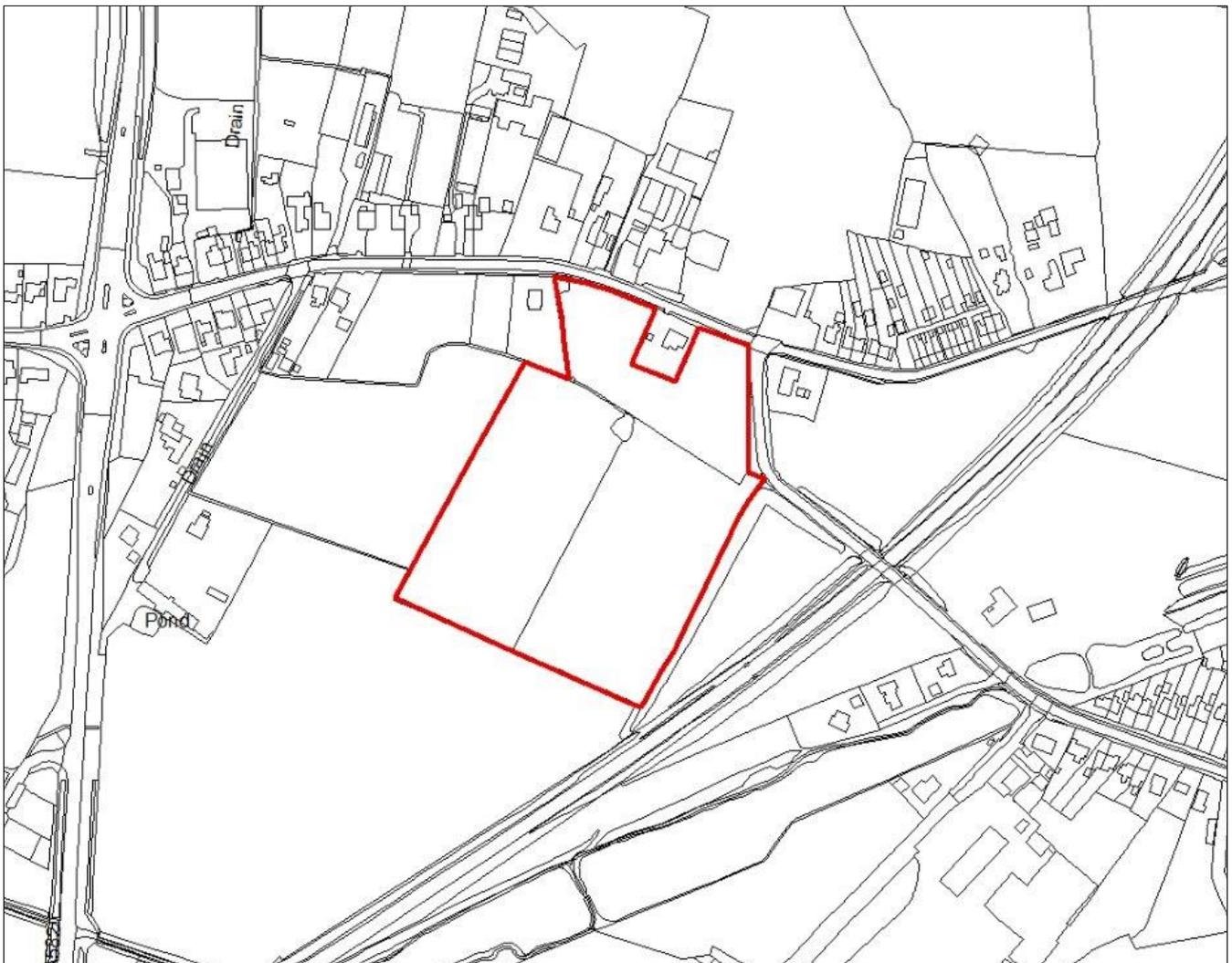


Application Number	07/2018/9316/OUT
Address	Land Rear Of Oakdene Chain House Lane Whitestake Lancashire
Applicant	Wainhomes (North West) Ltd
Agent	Mr Stephen Harris Units 2-4 South Park Court Hobson Street Macclesfield SK11 8BS
Development	Outline Permission for up to 100 dwellings with access and associated works
Officer Recommendation	Refusal
Officer Name	Mrs Catherine Lewis
Validation Date	02.01.2019
Target Determination Date	03.04.2019
Extension of Time	27.06.2019



1. Summary

- 1.1. The application seeks outline planning permission with only the matter of access and associated works applied for, for the construction of 100 dwellings (30% of which would be affordable housing) on a site measuring 3.6 hectares. The site comprises agricultural land and is located to the south of Chain House Lane, Whitestake.
- 1.2. The application site is designated by Policy G3 as Safeguarded Land in the South Ribble Local Plan 2015 and is specifically referenced as S3 South of Coote Lane, Chain House Lane, Farington.
- 1.3. The main issue associated with the site is whether the proposal would amount to a sustainable form of development with reference to housing supply and the comprehensive development of the area. It is the applicant's view that as the Council cannot demonstrate a 5 Year housing supply and the site should be brought forward for housing. The Council maintains that it can demonstrate a 5 year housing supply and therefore the application should be determined in line with the Development Plan policies and any other material considerations. Whilst concerns have been raised by third parties about the ability of the local highway network to cope with the additional traffic, together with concerns about ecology, drainage, noise and air pollution, there are no formal objections raised from any of the statutory consultees.
- 1.4. The site forms part of a parcel of land allocated as Safeguarded by Policy G3 of the SRBC and on that basis the principle of the development is not supported as the land is safeguarded. Furthermore, the piecemeal development of part of the site would not constitute sustainable development and would cause harm to the possible comprehensive development of the area. It is concluded on balance, that there are no other material considerations to outweigh the harm identified by granting planning permission. The application is therefore recommended for refusal.

2. Site and Surrounding Area

- 2.1. The application site is located approximately 1.3km to the west of Lostock Hall and 5km south of the centre of Preston. Measuring 3.6hectares, the site is bordered by Chain House Lane to the north, Church Lane to the east and agricultural land to the south and west.
- 2.2 The site comprises of three fields that are separated by hedges and ditches and the fields are currently used for grazing. A railway embankment is adjacent to the southern boundary. The south, west and eastern boundaries of the property known as Oak Dene abut the application site and the property known as The Bungalow abuts part of the west boundary.
- 2.3 Access to the site is taken from Chain House Lane which is subject to a 40mph speed limit. To the north of Chain House Lane is safeguarded land with Pickering's Farm located further north. The site is generally level with a slight fall in a southerly direction.
- 2.4 The application site is specifically referenced as S3 South of Coote Lane, Chain House Lane Farington as part of the lad designated as subject to Policy G3 Safeguarded Land of the South Ribble Local Plan.

