

Planning Committee

Thursday, 30th March, 2023, 6.00 pm

Shield Room, Civic Centre, West Paddock, Leyland PR25 1DH and
YouTube

Supplementary Agenda

I am now able to enclose, for consideration at the above meeting of the Planning Committee, the following information:

- | | |
|--|------------------------|
| <p>6 07/2022/00928/FUL - Land to the East of Reynard Close,
Longton</p> <p>Addendum attached.</p> | <p>(Pages 43 - 56)</p> |
|--|------------------------|

Chris Sinnott
Chief Executive

Electronic agendas sent to Members of the Planning Committee

This page is intentionally left blank

Agenda Item 6

Planning Committee – 30th March 2023 – Update Sheet.

Application 07/2022/00928/FUL – Reynard Close, Longton

An application for erection of a residential development (34 dwellings with associated works) was brought before planning committee in March 2023 but was deferred to allow the applicant to consider changes to the proposal following a meeting with local residents. Time constraints were such that it was not possible for the meeting to take place before the agenda for this meeting was published, but a meeting did take place at the earliest opportunity - 23rd March. This update sheet details that meeting, and addresses some of the concerns raised by Members in committee.

Background

Following member questions regarding the community consultation process the applicant confirmed to Members in committee details of the robust - but not mandatory - pre application engagement exercise undertaken. Nevertheless, there remained some confusion about the process and Members voted to defer to allow the applicant and residents to have a face-to-face meeting.

During the committee debate, Members also raised concerns related to the schemes density and questioned the highways impact assessment and the conclusion reached by LCC Highways Officers.

From the outset it has been made clear that there are no planning reasons to revise the application proposal which is policy compliant in all respects. The applicant was also equally clear that significant changes would not be made as a result of the residents meeting, and agreed to meet to explain the situation and dispel any miscommunication, but on the basis that the application was heard at the next available meeting with the outcome of the resident meeting to be reported to Members in an update sheet.

The applicant has provided a letter to provide:

1. Clarity on the applicant's pre-application public consultation activity applicant;
2. A summary of the discussion and outcomes from the meeting with local residents;
3. Additional density analysis to demonstrate the appropriate scale of the proposal in the context of the settlement of Longton; and
4. Further explanation of the likely car trip generation and traffic impact.

Their letter in summary states:

1. Pre-Application Consultation Activity

Story Homes undertook appropriate public consultation as part of the design process and in preparation of the planning application. A schedule of the public consultation activities is provided below (Appendix 1) as supplement to the Statement of Community Involvement in the submitted Supporting Planning Statement and the Design and Access Statement. Public consultation activity was in addition to a thorough review of the comments and background information submitted in relation to the previous application and schemes for the site by a different developer. This fed into the robust submission ensuring the key concerns of highways impact and density were fully justified and accorded with local and national planning policy.

2. Summary of the Meeting with Residents

Whilst we welcomed a meeting with residents to discuss their concerns in more detail, we did advise residents prior to the meeting that it was highly unlikely that any significant changes

Agenda Item 6

would be made to the proposal. Nevertheless, we welcomed a meeting to be able to explain the proposal in more detail and to address concerns. As anticipated, concerns were focused on the density of the proposal and increase in traffic. We were able to explain how the proposal meets with planning policy relating to density, separation distances, parking and highways and explain that there was no planning justification for any revisions to the design. We were able to explain the distances between existing and proposed homes around a scale printed layout plan. We explained that in visual terms, there were 27 'blocks' of development so that visually the density appeared less and in keeping with the character of the area. We explained that the affordable housing units were informed by the requirements of Registered Social Providers and that car parking for the 1 bed apartments was not only policy compliant, but also informed by need at other developments. Residents asked Story Homes to consider the boundary treatment between 1 and 2 Reynard Close and Plots 5 and 11, and also to the boundary treatment adjacent to 7 Auburn Avenue. We of course understand these concerns and would ask that Condition 32 is revised to require boundary treatment details to be submitted and agreed with the Council prior to installation to enable these detailed points to be considered further and allay resident concerns.

