

APPLICATION REPORT – 23/00780/REMAJ

Validation Date: 15 September 2023

Ward: Coppull

Type of Application: Major Reserved Matters

Proposal: Reserved matters application (appearance, landscaping, layout and scale) comprising the erection of 118 no. dwellings including internal access roads, public open space, parking and associated infrastructure in pursuant to outline planning permission ref:20/01399/OUTMAJ

Location: Land Adjacent Blainscough Hall Blainscough Lane Coppull

Case Officer: Daniel Power

Applicant: Story Homes Ltd

Agent: Charlotte Fowler

Consultation expiry: 11 October 2023

Decision due by: 20 January 2024

RECOMMENDATION

1. It is recommended that this application is approved subject to conditions

SITE DESCRIPTION

2. The application site forms part of a wider parcel of land designated as Safeguarded Land under Chorley Local Plan 2012-2026 policy BNE3 (BNE3.6 Blainscough Hall, Coppull). The site covers an area of approximately 5.51 hectares and is located adjacent to the defined settlement boundary of Coppull. There is a Public Right of Way that's runs through the site, north to south.
3. Outline planning consent was permitted at appeal under reference 20/01399/OUTMAJ. There is a S106 legal agreement attached to the outline planning permission requiring:
 - 35% of the total units to be affordable housing with 70% Social Rented Units and 30% Shared Ownership Housing Units.
 - £86,100.00 for the maintenance of the Amenity Greenspace provided on-site
 - Playing Pitch Contribution of £1,599 per dwelling
 - Children and Young People Contribution of £134 per dwelling.
 - Secondary Education Contribution

DESCRIPTION OF PROPOSED DEVELOPMENT

4. The application seeks approval of the reserved matters associated with the above referenced outline planning permission relating to details of appearance, layout, scale and

landscaping. Access details were approved as part of the outline consent with vehicular access from Manor Way.

5. Whilst the outline consent was for up to 123 dwellings at the site, the submitted plans identify 118 dwellings, 35 (30%) of which would be affordable, providing an inclusive mix of low-rise residential dwellings consisting of 1 bed roomed apartments and 2 and 3-bedroom 2 storey houses. Open market properties are provided in the form of 3,4 and 5 bed houses consisting of detached and semi-detached properties.

REPRESENTATIONS

6. 16 no. representations have been received in objection to the proposal. A summary of the issues raised is provided below:
 - The development would have a harmful impact to wildlife and biodiversity.
 - The proposed dwelling would have a harmful impact to neighbouring amenity due to overlooking and overbearing.
 - Due to the increased level and therefore height of proposed plots 103-106, the proposal would have a harmful impact due to overlooking and overbearing. These plots also include raised patio areas.
 - Insufficient boundary treatment is proposed due to the level changes.
 - The increased traffic would have a harmful impact to the local highway safety.
 - The construction traffic during construction would be harmful to the local highway safety.
 - The construction of the development would be harmful to neighbouring amenity.
 - The proposal will cause surface flooding elsewhere and further downstream.
 - The proposed development isolates Blainscough Nature Reserve, cutting off access for the many animals that live in the area.
 - School, doctors etc are already at capacity.
 - No timetable for implementation has been provided, relating to the planned implementation of the drainage systems will not be appropriate for the phasing of the construction programme.
 - Several of the existing properties on Manor Way and Grange Drive have been extended and are not shown on some of the drawings accurately.
 - The applicant may remove vegetation that falls outside the site boundary without agreement of the landowner.
 - The SCI states that the local community has been consulted with, unfortunately this is not the case, and is an untrue statement.
 - I have concerns regarding the assumed boundary position, and also the assumption that hedgerows will be removed from the current residents land.