3. Planning History

3.1 None to report

4. Proposal

4.1 The application seeks outline planning permission, with only the matter of Access applied for, for the erection of up to 100 dwellings (30% of which would be affordable housing).

4.2 As the matters of appearance, landscaping, layout and scale are not being applied for within this application the submitted layout plan is only for indicative purposes at this stage.

4.3 Access to the site is proposed off Chain House Lane which would be located approximately 160 metres from the main junction known as A582 Penwortham Way /Chain House Lane. The scheme details include a reduction from 40mph to 30mph from this junction through to the existing 30mph reduction on Coote Lane.

4.4 Vehicular access to the application site would be provided through the introduction of a priority-controlled T- junction onto Chain House Lane.

4.5 In April 2019 further information was submitted which related to the following:

- An amended indicative housing layout address concerns raised by the owners (Homes England) of the future development of the neighbouring land.
- A revised Transport Assessment has also been submitted to address comments made by LCC Highways. These amendments include clarification about the 2m footway on Church Lane, upgrade of the Bus Stops on Church Lane, and the submission of a Travel Plan to support the application.

5. Summary of Supporting Documents

5.1. The application is supported by a number of drawings and the following documents which is listed below:

- Illustrative Masterplan Layout Plan ref 1638/WHD/CHL/SKO1/by DGL Associates
- Ecology Survey and Assessment (October 2018) by ERAP
- Access Arrangements Plan ref: SCP/18355/FO1 by SCP
- Tree Survey Report by Trevor Bridge
- Phase 1 Geo Environmental Desk Study report by REFA (Ref:18119)
- Transport Impact Assessment prepared by SCP (October 2018)
- Planning, Design and Access Statement Ref 18-294

Additional Information was submitted in April 2019

- Revised illustrative Masterplan by DGL Associates
- Revised Transport Assessment and Travel Plan dated April 2019 ref: SCP/18355/TA/01
- Flood Risk assessment by Iron Farrar.
- Addendum to Planning, Design and Access Statement

6. Summary of Neighbour Consultation

6.1 In January properties were consulted and several site notices were posted together with an advert in the newspaper.

6.2 Following receipt of additional information a further consultation exercise was undertaken including 111 properties being consulted and site notices posted. In total 77 letters of objection have been received with some being duplicate due to the revisions in response to the proposed development.

A petition signed by 38 residents has also been submitted objecting to the proposal.

These consultation exercises raised the following issues which are summarised below:

Policy

- There is a need to protect the Green Belt and no further development should take place.
- Too much development taking place with Pickering's Farm already included for development.
- Development would be contrary to the designation of Safeguarded land in the local plan.

Character

- The proposed dwellings are not in keeping with the area
- The development would destroy a pleasant walking area.
- The view from Farington Lodges would be spoiled by the proposed development
- Green space is being eaten away by speculative development
- Currently very little light pollution and wild life would be affected by the urbanisation of the area.
- The housing density is not in keeping with the local vernacular of low density detached houses/bungalows/dormer bungalows.

Highway Issues

- Increase in cars and congestion already busy road
- Lack of footpaths to make the site sustainable
- Impact on Lostock Hall as vehicles try to exit Coote Lane at the Browndedge Junction
- Weight restriction on Railway bridge on Coote Lane and Church Lane
- Welch Fencing based opposite the site has HGV's reversing on to Chain House Lane due to limited access to their site which would to traffic issues due to the increased traffic from the development.
- No public transport in the area.
- Impact of further queuing at the junction with Penwortham Way.
- The proposed entry/exit would be located in a dangerous place.
- Church Lane is busy with a 20/30mph zone but is not policed, would this lead to traffic lights at key junctions.

Drainage

- Surface water problems will be made worse by the proposed increase across the site.
- The outline application details provide for the surface water to be drained to Mill Brook. Concern is raised about the need to protect properties downstream of the proposed development.

Trees and Wildlife

- Ecology at risk as the wildlife depend upon this environment will be lost
- Owls and bats regularly seen hunting in the fields

Other Issues

- Pollution and noise due to the increase in the development.
- South Ribble recently won the accolade of being the Best place to Live in the UK and the government are making mistakes in requiring more housing. The impact of more housing on green fields will have a negative impact on this accolade.
- Loss of view and devalue of property
- Need to reuse existing properties within Preston and Leyland before building on green fields.
- No local shops at Whitestake
- No schools or health provision within the area.
- Should develop the failed IKEA site for housing
- Although electric vehicle recharge points are to be provided and do not emit exhaust fumes they do emit tiny particles from brake and tyre dust adding to Air quality issues.
- What will happen to the local dairy business that currently use the land to graze cows. Loss of precious farmland will continue if more housing is constructed.

6.3 A letter has been received which provides a link to a web page which advises that there are 894 people objecting to the proposed plan. The same letter provides a written petition of 38 signatures objecting to the proposed application and the letter details a number of concerns which are summarised below:

- The Transport Assessment fails to demonstrate in detail the existing situation
- Some of the information in the TA is incorrect including the Traffic Survey and there is concern that the assessment is not a reflection of the of the vehicle movements for the area.
- Concern that the Assessment only records 2 slight accidents when searches suggest that there are a lot more.
- The site is not sustainable and concern is raised about information contained in the Sustainable Transport Appraisal.
- The PROW do not provide the level of connectivity as set out in the Transport Assessment- they are blocked and are not suitable for all modes of transport.
- The proposed development shows imaginary access to land not in the ownership of the applicant.
- Concern the area is becoming urbanised
- What happens if here is a power cut for the provision of the electric cars
- Concern is raised about flooding and drainage across the site with photos included.
- Concern is raised about Air Pollution and the increased level of development.

6.4 Home England (HE) has sent in a letter of representation (31.01.2019) which advised that HE is the Governments housing accelerator. Home England own the majority of the remaining safeguarded land in site S3 which equates to 11 hectares of land surrounding the application site. HE would welcome discussions with the applicant and South Ribble to formulate a comprehensive masterplan for Site S3. Such an approach would ensure that the potential longer-term comprehensive development of the land is not prejudiced.