Officer Note: Should Members agree condition 32 could be amended from

Prior to commencement on site, temporary boundary treatments between existing properties and the construction site shall be erected in full.

REASON: To ensure the provision and retention of adequate screening in the interest of amenity of existing residents in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

To

Prior to commencement on site, details of temporary boundary treatments between existing properties and the construction site shall be provided to, and agreed in writing with the local planning authority. Once agreed these shall be erected in full before first commencement on site including clearance or site set up.

REASON: To ensure the provision and retention of adequate screening in the interest of amenity of existing residents in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

3. Density

The proposal is a low-density scheme that is in keeping with the scale and character of the surrounding area. To assist consideration of the scale in the context of the immediate and wider surroundings, we tabled four additional plans with residents, which are provided at Appendix 2 for your information. Plan 1 shows the proposal at a small scale on a black and white OS base block plan so the layout can be seen in the context of Longton. The proposal appears indistinguishable from the wider settlement. Plan 2 is the same plan but with the application red line boundary shown. Plan 3 shows the proposed layout at a larger scale in the context of the immediate setting also demonstrating how the proposed layout is in keeping with the layout, form, and scale of the surrounding residential area. Finally, a comparison exercise showing a proposed Story Homes housetype next to the originally proposed scheme and final approved scheme under application 07/2020/01063/FUL shows how the current proposal is of a reduced scale and more in keeping with the surrounding existing houses.

4. Highways

The Further Transport Explanatory Note at Appendix 3 provides a summary of how the traffic impact and trip generation figures have been arrived at to help explain the robust process and data behind the estimates. The proposal is a small scheme of 34 houses and, whilst it will

Agenda Item 6





generate some additional car trips, the estimates cannot be considered to cause an adverse impact to warrant refusal of the planning application. Given the concerns raised by residents, Story Homes propose an additional measure to encourage sustainable travel choices and responsible parking by providing a 'Sustainable Travel Homeowner Pack' to each new household. The Packs would include details of public transport; walking and cycling infrastructure; a map of local, walkable facilities; details of School Lane parking pressures; and details of the voluntary one way traffic system on School Lane at school pick up/drop offs.

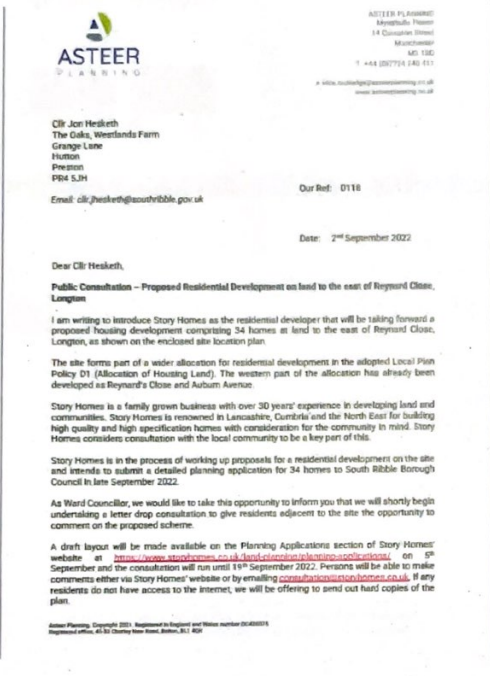
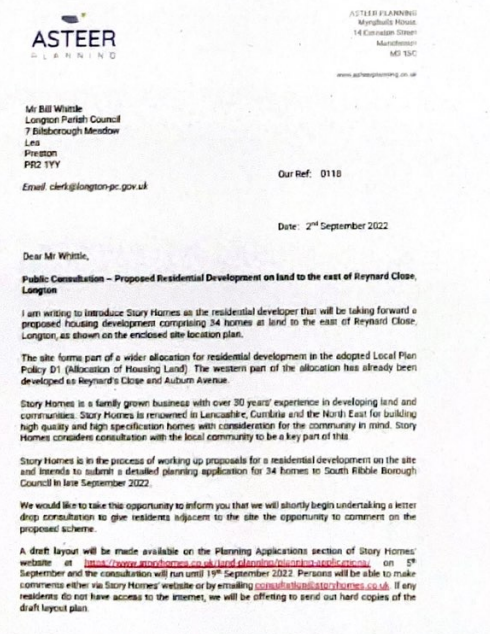
Summary