CONSULTATIONS

7. Environment Agency: We have reviewed the details submitted and our previous response to the outline application, 20/01399/OUTMAJ, remains applicable. In our previous response (our reference NO/2021/113232/01-L01) we requested a condition for the submission of a remediation strategy.
8. Waste & Contaminated Land: No comment to make on the application.
9. Regulatory Services - Environmental Health: Having reviewed the completed acoustic report, provided with the application (project reference: RSA439/2023). The report seeks to undertake sound monitoring in the locality to establish the current noise climate and, where there is a potential for direct impact upon future occupiers of properties within the proposed development, provides mitigation measures. The report itself would appear to follow recognised protocols for the undertaking of a typical acoustic report and offers several mitigation measures that should be implemented such as e.g. the provision of acoustic barriers, at some locations and additional ventilation of rooms. Standards are also quoted for the construction materials in connection with the building envelope. Whilst,

the construction of the building envelope maybe sufficient to protect future occupants with windows of affected rooms being closed, a concern would be the overheating of these rooms, especially those with an aspect, such, that they are affected by direct sunlight, however this is addressed within the report with a recommendation to install acoustic ventilation to effected rooms.

10. My recommendation is that the suggestions and mitigation measures offered within the report are implemented. Where any either/or option is suggested within the report I would recommend that the option which provides the best standard and benefit for the future occupant is implemented.
11. Lancashire County Council Public Rights Of Way
12. The proposed development will impact two public rights of way footpaths FP-09-100-34 & FP-09-100-35. The application proposes to incorporate these footpaths into the internal layout of the development by upgrading the footpath into a 2m wide footway, this can be supported by LCC Highways.
13. The LCC Public Rights of Way team provide with the following comments.
 - Footpath FP0910035 and FP0910034 are a minimum width of 2m with a bound surface not stone.
 - The footbridge on FP0910034 to be replaced and widened to 2m either as part of the S278 Agreement or S106 agreement.
14. The following limitations/obstructions removed;
 - The kissing gate leading to Grange Drive
 - The stile where footpath 9-10-FP34 and 9-10-FP35 join.
 - Two metal bollards at end of footpath 9-10-FP25, on the southern boundary of the development
 - All trees and low hanging branches obstructing the height or width of the footpath, especially 9-10-FP34 at the eastern boundary of the development.
15. Greater Manchester Ecology Unit : An updated ecological survey has been provided as required by condition 5 of the outline permission. No new ecological issues were identified, with the site relatively unchanged. I have no reason to doubt the findings of the report. No further survey information is required.
16. Information has also been provided on the surface water drainage proposals in to the Tanyard Brook. Whilst not qualified to interpret the technical accuracy of the measures proposed to filter out sediment, pollutants and maintain greenfield run-off to the Brook, I am satisfied that of the developer's intentions and that relevant drainage engineers will look at the technical details. I therefore have no objection from an ecological perspective to the discharge of outline condition 5.
17. Great Crested Newts: The previous surveys have been reviewed. One of the two ponds has undergone succession since the previous surveys. No new survey have occurred. I am however satisfied that given the sites isolation from other ponds, that colonisation since the surveys in 2021 is very low, (maps indicate no other ponds within 500m of the existing ponds). Condition 9a) of the outline permission covers reasonable avoidance measures for amphibians. Discharge is not however required at this time. No further information or measures are required.
18. Bats: Previous survey information has been reviewed. An oak previously assessed as having bat roosting potential has been reassessed as having negligible bat roosting potential. A beech tree on the southern boundary was assessed as having moderate bat roosting potential. This tree is retained in the current layout. I have no reason to doubt the findings of the report.

