motorway culvert is recorded after completion of site construction works and to verify that it continues to fulfil the purpose for which it was designed to operate and has not been damaged as a result of the development construction operations.</p>
<p>33.</p>	<p>No development shall commence, other than demolition, ground works and vegetation clearance, unless and until full constructional details of the building foundations, earthworks and retaining structures to be utilised have been agreed with National Highways in consultation with the local planning authority in accordance with standard CD622 'Managing Geotechnical Risk' and any relevant</p>

	<p>structures subject to Technical Approval from National Highways in accordance with the requirements of standard CG300 'Technical Approval of Highway Structures' of the Design Manual for Roads and Bridges.</p> <p>Reason: in the interests of maintaining the safety and integrity of the M61 motorway.</p>
34.	<p>No development shall commence, other than demolition, ground works and vegetation clearance, unless and until a system for vibration monitoring in connection with the construction of building foundations and earthworks associated with this development and which accords with the requirements of BS5228 Part 2 (or any successor National Highways Planning Response (NHPR 21-09) September 2021 standard) has been submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways and thereafter implemented on site for the duration of building foundation, construction and earthworks operations.</p> <p>Reason: To ensure that the integrity of the asset for which National highways is responsible motorway is protected for the duration of site construction works.</p>
35.	<p>No development hereby approved shall commence, other than demolition, ground works and vegetation clearance, unless and until an assessment of the site boundary with the M61 motorway has been undertaken by the applicant in relation to the completed development under the Roads Restraint Risk Assessment process and the findings submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways; thereafter any resulting safety barrier work requirement on the M61 motorway agreed with National Highways and implemented at the applicant's expense in accordance with CD377 'Requirements for Road Restraint Systems'. of the Design Manual for Roads and Bridges.</p> <p>Reason: In the interests of safety.</p>
36.	<p>Prior to the commencement of the development hereby approved, other than demolition, ground works and vegetation clearance, a sustainable surface water drainage scheme in accordance with the principles shown within drawings reference 31913-SUT-ZZ-XX-DR-C-621-0001 P03 and 31913-SUT-ZZ-XX-DR-C-610-0001 shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways.</p> <p>Reason: in the interests of maintaining the safety and integrity of the M61 motorway.</p>
37.	<p>No drainage from the proposed development hereby approved shall connect into the motorway drainage system, nor shall any drainage from these sites run-off onto the M61 motorway.</p> <p>Reason: In the interests of safety and maintaining the integrity of the M61 motorway.</p>
38.	<p>No development hereby approved shall commence, other than demolition, ground works and vegetation clearance, until a detailed construction plan working method statement relating to site development earthworks and drainage alongside the motorway has been submitted to and accepted by National Highways in consultation with the Local Planning Authority.</p> <p>Reason: In the interests of safety and maintaining the integrity of the M61 motorway.</p>
39.	<p>No phase of development shall take place, until a Construction Management Plan</p>

	<p>for that has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ol style="list-style-type: none"> 1. vehicle routing and the parking of vehicles of site operatives and visitors; 2. hours of operation (including deliveries) during construction; 3. loading and unloading of plant and materials; 4. storage of plant and materials used in constructing the development; 5. siting of cabins, site compounds and material storage area; 6. the erection of security hoarding where appropriate; 7. wheel washing facilities that shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. Coordinating with the highway authority under adverse weather conditions (rain, snow or icy); 8. measures to mechanically sweep the roads adjacent to the site as required during the full construction period; 9. measures to control the emission of dust and dirt during construction; 10. a scheme for recycling/disposing of waste resulting from demolition and construction works; and 11. Measures to protect all watercourses within and adjacent to the site during the construction phase and to prevent building materials or surface water run-off entering the watercourses. <p>Reason: In the interests of highway safety at all times of year, to protect the amenities of the nearby residents and to ensure that existing watercourses are protected during the construction phase.</p>
<p>40.</p>	<p>Full details of the provision of electric charging points to serve a particular phase of the development shall be submitted to and approved by the Local Planning Authority and the charging points installed and operational before the occupation of the building/s within that phase. The submitted details shall also include details of conduit to be installed at the time of construction to allow the installation of further charging points in the future. The parking bay shall be appropriately marked to ensure sole use by electric vehicles and adequate charging infrastructure with associated cabling provided for the designated parking bay. The charging point shall be located so that a 3m cable will readily reach the vehicle to be charged when parked in the designated parking bay. The charging points shall be retained and maintained thereafter.</p> <p>Reason: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy.</p>
<p>41.</p>	<p>Full construction details of the diverted Public Right of Way (PRoW) 9-2-FP 26 shall be submitted to the Local Planning Authority and approved in writing prior to any footpath diversion works commencing. Such details shall ensure that the footpath is fit for purpose, attractive to users and remains so when development is in operation and that it can be used by all, in all-weather conditions and all times of year. The footpath shall be been constructed in accordance with the approved details prior to</p> <p>Reason: to ensure pedestrian access is maintained and support sustainable transport.</p>
<p>42.</p>	<p>Prior to the first occupation of any phase of the development hereby permitted, a Full Travel Plan for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. The Travel Plan to include</p> <ul style="list-style-type: none"> • Contact details of a named Travel Plan Co-ordinator • Results from travel survey • Details of existing cycling, pedestrian and public transport infrastructure • Details of the provision of cycle parking • Objectives