6.5 A further letter from Avison Young acting on behalf of Taylor Wimpey and Homes England was received dated 5 February 2019 which is summarized below:

- Principle of development as the site is allocated as Safeguarded Land under Policy G3 any approval would be classed as piecemeal development. The site should be master planned comprehensively as an extension to the land to the north (Sites EE and S2).
- A number of appeal decisions exist in which the Inspector dismisses the appeal for development on safeguarded land and therefore there is clear precedent for the refusal of applications.
- LCC highways raise concerns that the proposals do not encourage sustainable modes of transport.
- The submitted indicative road layout does not allow for sufficient connections to future adjacent developments.
- Has the submitted TA considered the committed schemes for example the Lanes former Pickering's Farm development?
- The application is not supported by a Landscape Impact Assessment or Flood Risk Assessment has not been submitted with the application.

6.6 HE has sent a further letter of representation dated 07.06.2019 which raises the following points:

- The land that HE owns within S3 was submitted through the Central Lancashire Local Plan Call for Sites in November 2018.
- HE intends to work with South Ribble on a comprehensive masterplan for all of the land which is safeguarded at site S3.
- Whilst HE has agreed in principle to an amended access arrangement and the illustrative Masterplan dated 26 April 2019, HE require conditions to ensure that their land can be delivered to its appropriate housing capacity.

6.7 Farington Parish Council- Object to the proposal on the following grounds:

- The proposal would be out of keeping with the character of the area, and not suitable for a semirural/rural area.
- Concern is raised about the proposed entry/exit opposite the proposed Pickering's Farm site.
- Lack of suitable infrastructure in the area
- Traffic congestion on Chain House Lane
- Air quality is poor and the area is prone to flooding

7. Summary of Statutory Consultations

7.1 Comments received from Statutory Consultees are summarised below:

7.2 Lancashire County Council Highways (LHA) –have raised no objection. In their original response a number of concerns were highlighted which are set out below:

1. A drawing indicating a 2m footway along the sites full frontage of Chain House Land and Church Lane linking the site with the existing bus stops and the wider footway network.
2. Upgrading of the bus stops on church Lane to Quality Bus standard to be EA compliant.
3. The submission of an interim travel Plan
4. A drawing showing the proposed 30mph speed extension along chain house Lane and proposed mitigation measures to support the reduction
5. Reviewed trip rates
6. Reviewed Trip distribution
7. Section 106 contribution towards cycle parking enhancements at Lostock Hall train station
8. Section 106 contribution provided to support bus services

9. Revised drawing showing acceptable sightlines overland fully within the applicants control and or over the adopted highway.

- Further information was submitted in April 2019 which sought to address the concerns raised. However, LCC highways advised that there were still concerns with regard to point 1 and point 8. A further plan Ref SCp/18355/F02 Rev A was submitted on 7 May 2019 and LCC Highways have confirmed that the amended plan is acceptable and that the applicant is willing to support the request for the public transport contribution.

7.3 Lancashire County Council Education –has advised that an education contribution is not required at this stage in regard to this development.

7.4 Ecology (GMEU) – has raised no objection. In summary no significant ecological issues were identified within the submitted information. Issues relating to nesting birds can be controlled via conditions. However more detail is required on the level of mitigation for the loss of over 3ha of low value ecological habitats. The illustrative site layout is not supported because of inadequate on site mitigation this aspect can be addressed through a condition.

7.5 South Ribble Borough Council Arboriculturist – No objections to the development Conditions controlling trees to be protected, and a method statement if development enters into the root protection area. A landscape plan to be submitted detailing new tree planting numbers species size which should include broadleaf deciduous upright trees.

7.6 United Utilities - Have raised no objections to the proposal subject to the imposition of conditions relating to foul and surface water drainage details. The water mains would need extending and the applicant may be required to pay a contribution. A foul water sewer, a critical surface water sewer, and a water main crosses the site which may have implications for any detailed layout.

7.7 Lead Local Flood Authority (Lancashire County Council) – Have no objections to the scheme subject to the inclusion of several conditions to manage the risk of flooding.

7.8 Environment Agency Have no comment to make upon the application.

7.9 South Ribble Borough Council Environmental Health (EHO)- The EHO has suggested a number of conditions no burning, dust management plan, wheel wash facilitates, control of the storage compound and site cabins, hours of construction, piling activities, control of invasive weeds and electric vehicle recharging points.

7.10 South Ribble Borough Council Strategic Housing –The application details provide for up to 100 dwellings with 30% affordable housing to be provided on site meeting the targets set out in Policy 7 of the CLCS. The borough has a need for smaller affordable units including one and two bedroomed flats/apartments and two- and three-bedroom houses. Population projections highlight an aging population for South Ribble provision to meet the needs of this group would be welcomed as housing for older people has been identified as a priority.

7.11 NHS Chorley and South Ribble Clinical Commissioning Group (CCG) - The two nearest practices to Chain House Lane – New Longton Surgery and Lostock Hall have very little capacity, if any developer contributions can be made (however small) to either practice it may help them – for example to reconfigure a room to create extra capacity or to support with equipment etc.

7.12 Network Rail – Raise concerns about the impact of the proposed development upon the railway crossing known as Lodge Lane Level Crossing. Any proposed development near to the crossing must be accompanied by an assessment to appraise the impact on the crossing and include any necessary mitigation as part of the planning process. Further information has been submitted but Network Rail still have concerns and have requested to meet with the developer.

The developer has agreed but does not wish this meeting to hold up the application process. Network Rail have not confirmed at the time of writing the report whether they are formally objecting to the development and a further update will be provided at the meeting.

7.13 Crime Prevention Officer (Lancashire Constabulary) – Has no objections to the scheme but makes recommendations that the development is designed and constructed to Secure by Design “Homes 2016” in relation to security and minimising the risk of crime. Further, the site would need to be secured throughout the construction phase to address security issues and theft.

8. Policy Background

8.1 National Planning Policy Framework (NPPF) - sets out the Government's economic, environmental and social planning policies for England. At the heart of the planning system is a presumption in favour of sustainable development.