19. Conditions 6 & 7 of the outline permission cover bats and trees and external lighting. No further information or measures are however required at this time.
20. Otter and Water Vole: The review found no change in the level of risk associated with Tanyard Brook. I have no reason to doubt the findings of the report. Condition 9f) of the outline permission covers precautionary measures for these species. Discharge is not however required at this time. No further information or measures are required.
21. Nesting Birds: Condition 8 of the outline permission covers precautionary measures for these species. Discharge is not however required at this time. No further information or measures are required.
22. Himalayan Balsam: Condition 9 of the outline permission covers precautionary measures for these species. Discharge is not however required at this time. No further information or measures are required.
23. Proximity to Tanyard Brook: Conditions 9c & g) of the outline permission covers precautionary measures for the protection of the Brook during construction. Discharge is not however required at this time. No further information or measures are required.
24. As noted above condition 5 covers protection of the Brook post development which subject to the views of the relevant drainage consultees, I have no objection to.
25. Contributing to and Enhancing the Natural Environment: Conditions 10 & 11 of the outline permission relate to mitigation and enhancement of the site. Condition 10 relating to proposed measures requires discharge at reserved matters, whilst condition the LEMP is required prior to phase 1 of the development.
26. A biodiversity enhancement plan has been provided. This answers all of the bullet points of condition 10. My only minor issue is the use of whitebeam and field maple in the native category. Whitebeam is not regarded as native to Lancashire and field maple regarded as potentially native in limestone areas associated with North Bowland. As the detailed planting schedule has not as yet however been provided and the use of these two species in the more built up areas is less of an issue, I have no objection to the discharge of condition 10.
27. Lead Local Flood Authority: No objection
28. Lancashire County Council (Education) : According to the s106 for outline permission 20/01399/OUTMAJ, the developer should inform the County Council within 20 days of grant of RM consent so that we can calculate the final Secondary Education Contribution.
29. Lancashire County Council Archaeology Service: The Heritage Impact Assessment supporting the application does not really address the concerns about the potential impact of the proposed development on the site of the former moated site of Blainscough Hall, or the potential for there being archaeological features or deposits below the remainder of the site, either related to the former hall or from other periods.
30. The landscaping proposals also appear to include new tree planting on the former "island" of the moated site (these were square, rectangular or polygonal platforms defined by a wet moat, the island holding the building of the manor and there are known to be cases where there were outbuildings and workshops outside the moat). New tree planting will cause further disturbance to any surviving for deposits relating to the occupation of the moated site.
31. We would advise therefore that a programme of archaeological survey and evaluation should be carried out across the site. This should take the form of a geophysical survey of the site, using appropriate techniques, with field evaluation to investigate any features or anomalies identified by the geophysical survey and further excavation and recording of any significant features. The area of the moat island should be investigated by evaluation

trenches to determine the survival, extent, nature, state of preservation and date of any surviving deposits in this area and the results of this should be used to inform any landscaping works in this area.

32. The work outlined should be carried out according to a written scheme of investigation (WSI) and can be secured by means of a planning condition.
33. United Utilities: Further to our review of the submitted Foul and Surface Water Drainage Strategy document produced by story homes, we can confirm the proposals are acceptable in principle we would like to point out that water butts are not effective source control. and that a more sustainable drainage system could be provided. United Utilities will request evidence that the drainage hierarchy has been fully investigated and why more sustainable options are not achievable before a surface water connection to the public sewer is acceptable.
34. Lancashire Highway Services: Comments on original submission:
35. Internal Private Road Layout: The proposed internal private road layout for the most part is acceptable in principle however LCC Highways require amendments to fully support the proposed layout. It is requested that the proposed traffic calming is revised to meet the recommendations set out in Local Transport Note (LTN) "Traffic Calming" [LTN 1/07]. LTN 1/07 recommends a minimum spacing of 60 metres and a maximum of 90 metres between physical traffic calming measures.
36. Excluding the proposed private shared drives, the proposed internal private road meets the minimum dimensions to be considered by LCC Highways for adoption. The minimum dimensional requirements are a carriageway width of 5.5 metres and flanked on either side by 2-metre-wide footways.
37. Vehicle Tracking: From an assessment of the submitted drawings LCC Highways could not find any plans proving the proposed turning heads and sharp bends within the proposed development. It is requested that vehicle tracking is provided using a LCC specification refuse vehicle (11.2m in length and twin rear axled).
38. Public Right Of Way Network: As part of the proposed development changes are proposed to the existing Public Rights Of Way (PROW) FP-09-10035 & FP-09-10034 which are both classified as footpaths. Both PROWS connect to another PROW footpath FP-09-10036 on the proposed developments southern boundary with Blainscough Hall. As proposed the link into FP-09-10036 is not acceptable due to the paths not actually connecting as shown in the submitted "General Arrangements Layout" [Dwg No: 40072.03.01, Rev I]. It is requested that the plans are amended to connect the three PROW footpaths together.
39. Private Car Parking : It is recommended that the proposed car parking is revised to consider the following dimensions. The single vehicle width private drives to have a minimum width of 3.2m where they are used for vehicular access and pedestrian access to the property. From Approved Document M (Access to and use of buildings), recommends an unobstructed widths of at least 900mm to access the property.
40. The double vehicle width private drives to have a minimum width of 5.6m where they are used for vehicular access and pedestrian access to the property. From Approved Document M (Access to and use of buildings), recommends an unobstructed widths of at least 900mm to access the property.
41. Some of the proposed garages do not meet the minimum internal dimensions to be considered as useable car parking spaces. it is recommended that the dimensions are amended to meet the following.
42. The recommended minimum internal single garage size to be 6x3m (6x6m for double garages) and this includes integral garages.