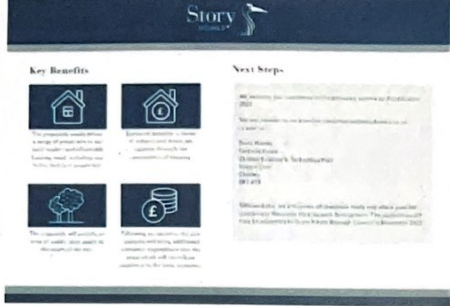
Following deferral of the planning application at Planning Committee on 9 March, we have met with residents and heard their concerns. As a result, we propose a revision to Condition 32 to enable revised/further details on the boundary treatment adjacent to No.s 1 and 2 Reynard Close and No. 7 Auburn Avenue to be submitted and agreed by the Council. We propose to provide new residents of the development with Sustainable Travel Homeowner Pack to encourage sustainable travel choices and responsible parking. We have provided some further density context plans to assist the consideration of the proposed density of the scheme and a Further Transport Explanatory Note.

This page is intentionally left blank

APPENDIX 1 - SCHEDULE OF PRE-APPLICATION COMMUNITY CONSULTATION ACTIVITY

Date	Activity	Response																																																		
22 Aug 2022	<p>Pre-Application Meeting with South Ribble Planning Officer</p>  <p>AGENDA</p> <table border="1" data-bbox="402 699 800 762"> <tr> <td>Client:</td> <td>Story Homes</td> </tr> <tr> <td>Project:</td> <td>B119Loughton</td> </tr> <tr> <td>Date:</td> <td>22nd August 2022 - Teams Meeting</td> </tr> </table> <p>Attendees</p> <table border="1" data-bbox="402 779 800 888"> <tr> <th>Name</th> <th>Role</th> <th>Organisation</th> </tr> <tr> <td>Debbie Roberts</td> <td>Dir</td> <td>South Ribble Borough Council (SRBC)</td> </tr> <tr> <td>Martin Nugent</td> <td>MB</td> <td>Story Homes</td> </tr> <tr> <td>Parvati Maklangalra</td> <td>PM</td> <td>Story Homes</td> </tr> <tr> <td>Josh Haworth</td> <td>JH</td> <td>Story Homes</td> </tr> <tr> <td>Jon Stuckley</td> <td>JS</td> <td>Asteer Planning</td> </tr> <tr> <td>Georgina Blackburn</td> <td>GB</td> <td>Asteer Planning</td> </tr> <tr> <td>Roger Lomas</td> <td>RL</td> <td>eNSCAPE</td> </tr> </table> <p>Agenda Items</p> <table border="1" data-bbox="402 894 800 1073"> <thead> <tr> <th>Item</th> <th>Details</th> </tr> </thead> <tbody> <tr> <td>1.0</td> <td>Introduction</td> </tr> <tr> <td>2.0</td> <td>Background to the proposal</td> </tr> <tr> <td>3.0</td> <td>Principle of the Proposed Residential Development (Allocation: Site V)</td> </tr> <tr> <td>4.0</td> <td>Design, Density and Layout</td> </tr> <tr> <td>5.0</td> <td>Sustainability/Energy Requirements</td> </tr> <tr> <td>6.0</td> <td>Validation Requirements</td> </tr> <tr> <td>7.0</td> <td>Community Consultation</td> </tr> <tr> <td>8.0</td> <td>Programme</td> </tr> <tr> <td>9.0</td> <td>AOB</td> </tr> </tbody> </table>	Client:	Story Homes	Project:	B119Loughton	Date:	22 nd August 2022 - Teams Meeting	Name	Role	Organisation	Debbie Roberts	Dir	South Ribble Borough Council (SRBC)	Martin Nugent	MB	Story Homes	Parvati Maklangalra	PM	Story Homes	Josh Haworth	JH	Story Homes	Jon Stuckley	JS	Asteer Planning	Georgina Blackburn	GB	Asteer Planning	Roger Lomas	RL	eNSCAPE	Item	Details	1.0	Introduction	2.0	Background to the proposal	3.0	Principle of the Proposed Residential Development (Allocation: Site V)	4.0	Design, Density and Layout	5.0	Sustainability/Energy Requirements	6.0	Validation Requirements	7.0	Community Consultation	8.0	Programme	9.0	AOB	<p>Meeting Minutes and Pre-Application Advice Letter provided for consideration in the application preparation.</p>   <p>22 August 2022 01773 600000 14 Colleton Street Manchester M13 1SD</p> <p>Dear Mr Blackburn,</p> <p>Re: Proposed development of land to the east of Playford Close, Loughton</p> <p>Thank you for your request for pre-application advice. I have considered your proposal and have the following comments to make:</p> <p>Site Characteristics/History - The site referred to is the central section of allocated housing Site 'V' to which Policy D1 refers; the western part is already developed as Playford's Close and Autumn Avenue (completed 2016), whilst the eastern site remains undeveloped. Site 'V' is part of a larger 3.2ha housing allocation known as Site V, SR 4.1 which in consultation support development of around 211 dwellings over the next 15 years.