- Chapter 2: Achieving Sustainable Development states that ‘at the heart of the framework is a presumption in favour of sustainable development’. The NPPF supports sustainable economic growth to deliver, amongst other things, homes. Paragraph 11 states “Plans and decisions should apply a presumption in favour of sustainable development”.
- Chapter 4: Decision Making states that Local Authorities should approach decisions on proposed development in a positive and creative way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions in the area.
- Chapter 5: Delivering a sufficient supply of homes – a sufficient amount and variety of land to come forward where it is needed. Land with permission should be developed without unnecessary delay. Where major development involving the provision of housing is proposed, decisions should expect at least 10% of the homes to be available for affordable home ownership (as part of the overall affordable housing contribution from the site). Within this context, the size, type and tenure of housing needed for different community groups - including older people, must be taken into account. Chapter 5 also details its requirements for affordable housing provision.
- Chapter 8 Promoting healthy and safe communities: Planning decisions should aim to create healthy, inclusive and safe places to promote social interaction, are safe and accessible. The need to plan positively for the provision of shared spaces and community facilities to enhance residential environments is encouraged.
- Chapter 9 Promoting sustainable transport: The Planning system should actively manage patterns of growth to support the objectives of sustainable transport. Paragraph 108 sets out criteria to consider the impact of development proposals. Criterion (b) requires a safe and suitable access to the site to be achieved for all users. With Paragraph 110 requiring development to create places that are safe, secure and attractive.

- Planning decisions should ensure that new development can be integrated effectively within existing businesses and community facilities (paragraph 182).
- Chapter 11: Making effective use of land: Decisions should promote effective use of land and paragraph 118 criterion (c) states substantial weight should be given to the value of using brown field land within settlements for homes and other identified needs. There is a specific section about achieving appropriate densities. Within paragraph 123 criterion (c) encourages a range of densities that reflect the accessibility and potential of different areas rather than one broad density.
- Chapter 12: Achieving well-designed places - Paragraph 124 “*Good design is a key aspect of sustainable development*”. Developments should add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site, by creating and sustaining an appropriate mix of uses, and create safe, accessible environments which are visually attractive.
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change - Paragraph 148 makes clear that the transition to a low carbon future in a changing climate should be supported through the planning system. When determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere.
- Chapter 15: Conserving and enhancing the natural environment. Planning decisions should contribute to and enhance the natural environment (Paragraph 170). There is a need to minimise impacts on and provide net gains for biodiversity. Ground conditions and contamination issues need to be fully assessed but where a site is affected by contamination or land stability issues responsibility for securing a safe development rests with the developer/ and or landowner (Para 179). New development needs to be appropriate to its location and have regard to potential pollution on health (Para 180).

8.2 Both the Central Lancashire Core Strategy, which was adopted July 2012, and the South Ribble Local Plan (adopted 2015), were adopted post the National Planning Policy Framework 2012 (NPPF) being issued. Both had to demonstrate at examination compliance with the NPPF and are therefore considered to be fully NPPF compliant.

8.3 **Central Lancashire Core Strategy (adopted July 2012)**

- Policy 1: Locating Growth focuses growth and investment on brownfield sites in the main urban areas, and the Strategic Sites, whilst protecting the character of suburban and rural areas.
- Policy 3: Travel seeks to reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network.
- Policy 4: Housing Delivery provides for and manages the delivery of new housing. For South Ribble this amounts to 417 dwellings per annum.
- Policy 5: Housing Density seeks to secure housing densities which are in keeping with the local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area.

- Policy 6: Housing Quality seeks to improve the quality of housing by facilitating the greater provision of accessible housing and neighbourhoods and use of higher standards of construction.
- Policy 7: Affordable Housing seeks to ensure sufficient provision of affordable and special housing to meet needs.
- Policy 9 Employment seeks to ensure economic growth and employment is delivered through a number of measures.
- Policy 17: Design of New Buildings expects the design of new buildings to take account of the character and appearance of the local area; be sympathetic to surrounding land uses and occupiers; ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa; minimise opportunity for crime; provide landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, provide open space and enhance the public realm; be adaptable to climate change and adopt the principles of sustainable construction including sustainable drainage systems and ensure that contaminated land is addressed through appropriate remediation and mitigation measures.
- Policy 22: Biodiversity & Geodiversity aims to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area
- Policy 26: Crime and Community Safety plans for reduced levels of crime and improved community safety, including the inclusion of Secured by Design principles in new developments.
- Policy 27: Sustainable Resources and New Developments seeks to ensure sustainable resources are incorporated into new development.
- Policy 29: Water Management aims to improve water quality, water management and reduce the risk of flooding through a number of measures, including encouraging the adoption of Sustainable Drainage Systems.
- Policy 30: Air Quality aims to improve air quality through the delivery of Green
- Infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.
- Policy MP states that Councils will take a proactive approach which reflects the NPPF's presumption in favour of sustainable development, and that applications which accord with the policies of the Local Plan will be approved without delay unless material considerations indicate otherwise.

8.4 South Ribble Local Plan (adopted July 2015)

- Policy A1: Developer Contributions expects new development to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community.
- Policy G8 Green Infrastructure (provision in new developments): Developments should provide appropriate Green Infrastructure and landscaping including green corridors to join up the Borough's green and built up areas.

- Policy F1: Parking Standards requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.
- Policy G10: Green Infrastructure states that all new residential development resulting in a net gain of 5 dwellings must provide sufficient green infrastructure to meet the recreational needs of the development, in accordance with specific but flexible standards.
- Policy G13: Trees, Woodlands and Development states that development will not be permitted where it affects protected trees and woodland unless justified. Where loss of the same is unavoidable, this policy accepts suitable mitigation.
- Policy G16: Biodiversity and Nature Conservation protects, conserves and enhances the natural environment at a level commensurate with the site's importance and the contribution it makes to wider ecological networks.
- Policy G17: Design Criteria for New Development considers design in general terms, and impact of the development upon highway safety, the extended locale and the natural environment.
- Chapter J: Tackling Climate Change looks to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources.

8.5 Supplementary Planning Documents (SPDs)

- Central Lancashire Design Guide SPD provides an overview of the design principles that are employed throughout the three Central Lancashire authorities. It draws on key policy and good-practice guidance in order to raise the level and quality of design of new buildings in the built environment.
- Central Lancashire Affordable Housing SPD gives guidance on a range of approaches to deliver affordable housing which meets local needs.
- Central Lancashire Open Space and Playing Pitch SPD advises on provision and retention of open space in existing and proposed developments.
- Central Lancashire Employment Skills SPD – this document was adopted in September 2017 and as such carries considerable weight in planning decisions. The SPD has been driven by the Council's aspiration to see additional benefits (social value) incorporated into development opportunities; 'social value' in this case being a contribution towards employment and skills enhancement in the Borough.
- Central Lancashire Biodiversity and Nature Conservation SPD provides guidance for developers in relation to improving biodiversity of the Central Lancashire area. Its main goal is to ensure that there is no net loss of nature conservation assets and where appropriate there is an improvement in them. It also explains the Council's approach towards conserving, protecting and enhancing biodiversity and ecological networks.
- South Ribble Residential Design SPD discusses design in very specific terms. Whilst more attuned to residential extensions this document is also used to assist with the design of new build residential development and with regards to separation with properties beyond the site bounds.