43. Clause 8.3.41 on page 109 from Manual for Streets also recognises that many authorities now recommend a minimum garage size of 6 x 3m, where garages are smaller than the recommended minimum internal dimension of 6 x 3m they should not be counted as a parking space and the applicant should provide an additional parking space for each garage affected.
44. The recommended length of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance between the car and the garage door, with room to open and close the garage door (600mm), room at the front of the car (800mm) for possible access to the dwelling, work bench, storage, storage of cycles, bins gardening equipment etc.
45. The recommended width of 3m is based on the width of a large family car (Ford Mondeo Estate 2.09m wide), clearance at the passenger side to the wall (200mm), clearance at the drive side of the car and the garage (700mm), with room to open car door for less able bodied.
46. Having reviewed a select number of proposed dwellings not all proposed dwellings meet the car parking standards. The minimum standards as set out in Appendix A "Parking Standards" of Chorley's Local Plan 2012-2026 (adopted 2015). It is requested that the proposed parking spaces are amended to meet the standards set out in the Local Plan. This would reduce the likelihood of on street car parking and thus impacting residential amenity and potential of blocking refuse vehicles and/or emergency services.
47. Comments following the submission of amended plans:
48. Summary: LCC Highways does not have any objections regarding the proposed reserved Matters details of layout, scale, appearance and landscaping for residential development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.
49. Development Proposal: The proposed development is a reserved matters application following an outline application (20/01399/OUTMAJ) which was granted permission at appeal. The granted outline planning permission had all matters reserved except for access. As site access was granted permission LCC Highways have not assessed this as part of the reserved matters application. The reserved matters application is proposing 118 dwellings, along with a private road layout, landscaping, private car parking and other non-highway related matters.
50. Private Road Layout: The proposed private road layout for the majority meets the minimum dimensional requirements for LCC Highways to consider adoption. These minimum requirements are a 5.5 metre wide carriageway and 2 metre wide footways on either side. Where these minimum requirements are not met such as the proposed shared private driveways LCC Highways would not consider them for adoption. The parts of the private roads that would not be considered for would require a management and maintenance program to be submitted and approved by the Local Planning Authority (LPA).
51. It is LCC Highways opinion that the private road layout sufficiently promotes 20mph speed limits using horizontal alignment and vertical traffic calming measures.
52. Having assessed the submitted swept path analysis submitted in support of the application, LCC Highways are satisfied that the turning heads can be used by a LCC specification refuse vehicle (11.2m in length and twin rear axled).
53. Private Car Parking: The proposed integral garages do not meet the minimum internal dimensions to be considered useable car parking spaces by LCC Highways. The minimum dimensions are 3m (W) x 6m (L) for a single garage. Having assessed the proposed dwellings with integral garages LCC Highways are of the opinion that the

integral garages may result in on street parking within the internal layout. Were this on street parking to occur it is LCC Highways opinion that this would not cause an unacceptable risk to highway safety.