</p> <p>Site 'V' access is via 'Kilby's Farm' in fairly level improved grassland/agricultural land bounded with established grassed areas and hedgerows. South is agricultural land and Red Post (Drain) which spans the southern boundary north are residential properties, addressed onto Higher Green. There is a Tree Preservation Order on the northern section of the eastern boundary but there are no public rights of way or public footpaths on or through the site. The area also lies within Flood Zone 1 (least likely to flood).</p> <p>Relevant Site History</p> <ul style="list-style-type: none"> 07/03/2016 - Reserved matters for erection of 70 no. dwellings, associated access road and play area - west of 20th 'V' new Old Loughton Loughton Green 07/03/2016/2016/16 - 14 no. dwellings, access roads, land and associated works. Approved Dec 2012 - new Playford Close and Autumn Avenue (eastern section of housing allocation) 07/03/2016/2016/16 - Environmental screening opinion for residential development of 14 dwellings, site access roads and landscaping works. Environmental Impact Statement not required for the whole of Site 'V' (2017) Permitted Development Order 2017 - ref: 07/03/17/0023/P/16 for improvement of the Loughton High Court Chapel Lane garden submitted to situate the remainder of allocated development sites SR 'V' and A south of Loughton Hall. This was not implemented and has now expired. <p>The most relevant permission for this scheme is that of ref: 07/03/05/1003/P/16 which was approved in March 2012 for 14 dwellings following detailed on site assessments. The proposal originally sought approval of 32 units (20 houses and 12 apartments) but was reduced after being referred by the Council's committee for two reasons. Whilst both may be considered, they should be borne in mind:</p> <p>The first was the presence and better separation of a proposed apartment block in the north-western corner. Whilst this was usually considered, residents felt strongly that they should not be included. The relevant advice over several iterations was finally changed to, and approved for 14 detached units with the implication that these would be becoming self-build properties, although a planning plan was not provided, and so such Community Infrastructure Exception has proven to be a difficult hurdle to cross. I think it only</p>
Client:	Story Homes																																																			
Project:	B119Loughton																																																			
Date:	22 nd August 2022 - Teams Meeting																																																			
Name	Role	Organisation																																																		
Debbie Roberts	Dir	South Ribble Borough Council (SRBC)																																																		
Martin Nugent	MB	Story Homes																																																		
Parvati Maklangalra	PM	Story Homes																																																		
Josh Haworth	JH	Story Homes																																																		
Jon Stuckley	JS	Asteer Planning																																																		
Georgina Blackburn	GB	Asteer Planning																																																		
Roger Lomas	RL	eNSCAPE																																																		
Item	Details																																																			
1.0	Introduction																																																			
2.0	Background to the proposal																																																			
3.0	Principle of the Proposed Residential Development (Allocation: Site V)																																																			
4.0	Design, Density and Layout																																																			
5.0	Sustainability/Energy Requirements																																																			
6.0	Validation Requirements																																																			
7.0	Community Consultation																																																			
8.0	Programme																																																			
9.0	AOB																																																			
17 Oct 2022	<p>Community consultation letters hand delivered to residential properties.</p> 	<p>Responses monitored and reviewed.</p>																																																		