9. Assessment of the Scheme

Principle of Development

a. The application site is designated by Policy G3 as Safeguarded Land in the South Ribble Local Plan 2015. The application site is specifically referenced as S3 South of Coote Lane, Chain House Lane, Farington and the policy is set out below:

Policy G3 –Safeguarded Land for Future Development

Within the borough, land remains safeguarded and not designated for any specific purpose within the Plan period at the following locations:

- S1** South of Factory Lane and east of the West Coast Main Line
- S2** Southern area of the Major Development Site at Pickering's Farm, Penwortham
- S3** South of Coote Lane, Chain House Lane, Farington
- S4** Land off Church Lane, Farington
- S5** Land off Emnie Lane, Leyland

Existing uses will for the most part remain undisturbed during the Plan period or until the Plan is reviewed. Planning permission will not be granted for development which would prejudice potential longer term, comprehensive development of the land.

b. Paragraph 47 of the NPPF states that planning law requires that applications for planning permission be determined in accordance with the development plan. This is emphasised through Paragraph 11 which states that:

Paragraph 11 - Plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁷, 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 proposed⁶; 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.

c. Footnote 7 states: *This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years. Transitional arrangements for the Housing Delivery Test are set out in Annex 1.*

d. Paragraph 73 of the Framework is set out below:

Maintaining supply and delivery

Paragraph 73. Strategic policies should include a trajectory illustrating the expected rate of housing delivery over the plan period, and all plans should consider whether it is appropriate

to set out the anticipated rate of development for specific sites. Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies³⁶, or against their local housing need where the strategic policies are more than five years old³⁷.

The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:

- a) 5% to ensure choice and competition in the market for land; or*
- b) 10% where the local planning authority wishes to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan³⁸, to account for any fluctuations in the market during that year; or*
- c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply³⁹*

Footnote 37 states:

Unless these strategic policies have been reviewed and found not to require updating. Where local housing need is used as the basis for assessing whether a five year supply of specific deliverable sites exists, it should be calculated using the standard method set out in national planning guidance.

e. The applicant for this application argues that the council cannot demonstrate a 5 year housing land supply and that the titled balance referred to in paragraph 11 (d) of the Framework is engaged. The applicant has provided a number of appeal decision where the lack of a 5-year land supply results in Policy G3 being out of date in accordance with paragraph 11 of the Framework. The applicant acknowledges that two appeal decisions have been submitted by a third party which seek to dispute this position but that other appeal decisions post 2018 clarify that if there is no 5 year supply the titled balance is engaged and safeguarded land policies are out of date.

f. Further, the applicant argues that that irrespective of the 5 year housing supply position, on the basis that any conflict, if established with Policy G3, would in the applicants view, result in limited harm. Harm they argue, that would be outweighed by the very significant benefits being delivered and the absence of constraints (Paragraph 1.4 of the planning statement Ref: 18 294). These benefits include

- The delivery of open market housing to assist in boosting the supply of housing in South Ribble
- The delivery of 30% affordable housing which accords with Policy 7 of the CLCS
- The site is safeguarded for development
- The site is in an accessible location
- Provision of open space to meet the needs of residents.
- A range of social and economic benefits. CIL, New Homes bonus, Council Tax revenue construction jobs and increased spending within the local economy.

The applicant is clear that the principle of development is therefore, acceptable.

g. The Council accept that the appeal decision notice at Brindle Road from August 2018 stated that the established position in law is that the Council at that time was not able to demonstrate a 5 year housing supply. Further, the Council has signed a Memorandum of Understanding (MOU) with Chorley and Preston Council to agree a housing position.

h. Since the Brindle Road decision of August 2019 there have been a number of significant changes and the housing supply position for the Borough has also changed. Whilst the Memorandum of Understanding with Chorley and Preston Councils is still extant the Government has also issued the standard methodology for calculating housing need. For South Ribble the standard method identifies a housing need of 213 units per annum whereas the adopted Core Strategy (the subject of the MoU) provides a need of 417 per annum.

i. The recently published 2019 Housing Land Position Statement provides a 5 year supply calculation for both scenarios. In both instances the calculation provides a supply of deliverable sites above the 5 year requirement. For both calculations the assumptions used take a worst case scenario approach. In the instance of calculations relating to the Core Strategy figure the backlog of under delivery since 2003 is accounted for as well as a buffer of 5%. Using the standard method this has a base date of 2014 and therefore under delivery since then is accounted for together with a buffer of 5%.

j. The identified supply of deliverable sites therefore ranges from 5.9 years supply using the Core Strategy figure to 17.7 years supply using the standard method. Therefore a 5 year supply can be demonstrated in both scenarios. It is your Officer's view therefore that the "tilted balance" discussed earlier should not be engaged. On this basis having regard to national and local policy requirements the development is not presently required to ensure the Borough's housing needs are met

The comprehensive development of Safeguarded Land

k. The application site forms part of a wider site that has been safeguarded and the ethos of the current local plan for large scale sites is to require masterplans to be prepared to ensure that such sites are developed in a comprehensive manner. Therefore, should this site be required for development, concern is raised about the piece meal nature of the application without due regard to the surrounding site. Policy G3 is not specifically safeguarded land solely for the purposes of residential development. Rather, Policy G3 states "*land remains safeguarded and not designated for any specific purpose*". The Policy explains that existing uses will for the most part remain undisturbed until the plan is reviewed. At that stage the land designation will be considered through the statutory process.

l. The current review of the local plan will provide the opportunity to consider whether new development of a garden village type settlement is the more appropriate way to plan for sustainable growth within South Ribble. The problems associated with Air Quality have become more understood and through the local plan review safeguarded land may be required to remain free from development while other forms and settlement patterns within the Borough can be considered. It is acknowledged that little weight can be attached to the review of the local plan, however the proposed development as a permanent development is considered to be contrary to Policy G3 of the South Ribble Local Plan as it would prejudice possible long-term comprehensive development of the land.

m. In 2014 the site known as Coote Lane, Farington, Leyland adjacent to the current application was the subject of a planning application for 105 dwellings which was dismissed at Appeal (Appeal ref; APP/F2360/A/13/22022973). Paragraph 18 of the said Decision Letter concludes that the proposal (which was subject to similar policies of the current application) would seriously undermine the Council's ability to manage the comprehensive development of the area. Paragraph 22 of the Decision Letter concludes that the proposal would harm the

Council's ability to manage the comprehensive development of the area "That is to ensure sufficient land of the right type is available in the right places and at the right time to support growth, and to coordinate development requirements".