54. The remaining car parking spaces (private driveways and separate garages) meet the minimum dimensions to be considered by LCC Highways as useable car parking spaces.
55. Construction Traffic: Due to the nature of the development, the construction phase could have a negative impact on existing users of the highway network. Therefore prior to commencement of the development if permission is granted, it is LCC Highways opinion that a Construction Traffic Management Method Statement is submitted. This will need to be approved by the LPA in conjunction with the LHA.
56. LCC Highways recommends the following conditions relating to car parking area, Construction Traffic Management Method Statement (CTMMS) and details of future management and maintenance.
57. Parish Council: The Parish Council has concerns that various matters raised by the Parish Council, the Planning Authority and the local residents on Manor Way and Grange Drive have not been addressed by this application.
 - There is a question mark over fence levels being altered from the original outline application, which potentially give rise to significant impact on privacy of existing dwellings.
 - There are reports of breaches of right to light for some existing dwellings.
 - There are justified concerns over flooding as a consequence of the development, that are not addressed by the reserved matters application.
58. The Parish Council raise these concerns with you and therefore object to the application.
59. CIL Officers : This development will be CIL Liable if approved.

PLANNING CONSIDERATIONS

Principle of the development

60. The acceptability of the principle of the development has been established by the grant of outline planning permission. Issues for consideration relate to the appearance, layout, scale and landscaping of the proposal.

Impact on character and appearance of locality

61. The National Planning Policy Framework (the Framework) attaches considerable importance on achieving good design and a high-quality built environment. It states that planning policies and decisions should respond to local character and history and seek to reinforce local distinctiveness. The importance of high-quality design is reflected in the Central Lancashire Core Strategy (policy 17) and the Chorley Local Plan (policy BNE1). It is considered that detached dwellings of the design proposed on this plot would be appropriate to the character of the area.
62. The application site is located to the south of existing residential development that was permitted in 2002, which has a mixture of two storey, detached and semi-detached properties. The proposed development would largely be seen within this context of relatively new development. The proposed dwellings are consistent in their broad scale and form, of two/two and a half storey properties. While the palette of materials would be broadly similar to the existing development to the north and across the application site. The final choice of materials would be agreed though a suitably worded planning condition, as already attached to the outline planning permission. There would be a mixture of house types across the application site, with the layout and density similar to the development to the north.

63. It is considered that the proposed properties in this location would assimilate with the built form of the area. The proposal is considered to be acceptable in terms of character and appearance and complies with policy BNE1 of the Chorley Local Plan 2012 - 2026.

Impact on neighbour amenity

64. 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.
65. Objections have been received from properties along Manor Way and Grange Drive, both would be adjacent to the development. Proposed cross sections along the northern boundary of the site have been provided showing the level changes in comparison to the existing dwellings. With regard to the properties along Manor Way, the submitted cross sections show a difference in finished floor levels between 0.3 to 0.7, at some points the proposed dwellings being lower than the existing. The separation distances between existing and proposed dwellings along this section accord with the Council's minimum interface distances.
66. With regards to the proposed dwellings facing towards the properties along Grange Drive, the submitted cross sections show a change in levels in comparison to the existing ground levels, relating to plots 103 to 106. The difference between the finished floor level of plot 105 and the nearest dwelling of no. 95 would be 1.97 metres. From plot 106 to 103, each dwelling would be set further back from the boundary with no. 95, increasing the distance from no. 95. Each plot has a raised patio area to the rear of the proposed dwellings, with their gardens slopping down towards the shared boundary. The distance from the raised patio, having regard to the change in levels meets the council's requirements for minimum interface standards as to does the distance to the proposed dwelling.
67. The proposed dwellings have been designed in such a way to be compatible with each other without creating an amenity impact of adjacent plots. There would be an adequate degree of screening around the plots.
68. In light of the above, it is considered that there would be no unacceptably detrimental impact on the amenity of existing neighbouring occupiers, whilst a suitable level of amenity would be provided to future occupiers of the proposed dwellings. The proposal is acceptable in terms of amenity impacts and accords with Policy BNE1 in this regard.

Highway safety

69. 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. The policy is considered to be consistent with the Framework and should be attributed full weight.
70. The outline planning consent, granted on appeal, includes conditions relating to securing highway matters including the following:
- A Construction Environmental Management Plan (CEMP)
 - Estate Street Phasing and Completion Plan