	<ul style="list-style-type: none"> • SMART Targets for non-car modes of travel, taking into account the baseline data from the survey • Action plan of measures to be introduced, and appropriate funding • Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years • Surveys to capture any employees that park on street. • Mechanism and penalties/consequences to both employee and business for those that choose to park on the public highway. <p>The approved plan(s) will be audited and updated at intervals as approved and the approved plan(s) be carried out. All elements of the Full Travel Plan shall continue to be implemented at all times thereafter for a minimum of 5 years after completion of the development.</p> <p>Reason: To ensure that the development provides sustainable transport options.</p>
43.	<p>Prior to the commencement of development, other than demolition, ground works and vegetation clearance, details of pedestrian crossing provision, a right turn storage pocket and access on approach to Block A along the spine road shall submitted to and an approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of Block A.</p> <p>Reason: In the interests of highway safety.</p>
44.	<p>Covered cycle storage facilities shall be provided in accordance with a scheme to be submitted to the Local Planning Authority prior to the first occupation of each unit hereby approved. The approved cycle storage facilities shall be provided before that unit is first occupied and shall be permanently maintained thereafter.</p> <p>Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.</p>
45.	<p>The private car parking provision for each building shall be marked out in accordance with the approved plans, before the use of that building hereby permitted first becomes operative, and permanently maintained thereafter.</p> <p>Reason: To allow for the effective use of the parking areas.</p>
46.	<p>Prior to the occupation of any building hereby approved the roundabout junction access on the A674 shall be modified and improved as set out in Drawing TPMA1498-109 Rev C (provided to LCC Highways via email on 28th Feb 2022). The proposed improvement to the roundabout includes an overrun area, with which two simultaneous movements of HGVs can be accommodated.</p> <p>Reason: To satisfy lane discipline for all vehicles including HGV's to and from the proposed development in the interests of highway safety.</p>
47.	<p>The emergency access to the south of the site from Blackburn Brow shall be kept clear and made available at all times.</p> <p>Reason: It is critical that the route for emergency vehicles from the south from the adopted highway through the site is kept clear at all times.</p>
48.	<p>The existing access to Blackburn Brow to the south of the site shall be maintained for non-motorised users, other than required to facilitate named phases of construction, and a scheme of access improvements for pedestrian and cycle provision to provide non-vehicular connectivity between the site and Blackburn Brow shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of development. The approved scheme shall be implemented in full prior to the occupation of any building hereby approved.</p>

	Reason: To ensure that the development provides sustainable transport options.
49.	The building identified as Block A hereby approved shall be used for Class E(b) uses and for hot food takeaway purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order). Reason: To define the development and to protect the amenity of neighbouring occupiers.
50.	The building identified as Block B hereby approved shall be used for Class E use purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order). Reason: To define the development and to protect the amenity of neighbouring occupiers.
51.	The buildings identified as Blocks C to J hereby approved shall be used for Class B2, B8 and E(g) use purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order). Reason: To define the development and to protect the amenity of neighbouring occupiers.