<p>17 Oct 2022</p>	<p>Letters sent to ward councillors – Cllr Buttery, Cllr Coulton, Cllr Hesketh.</p>  <p>The image shows the front of a letter from ASTEER PLANNING. The header includes the company logo and contact information: ASTEER PLANNING, Marshalls House, 14 Colchester Street, Manchester, M2 1SC, T: +44 (0)1753 440 111, www.asteerplanning.co.uk. The recipient is Cllr Jon Hesketh, The Oaks, Westlands Farm, Grange Lane, Hutton, Preston, PR2 5JH, with email cllr.jhesketh@southribble.gov.uk. The letter is dated 2nd September 2022 and has reference number 0118. The subject is 'Public Consultation – Proposed Residential Development on land to the east of Reynard Close, Longton'. The letter body introduces Story Homes as the residential developer, mentions a proposed housing development of 34 homes, and details the site's location and planning context. It also provides information on how to view the draft layout plan and offers to provide hard copies if needed.</p>	<p>No response received</p>
<p>17 Oct 2022</p>	<p>Letter sent to Longton Parish Council.</p>  <p>The image shows the front of a letter from ASTEER PLANNING. The header includes the company logo and contact information: ASTEER PLANNING, Marshalls House, 14 Colchester Street, Manchester, M2 1SC, www.asteerplanning.co.uk. The recipient is Mr Bill Whittle, Longton Parish Council, 7 Ellsborough Meadow, Lea, Preston, PR2 1YY, with email clerk@longton-pc.gov.uk. The letter is dated 2nd September 2022 and has reference number 0118. The subject is 'Public Consultation – Proposed Residential Development on land to the east of Reynard Close, Longton'. The letter body introduces Story Homes as the residential developer, mentions a proposed housing development of 34 homes, and details the site's location and planning context. It also provides information on how to view the draft layout plan and offers to provide hard copies if needed.</p>	<p>No response received</p>
<p>17 to 31 Oct 2022</p>	<p>Consultation webpage and feedback form running 17 – 31 October (two weeks)</p>	<p>Responses monitored and reviewed.</p>

		
<p>17 Oct to 10 Nov 2022</p>	<p>Comments Analysis</p> <p>Consultation Response Summary</p> <p>6.8 The applicant received 17 responses to the public consultation event, mostly via the online submission facility, although some emails were also received.</p> <p>6.9 There were no objections to the principle of residential development. The main concern raised in the responses was in relation to traffic impact of the proposed development. Respondents were concerned about the implication of additional traffic on road safety and congestion on local roads.</p> <p>6.10 In response, the application is accompanied by a Transport Statement which considers the surrounding road infrastructure demonstrating the appropriateness of the surrounding road and footpath infrastructure.</p> <p>6.11 A trip generation calculation has been undertaken in accordance with best practice guidance and demonstrates the proposed development is expected to generate approximately 1 additional trip every 2.5 minutes when averaged over the AM and PM peak periods. Therefore the development is not considered to give rise to unacceptable congestion or highways safety concerns.</p> <p style="text-align: center;">21</p> <hr/> <p><small>Supporting Planning Statement - Land to the east of Spang Road, Langdon November 2022</small></p> <p>6.12 A number of the respondents also commented on the density of the scheme. The density of the proposal has been informed by a thorough analysis of the site's context which is detailed in the Design and Access Statement and assessed against planning policy in this Supporting Planning Statement.</p> <p>6.13 Overall the proposed development generated localised interest and concerns related to impact on the local highway network. The public consultation exercise has not given rise to a need to make any design amendments and all of the questions raised are addressed through the comprehensive application submission.</p>	<p>Analysis and resulting actions addressing in the Statement of Community Involvement.</p>

APPENDIX 2 – DENSITY ANALAYSIS PLANS







 Scale: 1:5,000 (@A3)

 Ordnance Survey © Crown copyright, 2012.