- The new estate roads/access onto Grange Drive shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads.
 - Construction Method Statement (CMS)
 - The construction of the site access and the off-site works of highway improvement has been submitted. (S278)
71. LCC Highway Services have responded with no objection to the proposal, subject to conditions. The main access to the site was considered and found acceptable under the outline consent and therefore remains acceptable. With regards to the internal road layout LCC Highways were of the opinion that the private road layout sufficiently promotes 20mph speed limits using horizontal alignment and vertical traffic calming measures. They also considered the submitted swept path analysis and were satisfied that the turning heads can be used by a LCC specification refuse vehicle.
72. With regards to private car parking, LCC Highways has considered the layout of parking provision for each of the dwellings. They have commented that the proposed integral garages, in accordance with LCC Highway standards, do not meet the minimum internal dimension to be considered useable car parking space. LCC has assessed the proposed dwellings with integral garages and are of the opinion that the integral garages may result in on street parking within the internal layout. Were this on street parking to occur it is LCC Highways opinion that this would not cause an unacceptable risk to highway safety. The remaining car parking spaces (private driveways and separate garages) meet the minimum dimensions to be considered by LCC Highways as useable car parking spaces.
73. Given the comments from LCC Highways, it is considered that the surrounding highway network could accommodate the uplift in traffic associated with the delivery of the dwellings and that the residual cumulative impacts on the road network would not be severe. The proposal is considered to be acceptable with regards to highway safety and parking.

Impact on trees

74. Policy BNE10 (Trees) of the Chorley Local Plan 2012 -2026 stipulates, among other things, that proposals that would result in the loss of trees, woodland areas or hedgerows which make a valuable contribution to the character of the landscape, a building, a settlement or the setting thereof will not be permitted. Replacement planting will be required where it is considered that the benefit of the development outweighs the loss of some trees or hedgerows.
75. The application was submitted with a Tree Report and protection plan, which the Council's tree officer has considered. The Tree Officer raised concerns with the loss of 5 category A and B trees. In response the layout has been amended to retain two of the trees along the road to the west, however, three remaining trees will be lost. These are required to gain access to an area of the site for 6 dwellings, and any amended to gain access to this part of the site will result in the loss of trees elsewhere. The application proposes extensive tree planting across the site, which would provide an overall increase. Given the constraints of the site, the number of trees planted across the development and subject to adherence to the tree protection measures, on balance it is considered the proposal is acceptable in this regard and in line with policy BNE10 (Trees) of the Chorley Local Plan 2012 -2026.

Drainage

76. The submitted drainage details identify that surface water will be discharged into an existing watercourse, and foul water connected to the existing network, with a new pumping station to the east of the site. The Lead Flood Authority raise no objection to the principle of this strategy. The technical details of the drainage strategy will be subject to condition and consideration by Chorley Council, in consultation with the LLFA. The

submitted details are, therefore, considered to be acceptable in this regard, but may be subject to change through the discharge of condition process.

Ecology

77. As required by conditions imposed to the outline consent, updated ecology survey where submitted. These surveys have been considered by the councils Ecologist, who has no objection to the findings of the updated survey. Some of the conditions imposed on the original outline remain therefore further details will be provided through discharge of conditions application

Public open space (POS)

78. 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. This provision has already been secured through a Section 106 during the consideration of the outline appeal.

Community Infrastructure Levy

79. 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

80. The submitted details of reserved matters are considered to be acceptable and the application is recommended for approval, subject to the recommended conditions.

RELEVANT HISTORY OF THE SITE

Ref: 20/01399/OUTMAJ **Decision:** REFOPP **Decision Date:** 13 April 2021

Description: Outline planning application for the erection of up to 123 dwellings (including 30% affordable housing) with public open space provision, structural planting and landscaping, and vehicular access points from Grange Drive. All matters reserved save for access.

Ref: 23/00957/DIS **Decision:** PEDISZ **Decision Date:** 27 December 2023

Description: Application to discharge condition no.35 (Phased programme of archaeological) attached to planning permission ref: 20/01399/OUTMAJ (Outline planning application for the erection of up to 123 dwellings (including 30% affordable housing) with public open space provision, structural planting and landscaping, and vehicular access points from Grange Drive. All matters reserved save for access.)