The original report has been amended as follows:

ITEM 3b - 22/00266/FUL – 122 Chapel Lane, Coppull

The recommendation remains as per the original report

(1)No. further letters of objection have been received setting out the following issues:
Demolition has already commenced
Residents objections are being overlooked.
This will be an extremely bad decision if consent is granted

The following conditions are recommended:

No.	Condition						
1.	The proposed development must be begun not later than three years from the date of this permission. <i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i>						
2.	The development shall be carried out in accordance with the following plans: <table border="1" data-bbox="368 1872 1353 2000"> <thead> <tr> <th>Title</th> <th>Drawing Reference</th> <th>Received date</th> </tr> </thead> <tbody> <tr> <td>Proposed 4 New Dwellings</td> <td>0.02 A</td> <td>07 June 2022</td> </tr> </tbody> </table>	Title	Drawing Reference	Received date	Proposed 4 New Dwellings	0.02 A	07 June 2022
Title	Drawing Reference	Received date					
Proposed 4 New Dwellings	0.02 A	07 June 2022					

	<p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>
3.	<p>Prior to the commencement of development, other than demolition, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:</p> <ul style="list-style-type: none"> (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365; (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and (v) Foul and surface water shall drain on separate systems. <p>The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.</p> <p>Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.</p> <p><i>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</i></p>
4.	<p>Prior to the erection of the superstructure of the dwellings hereby approved samples 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.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
5.	<p>Prior to the erection of the superstructure of the dwellings hereby approved, full details of the alignment, height and appearance of all retaining structures, fences and walls and gates to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not 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.</p> <p><i>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</i></p>
6.	<p>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.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
7.	<p>A scheme for the landscaping of the development and its surroundings shall be submitted prior to the commencement of the development, other than demolition.</p>

	<p>These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of 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; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</p>
<p>8.</p>	<p>A scheme of Biodiversity Enhancement Measures shall be submitted to and approved in writing by the Local Planning Authority, prior to the erection of the superstructures of any dwelling hereby permitted. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.</p> <p>Reason: In the interests of providing biodiversity enhancements.</p>
<p>9.</p>	<p>The dwellings hereby approved are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
<p>10.</p>	<p>Prior to the erection of the superstructures of the dwellings hereby approved details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate.</i></p>
<p>11.</p>	<p>Prior to the commencement of development, other than demolition, a Traffic Management Plan (TMA) shall be submitted to and approved in writing by the</p>

	<p>Local Planning Authority (in conjunction with the highway authority). The TMA shall include and specify the provisions to be made for the following:-</p> <ul style="list-style-type: none"> • 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; • Wheel washing facilities; • Hours of operation (including deliveries) during construction • 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 adjoining properties. <p>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.</p>
12.	<p>Notwithstanding the details shown on the submitted plans, the proposed driveway/hardsurfacing to the front of the property shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority.</p> <p>Reason: In the interests of highway safety and to prevent flooding.</p>

ITEM 3c - 21/01329/FUL – Wise Marys Farm, 263 Hoghton Lane, Hoghton

The recommendation remains as per the original report

The following consultee responses have been received:

LCC Highways have made the following comments:

No objection subject to conditions.

The following conditions are recommended:

No.	Condition												
13.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>												
14.	<p>The development shall be carried out in accordance with the following plans:</p> <table border="1" data-bbox="363 1883 1347 2038"> <thead> <tr> <th data-bbox="363 1883 791 1944">Title</th> <th data-bbox="791 1883 1054 1944">Drawing Reference</th> <th data-bbox="1054 1883 1347 1944">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="363 1944 791 1977">Location Plan</td> <td data-bbox="791 1944 1054 1977">21012-LP</td> <td data-bbox="1054 1944 1347 1977">10 November 2021</td> </tr> <tr> <td data-bbox="363 1977 791 2011">Proposed Site Plan</td> <td data-bbox="791 1977 1054 2011">21012 - 301 - B</td> <td data-bbox="1054 1977 1347 2011">15 March 2022</td> </tr> <tr> <td data-bbox="363 2011 791 2038">Proposed Site Plan</td> <td data-bbox="791 2011 1054 2038">21012 - 302 - B</td> <td data-bbox="1054 2011 1347 2038">15 March 2022</td> </tr> </tbody> </table>	Title	Drawing Reference	Received date	Location Plan	21012-LP	10 November 2021	Proposed Site Plan	21012 - 301 - B	15 March 2022	Proposed Site Plan	21012 - 302 - B	15 March 2022
Title	Drawing Reference	Received date											
Location Plan	21012-LP	10 November 2021											
Proposed Site Plan	21012 - 301 - B	15 March 2022											
Proposed Site Plan	21012 - 302 - B	15 March 2022											