9.14. To conclude, the proposal as a permanent development is considered to be contrary to Policy G3 of the South Ribble Local Plan as it would prejudice possible long-term comprehensive development of the land.

Planning Obligations

9.15. Policy A1: Developer Contributions of the South Ribble Local Plan expects new development to contribute to mitigating its impact on infrastructure, services and the environment. South Ribble's Infrastructure Delivery Schedule includes the following project areas to be delivered by 2026:

- Public Transport;
- Cycle Schemes;
- Highway Improvements;
- Health;
- Education;
- Green Infrastructure/Public Realm; and
- There are also pan-Central Lancashire transport schemes.

9.16. Contributions would be secured as a planning obligation through a Section 106 agreement and through the charging schedule associated with the Community Infrastructure Levy (CIL). Additionally, for highways works the use of Section 38 and/or Section 278 would be the agreed delivery mechanism.

9.17. The level of CIL for this development if planning permission is given would be calculated as part of any reserved matters application once the details of the scheme were submitted.

Highway and Transport

9.18. The site is located to the rear of Oakdene on Chain House Lane. Chain House Lane is a classified road with a speed limit of 40mph. The site would be accessed from a new propriety junction on Chain House Lane. Chain House Lane currently has a footway under 1m in width running along its northern side and a footway varying in width from 1.6m to 0m along its southern side within the vicinity of the proposed access. LCC as the highway authority has advised that having reviewed the five year data base for personal Injury Accident (PIA) the data base indicates there have been a total of two slight incidents. LCC Highways has advised that these accidents would not be worsened by the proposed development.

9.19. The application is accompanied by a Transport Assessment (TA) Document No. which was reviewed by LCC Highways. Initially a number of concerns were raised and the development was considered as unacceptable in terms of sustainable transport provision. The TA failed to demonstrate that the site can provide pedestrian/cycle connectivity to integrate within the existing built and proposed environments. The following points needed to be addressed by the application.

1. A drawing indicating a 2m footway along the sites full frontage of Chain House Land and Church Lane linking the site with the existing bus stops and the wider footway network.
2. Upgrading of the bus stops on church Lane to Quality Bus standard to be EA compliant.
3. The submission of an interim travel Plan

4. A drawing showing the proposed 30mph speed extension along chain house Lane and proposed mitigation measures to support the reduction
5. Reviewed trip rates
6. Reviewed Trip distribution
7. Section 106 contribution towards cycle parking enhancements at Lostock Hall train station
8. Section 106 contribution provided to support bus services
9. Revised drawing showing acceptable sightlines overland fully within the applicants control and or over the adopted highway.

(Appendix A sets out the LCC Highways response dated 28.01.2019).

9.20. The applicant submitted an updated TA updated in April 2019 Document Ref: CP/18355/TA/01 and an Interim Travel Plan which sets out measures to encourage sustainable travel, a mechanism to monitor and review and an Action Plan.

9.21. The revised TA concluded that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services. LCC Highways advised that the applicant has agreed to support the request for a public transport contribution. Concerns about point 1 remain.

9.22. A revised plan was received to address point 1 which LCC Highways has confirmed that the amended plan is acceptable. However, clarification is still required about the bus contribution.

9.23. A resolution to this final issue has not been met when preparing this report and an update will be provided.

Character and Appearance

9.24. The site is 3.6 hectares in size and the application is for up to 100 dwellings/apartments which would provide for 27.7 dwellings per hectare (DPH). An illustrative masterplan was submitted with the application which has since been revised to address comments made by Homes England (HE). HE own the surrounding parcels of land and expressed reservations about lack of a coordinated comprehensive development of S3 Safeguarded Land and that the initial masterplan failed to provide connectivity to parts of land in HE ownership. A revised illustrative plan has been submitted entitled Illustrative Masterplan Drawing No 1638WHD/CHL/1M01 8 April 2019 which demonstrates greater connectivity to the surrounding area. HE is now satisfied with this approach. The Masterplan provides for an area of open space utilising the existing hedgerows.

9.25. Paragraph 124 of the NPPF provides guidance on design matters and makes clear that great weight should be given to design matters. *“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*. The NPPF makes clear that good design is now fundamental to the planning process. This needs to ensure design is not a discretionary. Policy 17 of the CLCS and Policy G17 of the SRLP among other things, requires development to be well related to neighbouring buildings and the locality in terms of its size, scale and intensity (plot coverage).

9.26. The surrounding area is described as semi-rural with housing either one or two storey for the most part in larger than average plot sizes typical of the semi-rural nature of the area. There are some terraces located to the east of the site. The applicant has advised that the

proposal seeks up to 100 new dwellings which will consist of a mix of market and affordable housing ranging from 1 to 5 bedroom properties. The Transport Assessment advises that the development would include houses and apartments. Concern is raised about the use of apartments and the potential height of this type of development. The site is relatively flat and there are no three storey residential units within the immediate locality. The applicant has since confirmed that a condition restricting the development to be two storey would be acceptable.

9.27. As the application is in outline with all other matters of appearance, landscaping, layout and scale reserved, the provided site layout is largely illustrative, with the exception of the proposed access. Consequently, a detailed assessment of the application against these policies would occur at the Reserved Matters stage.

Affordable Housing Needs Provision

9.28. Core Strategy Policy 7 Housing and special needs is applicable. The development is required to deliver 30% affordable housing which is proposed within the application. The Council's housing office has stated that there is shortage of certain types of affordable housing. If the application is approved this aspect can be addressed through the Section 106 agreement.

9.29. Therefore, the proposed affordable housing element of the scheme meets Policy 7 of the Central Lancashire Core Strategy.

Ground Conditions

9.30. The application is accompanied by a Geo Environmental Desk Top Study which assesses the impact of the proposal with respect to the ground conditions. The Environmental Health Officer has advised that subject to conditions controlling this aspect the scheme is acceptable.

Water Environment: Drainage and Flooding

9.31. The application is accompanied by a Flood Risk Assessment and Drainage Strategy dated April 2019. The Flood Risk Assessment has reviewed all sources of flood risk which includes fluvial, tidal, pluvial, groundwater, sewers and flooding from artificial sources.

9.32. The proposed development site is located within Flood Zone 1 and covers a site area of 3.7ha of. The water course known as Mill Brook runs from east to west across the site through a small pond in the centre of the site. Consisting of three fields separated by hedges and ditches there are tributary ditches which run around the east, south and part of the west boundaries of the site.