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 two 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:

Title	Plan Ref	Received On
Standard Boundary Details	40072.03.SBT Rev A	13 December 2023
Street Scene A-A Rev A	40072.03.SSA Rev A	13 December 2023
Street Scene B-B Rev A	40072.03.SSB Rev A	13 December 2023
Tree Protection Plan	72201.03 Rev E	29 January 2024
Swept Path Analysis	40072-019 Rev B	13 December 2023
Site Sections 01	40072.03.SS1 Rev A	13 December 2023
General Arrangements Layout	40072.03.01 Rev R	26 January 2024
Boundary Treatment Layout	40072.03.02 Rev G	26 January 2024
Elevation Treatments Layout	40072.03.03 Rev F	26 January 2024
Hard Surfaces Layout	40072.03.04 Rev F	26 January 2024
Affordable Homes Layout	40072.03.11 Rev E	26 January 2024
Landscape Structure Plan	7221.02 Rev D	13 December 2023
Site Sections 02	40072.03.SS2 Rev A	13 December 2023
Site Sections 03	40072.03.SS3 Rev A	13 December 2023
Site Sections 04	40072.03.SS4 Rev A	13 December 2023
Site Sections 05	40072.03.SS5 Rev A	13 December 2023
Site Sections 06	40072.03.SS6 Rev B	13 December 2023
Site Sections 06 Front Elevations	40072.03.SS6-1	17 January 2024
Belford: Planning Layout 1	BEL-PLP1	15 September 2023
Belford: Planning Elevation 1/1	BEL-PLE1/1	15 September 2023
Belford: Planning elevation 1/2	BEL-PLE1/2	15 September 2023
Charlton: Planning Layout 1	CRN-PLP1	15 September 2023
Charlton: Planning Elevation 1/1	CRN-PLE1/1 REV A	15 September 2023
Charlton: Planning Elevation 1/2	CRN-PLE1/2 REV A	15 September 2023
Charlton: Planning Elevation 1/3	CRN-PLE1/3 REV A	15 September 2023
Dawson: Planning Layout 1	DWN-PLP1	15 September 2023
Dawson: Planning Layout 2	DWN-PLP2	15 September 2023
Dawson: Planning Elevation 1/1	DWN-PLE1/1	15 September 2023
Dawson: Planning Elevation 1/2	DWN-PLE1/2	15 September 2023

Dawson: Planning Elevation 2/1	DWN-PLE2/1	15 September 2023
Dawson: Planning Elevation 2/2	DWN-PLE2/2	15 September 2023
Ferguson: Planning Layout 1	FGN-PLP1	15 September 2023
Ferguson: Planning Elevation 1/1	FGN-PLE1/1 REV A	15 September 2023
Ferguson: Planning Elevation 1/2	FGN-PLE1/2 REV A	15 September 2023
Fraser: Planning Layout 1	FRR-PLP1	15 September 2023
Fraser: Planning elevation 1/1	FRR-PLE1/1	15 September 2023
Fraser: Planning Elevation 1/2	FRR-PLE1/2	15 September 2023
Single Garage 1 - Planning Drawing 1/1	GB-PLP1/1	15 September 2023
Single Garage 1- Planning Drawing 1/2	GB-PLP1/2	15 September 2023
Double Garage 1 - Planning Drawing 2/1	GB-PLP2/1	15 September 2023
Double Garage 1 - Planning Drawing 2/2	GB-PLP2/2	15 September 2023
Twin Garage 1 - Planning Drawing 3/1	GB-PLP3/1	15 September 2023
Twin Garage 1 - Planning Drawing 3/2	GB-PLP3/2	15 September 2023
Harrison: Planning Layout 1	HRN-PLP1	15 September 2023
Harrison: Planning Elevation 1/1	HRN-PLE1/1 REV A	15 September 2023
Harrison: Planning Elevation 1/2	HRN-PLE1/2 REV A	15 September 2023
Harrison: Planning Elevation 1/3	HRN-PLE1/3 REV A	15 September 2023
Hewson: Planning Layout 1	HWN-PLP1	15 September 2023
Hewson: Planning Elervation 1/1	HWN-PLE1/1 REV A	15 September 2023
Hewson: Planning Elevation 1/2	HWN-PLE1/2 REV A	15 September 2023
Hewson: Planning Elevation 1/3	HWN-PLE1/3 REV A	15 September 2023
Masterton: Planning Layout 1	MTN-PLP1	15 September 2023
Masterton: Planning Elevation 1/1	MTN-PLE1/1 REV A	15 September 2023
Masterton: Planning Elevation 1/2	MTN-PLE1/2 REV A	15 September 2023
Oxley: Planning Layout 1	OXY-PLP1	15 September 2023
Oxley: Planning Elevation 1/1	OXY-PLE1/1	15 September 2023
Oxley: Planning Elevation 1/2	OXY-PLE1/2	15 September 2023
Robinson: Planning Layout 1	RBN-PLP1	15 September 2023