	Proposed Site Plan	21012 - 300 - E	15 March 2022
	Proposed House Type	21012 - 310 - B	10 February 2022
	<i>Reason: For the avoidance of doubt and in the interests of proper planning.</i>		
15.	<p>No development shall commence, other than demolition, until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:</p> <p>(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;</p> <p>(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and</p> <p>(iii) A timetable for its implementation.</p> <p>The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.</p> <p>The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.</p> <p>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</p>		
16.	<p>Prior to the erection of the superstructure of the dwellings hereby approved samples 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.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>		
17.	<p>Prior to the erection of the superstructure of the dwellings hereby approved, full details of the alignment, height and appearance of all fences and walls and gates to be erected (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not 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.</p> <p>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</p>		
18.	<p>Before the development hereby permitted is first commenced, other than demolition, full details of existing and proposed ground levels and proposed building finished floor levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plan(s). The development shall be carried out strictly in conformity with the approved details.</p> <p>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</p>		
19.	<p>No works to or removal of trees, hedgerows or shrubs shall occur or building works commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out</p>		

	<p>immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.</p> <p><i>Reason: Nesting birds are a protected species.</i></p>
<p>20.</p>	<p>Prior to the first occupation of any dwelling hereby approved, a "lighting design strategy for biodiversity" for areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:</p> <p>a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and</p> <p>b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.</p> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.</p> <p><i>Reason: Due to the presence of foraging bats in the locality.</i></p>
<p>21.</p>	<p>A scheme for the landscaping of the development and its surroundings shall be submitted prior to the commencement of the development, other than demolition. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of 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; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><i>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</i></p>
<p>22.</p>	<p>A scheme of Biodiversity Enhancement Measures shall be submitted to and approved in writing by the Local Planning Authority, prior to the erection of the superstructures of any dwelling hereby permitted. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.</p> <p><i>Reason: In the interests of providing biodiversity enhancements.</i></p>
<p>23.</p>	<p>The dwellings hereby approved are required to achieve a minimum Dwelling</p>

	<p>Emission Rate of 19% above 2013 Building Regulations.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
24.	<p>Prior to the erection of the superstructures of the dwellings hereby approved details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so it can be assured that the design meets the required dwelling emission rate.</i></p>
25.	<p>The dwellings at plots 1 and 4 hereby approved shall not be occupied until the privacy screens identified on the Proposed Site Plan drawing (ref. 21012 - 302 – B) have been installed. Privacy screens of this type and positioning shall be retained at all times thereafter.</p> <p>Reason: To protect the amenity of neighbouring residential occupiers.</p>
26.	<p>No works shall take place until the applicant, or their agent or successors in title, have secured the implementation of a programme of archaeological building recording. The programme of archaeological recording shall comprise the creation of a record of the historic buildings to Historic England level 3. This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out in Understanding Historic Buildings (Historic England 2016). Upon completion of the programme of building recording and analysis a report shall be submitted to the Local Planning Authority.</p> <p>Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.</p>
27.	<p>No part of the development hereby approved shall commence until the visibility splays shown on drawing 21012-300-E has been provided. The land within these splays shall be maintained thereafter, free from obstructions such as walls, fences, trees, hedges, shrubs, ground growth or other structures.</p> <p>Reason: To ensure adequate visibility at the site access in the interest of highway safety.</p>
28.	<p>No part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: 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>

<p>29.</p>	<p>No part of the development hereby approved shall be occupied until the approved scheme for the construction of the site access has been constructed and completed in accordance with the approved scheme details.</p> <p>Reasons: I order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.</p>
<p>30.</p>	<p>Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CMP shall include and specify the provisions to be made for the following:-</p> <ul style="list-style-type: none"> • 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; • Wheel washing facilities; • Hours of operation (including deliveries) during construction • 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 adjoining properties. <p>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.</p>
<p>31.</p>	<p>Notwithstanding the details shown on the submitted plans, the proposed driveway/hardsurfacing to the front of the property shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority.</p> <p>Reason: In the interests of highway safety and to prevent flooding.</p>

ITEM 3d - 21/00232/OUT – Land West Of 1 The Owls, Blue Stone Lane

The recommendation remains as per the original report

The following consultee responses have been received:

LCC Highways have made the following comments:

No objection subject to conditions.