9.33. As the proposal is residential in nature the development is classed as "*more vulnerable*" as set out in Table 2: Flood Risk Vulnerability Classification within the Planning Practice Guidance (PPG). The PPG states that this type of land use is appropriate for Flood Zone 1 providing the proposed development would not increase flood risk elsewhere.

9.34. From the submitted topographical survey Mill brook is between 0.6m and 1.0m below the lowest site levels and the applicant has advised that the site levels will be raised to assist the drainage connections to the existing watercourse, and therefore the site is considered to be at low risk of flooding from rivers.

9.35. The report acknowledges that the site is situated in an area that has the potential for flooding to occur at surface. The finished levels on site will generally be higher than at

present and the Drainage Strategy advises that it is not considered to be at significant risk of flooding from ground water. Whilst there are no public sewers crossing the site there is a public combined sewer running from east to west along Chain House Lane. Foul drainage has been assumed as connecting to the existing combined sewer.

9.36. The drainage strategy has been designed to ensure that the site can be developed without increasing flood risk elsewhere. In line with National and Local Policy infiltration was first considered. However, the Geo technical report has advised that infiltration techniques would not be appropriate due to top soil overlying stiff boulder clay deposits.

9.37. The next option is to consider discharge to a watercourse and on that basis a series of oversized pipes with flow controls together with underground attenuation tanks acting as storage are proposed. The levels across the site would need to be raised by 1.5m to ensure gravity connections can be achieved.

9.38. Third party representation raise concerns about previous flooding incidents which have had serious repercussions within the area. United Utilities, and the Lead Local Flood Authority (LLFA) have advised that the drainage strategy is acceptable subject to the imposition of appropriate conditions controlling drainage, surface water and the appropriate mechanisms for the maintenance and management of these aspects.

9.39. It is concluded that the submitted documentation and information demonstrates that the proposed development would be at a low risk of flooding. It also confirms that surface water runoff from the development can be drained sustainably ensuring that flood risk is not increased elsewhere. The foul water drainage proposals do not raise any issues, subject to conditions. The development complies with policy including the requirements of NPPF and is considered to be acceptable in terms of drainage and flood risk matters subject to conditions.

9.40. The development thereby complies with Policy 29, Water Management of the Central Lancashire Core Strategy, and Policy G17 of the South Ribble Local Plan and Section 14 of the NPPF.

Ecology and Nature Conservation

9.41. The application is accompanied by an Ecology Survey and Assessment dated October 2018. The Assessment represents the results of a desktop study extended Phase 1 Habitat Survey and Great Crested Newts Netting survey carried out in July 2018. The assessment identifies that the vegetation communities present are typical of the local area and the conditions present. The site contains only common and widespread plant species.

9.42. With regard to the watercourses including ponds no great crested newt were detected at Pond 1 or Ditch 1 within the site, and the ponds within proximity to the site are unsuitable for use by breeding great crested newt. It is considered that the proposed development should be conducted using precautionary Reasonable Avoidance Measures (RAMs) for the protection of amphibians due to the presence of Pond 1 on site.

9.43. As all trees on site would be retained; the impact of the development upon roosting bats can be reasonably discounted.

9.44. The assessment advises that all hedgerows within the site (i.e. Hedgerows 1 to 9) are Priority Habitat and Hedgerow 7 is 'important' in accordance with *The Hedgerows Regulations 1997* wildlife and landscape criteria. The development will retain and protect all hedgerows on site except for the removal of sections of Hedgerow 5 and 8 to facilitate access to properties and visibility splays. Where removal of localised sections of hedgerow is unavoidable, appropriate and proportionate compensatory native planting will be achieved.

9.45. Core Strategy Policy 22 requires proposals to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area through a number of measures. Local Plan Policy G13 seeks to retain and enhance trees, woodlands and hedgerows and to mitigate appropriately for any losses.

9.46. The Council's Ecology consultants have raised no objection to the proposed development concluding that no significant ecological issues were identified within the submitted information. Issues relating to nesting birds can be controlled via conditions. However more detail is required on the level of mitigation for the loss of over 3ha of low value ecological habitats. Although the illustrative site layout is not supported because of inadequate on-site mitigation this aspect can be addressed through a condition.

9.47. Subject to a number of conditions controlling nesting of birds, landscape and management plan to be submitted, protection of amphibians the development is acceptable and supports the aims of the Paragraph 170 Framework and CSLP Policy 22 and SRLP Policy G13.

Trees

9.48. The application is accompanied by a Tree Survey Report and Tree Survey Drawing and Root Protection Area. which advises just two of the 28 Tree/Hedgerows are classed as U un-categorised one of these trees is dead and one suffers from significant die back. The council's tree officer has advised that subject to appropriate conditions controlling root protection areas during construction and landscape management no objection is raised to the proposed development. The proposed development would meet the aims of Policy G13 of the SRLP.

Education

9.49. LCC Education has been consulted and advised that a contribution towards school places is not required.

Open Space Contribution

9.50. As the proposed development would result in a net gain of ten or more dwellings a contribution per dwelling would be required for playing pitch of £1,507 together with a contribution to equipped play areas. If planning permission was granted this could be secured by condition.

Employment and Skills Statement

9.51. Employment skills are a key priority across Lancashire, Central Lancashire and South Ribble. Creating employment and ensuring local people can access that employment and have the skills to do so is critical to ensuring the prosperity of our communities.

9.52. Partnership working through LEP and City Deal skills and employment bodies is ongoing to ensure that employment skills issues are prioritised and acted upon to make a real difference and to maximise opportunities coming forward. The proposed development of this residential site provides a key opportunity within the construction industry. On that basis a condition is recommended to secure these aspects and to ensure that the development meets the aims of the Employment and Skills SPD.

Health

9.53 Concern has been raised by third parties that there are not sufficient dentists and health care provision within the area. The NHS Chorley and South Ribble Clinical Commissioning Group (CCG) has advised that the two nearest practices to Chain House Lane – New Longton Surgery and Lostock Hall have very little capacity, if any developer contributions can be made (however small) to either practice it may help them – for example to reconfigure a room to create extra capacity or to support with equipment etc.

9.54 Concern has been raised about the impact of the proposal in terms of air quality especially given the no of proposed cars to the site. An Air Quality Assessment is required for applications over 75 dwellings and as this has not been submitted the application does not meet the aims of the South Ribble Validation Checklist.