Robinson: Planning Elevation 1/1	RBN-PLE1/1 REV A	15 September 2023
Robinson: Planning elevation 2/2	RBN-PLE1/2 REV A	15 September 2023
Sanderson: Planning Layout 1	SAN-PLP1	15 September 2023
Sanderson: Planning Elevation 1/1	SAN-PLE1/1 REV A	15 September 2023
Sanderson: Planning Elevation 1/2	SAN-PLE1/2 REV A	15 September 2023
Sanderson: Planning Elevation 1/3	SAN-PLE1/3 REV A	15 September 2023
Spencer: Planning Layout 1	SPR-PLP1	15 September 2023
Spencer: Planning Layout 2	SPR-PLP2	15 September 2023
Spencer: Planning Elevation 1/1	SPR-PLE1/1 REV A	15 September 2023
Spencer: Planning Elevation 1/2	SPR-PLE1/2 REV A	15 September 2023
Spencer: Planning Elevation 2/1	SPR-PLE2/1 REV A	15 September 2023
Spencer: Planning Elevation 2/2	SPR-PLE2/2 REV A	15 September 2023
Wilson: Planning Layout 1 (front)	WLN-PLP1	15 September 2023
Wilson: Planning Elevation 1/1 (front)	WLN-PLE1/1 REV A	15 September 2023
Wilson: Planning Elevation 1/2 (Front)	WLN-PLE1/2 REV A	15 September 2023
Wilson: Planning Elevation 1/3 (Front)	WLN-PLE1/3	15 September 2023

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

3. Before the development hereby permitted is first commenced 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.

Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.

4. During the construction period, all trees and hedges to be retained within and adjacent to the application site shall be protected in accordance with the Tree Protection Plan Drawing (ref. 7221.03 TPP. REV E.) received 29 January 2023, and notwithstanding this in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standards.

Reason: To safeguard the trees to be retained.

5. No building or use hereby permitted shall be occupied or the use commenced until the car parking area has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

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

6. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority.

The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the users of the highway and the visual amenities of the locality.

7. No development including any demolition works 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 works should comprise a preliminary geophysical survey of the site with subsequent phases of evaluation of any features located and excavation of any which are demonstrated by this to be significant. There should be evaluation of the areas of the former moated site where tree planting is proposed. The work must be undertaken by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists. A copy of this record shall be submitted to the Local Planning Authority and the Lancashire Historic Environment Record.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the buildings/site.

Note: Relevant archaeological standards and lists of potential contractors can be found on the ClfA web pages: <http://www.archaeologists.net> and the BAJR Directory: <http://www.bajr.org/whoseWho/>. 'Understanding Historic Buildings' can be accessed online at <https://historicengland.org.uk/images-books/publications/understanding-historic-buildings/>.

8. No development including any demolition works 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 works should comprise a preliminary geophysical survey of the site with subsequent phases of evaluation of any features located and excavation of any which are demonstrated by this to be significant. There should be evaluation of the areas of the former moated site where tree planting is proposed. The work must be undertaken by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists. A copy of this record shall be submitted to the Local Planning Authority and the Lancashire Historic Environment Record.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the buildings/site.

9. Prior to the occupation of the first dwelling hereby approved, details shall be provided relating to the public rights of way across the site including:

- width and surface of the public right of way
- Location and details of gate along the right of way
- Location of metal bollards along the right of way.
- details of replacement footbridges.

A phasing plan shall be provided given details of the timing for each installation and shall be installed as approved.

Reason: To ensure the Public Right of Way remains available for public use.