The following conditions are recommended:

No.	Condition
1.	An application for approval of the reserved matters (namely the appearance, scale and landscaping of the site) must be made to the Council before the expiration of

	<p>three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p>Reason: This condition is required to be imposed by the provisions of Article 3 (1) of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>						
<p>2.</p>	<p>The development shall be limited to a single bungalow and shall be carried out in accordance with the following plans:</p> <table border="1" data-bbox="368 562 1302 748"> <thead> <tr> <th data-bbox="368 562 751 622">Title</th> <th data-bbox="751 562 1023 622">Drawing Reference</th> <th data-bbox="1023 562 1302 622">Received date</th> </tr> </thead> <tbody> <tr> <td data-bbox="368 622 751 748">Location plan, block plan and site plan</td> <td data-bbox="751 622 1023 748">21.011.01.c</td> <td data-bbox="1023 622 1302 748">06 June 2022</td> </tr> </tbody> </table> <p>Reason: For the avoidance of doubt and in the interests of proper planning</p>	Title	Drawing Reference	Received date	Location plan, block plan and site plan	21.011.01.c	06 June 2022
Title	Drawing Reference	Received date					
Location plan, block plan and site plan	21.011.01.c	06 June 2022					
<p>3.</p>	<p>As part of the first application for reserved matters or prior to the commencement of the development the following details shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> a) Details of the colour, form and texture of all external facing materials to the proposed dwelling b) Details of the colour, form and texture of all hard ground- surfacing materials. c) Location, design and materials of all fences, walls and other boundary treatments. d) The finished floor level of the proposed dwelling and any detached garages <p>The development thereafter shall be completed in accordance with the approved details. Prior to the first occupation of the dwelling hereby permitted all fences and walls shown in the approved details to bound its plot shall have been erected in conformity with the approved details.</p> <p>Reason: In the interests of the visual amenities and character of the area and to provide reasonable standards of privacy to residents</p>						
<p>4.</p>	<p>Prior to the construction of the superstructure of the dwelling hereby permitted or with any reserved matter application, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations. The development thereafter shall be completed in accordance with the approved details.</p> <p>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reduction as part of new residential schemes in the interests of minimising the environmental impact of the development.</p>						
<p>5.</p>	<p>The dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an</p>						

	<p>Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.</p> <p>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.</p>
6.	<p>As part of the submission of the first reserved matters application, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:</p> <ul style="list-style-type: none"> (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions, the potential for infiltration of surface water in accordance with BRE365; (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; (iv) Incorporate mitigation measures to manage the risk of sewer surcharge; and (v) Foul and surface water shall drain on separate systems within the site. <p>The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and no surface water shall discharge to the public sewer either directly or indirectly.</p> <p>Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.</p> <p>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</p>
7.	<p>That part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials.</p> <p>Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.</p>
8.	<p>Prior to the commencement of development or with any reserved matter application a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CMP shall include and specify the provisions to be made for the following:-</p> <ul style="list-style-type: none"> a) The parking of vehicles of site operatives and visitors; b) Loading and unloading of plant and materials used in the construction of the development; c) Storage of such plant and materials; d) Wheel washing and/or power wash and hardstanding area with road sweeping facilities, including details of how, when and where the facilities are to be used; e) 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)

	<p>f) Routes to be used by vehicles carrying plant and materials to and from the site; g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.</p> <p>Reason: 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.</p>
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ITEM 3j- 22/00414/FUL – Land opposite 37 Preston Road Coppull

The recommendation remains as per the original report.

The following conditions are suggested:

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

Title	Plan Ref	Received On
Plan showing location and site plan		5 May 2022
Plan titled Existing Stable Block	Revision A	8 April 2022

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

2. Within one month of the date of this permission, full details of the containment, storage and disposal of manure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the manure shall be contained, stored and disposed in accordance with the approved details.

Reason: In the interests of pollution prevention.

3. If the use of the stables hereby permitted ceases for a period of one year within 10 years from the date of this permission, they shall be removed from the land and the land shall be restored to its former condition.

Reason: In accordance with the Rural Development Supplementary Planning Document and to avoid the proliferation of buildings in the Green Belt for which there is not a continuing need.

4. The stables hereby permitted shall be used for the stabling of horses and storage of associated equipment and feed only and, in particular, shall not be used for any business or commercial use.

Reason: To define the permission as a commercial livery would warrant further assessment in respect of highways considerations and neighbour amenity.

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