Other Issues

9.55. Economic Development - Ensuring sustainable development is fundamental to the NPPF. There are three dimensions defined by the NPPF, describing the role of the planning system in sustainable development:

- Economic: the planning system plays an economic role by ensuring that an adequate amount of land of the right type is available in appropriate locations at appropriate times to support growth and innovation.
- Social: the planning system plays a social role by supporting strong, vibrant, and healthy communities. It does this by ensuring a sufficient supply of housing for the needs of present and future generations alongside accessible local services. This reflects the community's needs and supports its health, social and cultural well-being.
- Environment: the planning system plays an environmental role by protecting and enhancing the natural, historical and built environments

9.56. A key element of this is the delivery of the City Deal. A City Deal for the South Ribble and Preston area was agreed with the South Ribble and Preston authorities, LCC, the Local Enterprise Partnership and Homes England and was signed by Government in 2013. The Preston, South Ribble and Lancashire City Deal is taking forward £434M of new investment, expanding transport infrastructure, supporting the creation of some 20,000 new jobs and generating the development of 17,000 new homes over a ten-year period.

9.57. It is acknowledged that the proposed development would contribute to the delivery of housing and would support the aspirations of the City Deal. However, the site does not form part of the agreed sites that are subject to the requirements of the Deal and therefore little weight can be attached to this aspect.

10. Planning Balance

10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

10.2 The South Ribble Local Plan at Policy G3 allocates this site as Safeguarded Land. The applicant maintains that the Council cannot demonstrate a 5 year housing supply and therefore the titled balance referred to in Paragraph 11 of the Framework must be engaged as relevant policies for the supply of housing should not be considered up to date. On that basis Paragraph 11 indicates that planning permission should be granted unless any

adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework indicate development should be restricted.

10.3 The recent appeal decision letter Ref: APP/F2360/W/18/3198822 known as the Land off Brindle Road (Bellway) established at that time the position in planning law that the Council was not able to demonstrate a 5 year housing supply. However, the Council has recently undertaken the end of year completion surveys and produced the annual Housing Land Position statement. There have also been recent changes to the NPPF regarding housing need and supply. In either case the Council is confident that the borough has a 5 year housing supply and therefore the tilted balance does not need to be engaged.

10.4 It is acknowledged that there are benefits to the scheme as set out in paragraph 9.5 and the applicant questions what harm would there be to the approval of the scheme.

10.5 Concern is raised that the proposed development is not a sustainable site for all modes of transport. LCC has requested a contribution to the bus services however the applicant has objected to this aspect. LCC Highways have not formally objected to the scheme and therefore only moderate weight can be attached to this aspect.

10.6 Concern is raised about the impact of unplanned development upon the local railway crossing known as Lodge Lane Crossing. The Local Plan review would provide the opportunity to consider the implications of any future land designation together with the impact of that use on the Railway crossing in a timely, plan led approach. An update will be provided on whether Network Rail wish to formally object to the scheme at the meeting. Therefore, only limited weight can be attached to this aspect.

10.7 The Council consider that the proposed development would be in conflict with Policy G3 as the site has been safeguarded during the plan period. As there is no identified need to release the land for housing, concern is raised about the piecemeal development of part of the site without due regard to the opportunity for a comprehensive well planned development -if the site is required in the future for development.

10.8 Overall it is concluded that the benefits of the proposed development would not outweigh any harm associated with approving the scheme. On balance therefore, the proposal would not constitute sustainable development for the purposes of the Framework and the Development plan policies when taken as a whole.

11. Conclusion

11.1 The proposed development provides for 100 dwellings on a site allocated as Safeguarded Lane under Policy G3 of the South Ribble Local Plan. The main issue is whether the proposal would amount to a sustainable form of development with reference to housing supply and the comprehensive development of the area. The Council has demonstrated a 5 year housing supply and therefore the application should be determined in line with the Development Plan policies and any other material considerations. Whilst concerns have been raised by third parties about the ability of the local highway network to cope with the additional traffic, together with concerns about ecology, drainage, noise and air pollution, there are no formal objections raised from any of the statutory consultees.

11.2 However, the site forms part of a parcel of land allocated as Safeguarded by Policy G3 of the SRBC and on that basis the piecemeal development of part of the site would not constitute sustainable development and would cause harm to the possible comprehensive

development of the area. It is concluded on balance that there are no other materials considerations to outweigh the harm identified by granting planning permission.

12. Recommendation

12.1. The application site is allocated as Safeguarded Land through Policy G3 of the South Ribble Local Plan. The proposal by virtue of its nature, scale and degree of permanence would be contrary to Policy G3 of the South Ribble Local Plan as the Council can demonstrate a 5 Year Housing Supply.

12.2 The proposal by virtue of its nature, scale and degree of permanence would be contrary to Policy G3 of the South Ribble Local Plan as the development would harm the ability of the Council to manage the comprehensive development of the area. Therefore the scheme would not amount to a sustainable form of development.

12.3. Insufficient evidence has been submitted that demonstrate that the proposed development would not cause harm due to air pollution and therefore the proposal is contrary to Policy 30 of the Central Lancashire Core Strategy.

RECOMMENDATION:

Refusal.

REASONS FOR REFUSAL:

1. The application site is allocated as Safeguarded Land through Policy G3 of the South Ribble Local Plan. The proposal by virtue of its nature, scale and degree of permanence would be contrary to Policy G3 of the South Ribble Local Plan as the Council can demonstrate a 5 Year Housing Supply
2. The proposal by virtue of its nature, scale and degree of permanence would be contrary to Policy G3 of the South Ribble Local Plan as the development would harm the ability of the Council to manage the comprehensive development of the area. Therefore the scheme would not amount to a sustainable form of development.
3. Insufficient evidence in the form of an Air Quality Assessment has not been submitted that demonstrate that the proposed development would not cause harm due to air pollution and therefore the proposal is contrary to Policy 30 of the Central Lancashire Core Strategy.

RELEVANT POLICY

NPPF National Planning Policy Framework

Central Lancashire Core Strategy

- 1 Locating Growth
- 3 Travel
- 4 Housing Delivery
- 5 Housing Density
- 6 Housing Quality
- 7 Affordable and Special Needs Housing
- 9 Economic Growth and Employment
- 17 Design of New Buildings
- 22 Biodiversity and Geodiversity
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments
- 29 Water Management

South Ribble Local Plan 2012-2026

- A1 Policy A1 Developer Contributions
- G3 Safeguarded Land for Future Development
- F1 Car Parking
- G13 Trees, Woodlands and Development
- G16 Biodiversity and Nature Conservation
- G17 Design Criteria for New Development
- G1 Green Belt