 All rights reserved. Licence number: 11G 0124

Key

-  Application Boundary
-  Building
-  Footprints

e*SCAPE 10 years

 URBANISTS

 Project Title

 Land off Reynard Close, Longton

 e*SCAPE Job No.

 022-018

 Client

 Slory Homes

 Drawing Number

 022-018-P010

 Drawing Title

 Density Analysis

 Scale

 1:5,000 @ A3

 Date

 March '21

 Revision

 REV -



0m 10m 20m 30m 40m 50m 60m

Scale 1:1250 (@ A3)

Ordnance Survey © Crown copyright 2013
All rights reserved. Licence number LIC1024



Key



Application Boundary

e*SCAPE 10 years

U F B R N I S T S

Project Title
Land off Reynard Close, Longton

e*SCAPE Job No.
022-018

Client
Story Homes

Drawing Number
022-018-P011

Drawing Title
Density Analysis B

Scale
1:5,000 @ A3

Date
March '23

Revision
REV-

Scheme 1



11.24m

Apartment Block

House Type 3

Masterton

Middleton

Ground

Scheme 2



9.50m

House Type 1

House Type 2

Masterton

Middleton

Ground



e*SCAPE10 Years
 U R B A N I S T S
 Project Title
 Land off Reyard Close, Longton
 e*SCAPE Job No.
 022-018
 Client
 Story Homes
 Drawing Number
 022-018-P012
 Revision
 REV -
 Drawing Title
 House Type Comparison
 Scale
 1:200 @ A3
 Date
 March '23

APPENDIX 3 – FURTHER TRANSPORT EXPLANATORY NOTE

The planning application is supported by a Transport Statement that provides an estimate of the likely car trip generation from the proposed development.

The industry standard approach to estimate car trip generation from a proposed development is through the use of TRICS (Trip Rate Information Computer System).

TRICS is a database of trip rates for developments used in the United Kingdom and Ireland collected from real life developments.

The system allows its users to estimate trip generation for development scenarios using a series of database filtering processes based on real life survey data.

Trip rates are derived from multiple actual surveys of similar residential sites, where vehicle arrival and departure movements are counted during a typical day and broken down into hourly trip rates.

A typical day would be outside of school holiday periods to ensure that traffic fluctuations are more balanced, and the peak hour periods reflect actual hour peaks on a typical weekday from existing residential developments.

As part of traffic impact analysis, the busiest AM and PM peaks are considered as this is when traffic on the highway network is at its highest.

For this application, it was agreed with LCC Highways Officers that LCC's own 'Northwest Preston Trip Rates' would be used to estimate trip rates from the proposed development. It should be noted that the Northwest Preston Trip Rates generate a greater impact than would be estimated through use of the TRICS survey data, and so this approach is considered robust.

Based on LCC trip data, the proposal is estimated to generate an additional 20 trips in the AM Peak and 23 trips in the PM peak.

This is considered representative of likely situation for peak hours for a development of 34 houses considering:

- Not all members of each household will leave and arrive home in exactly the same hourly periods. For example, residents travelling longer distances to work are likely to leave before the 08:00 AM peak and those travelling a shorter distance, or having a later start time may leave after 09:00 AM.
- Not all members of each household will commute to work in peak hours or commute to work, in particular with the post pandemic rise in homeworking.
- Not all members of each household will work and require to travel within peak hours, for example retirees, students, carers.
- Not all members of each household will drive.
- Not all journeys are made by car.

This page is intentionally left blank