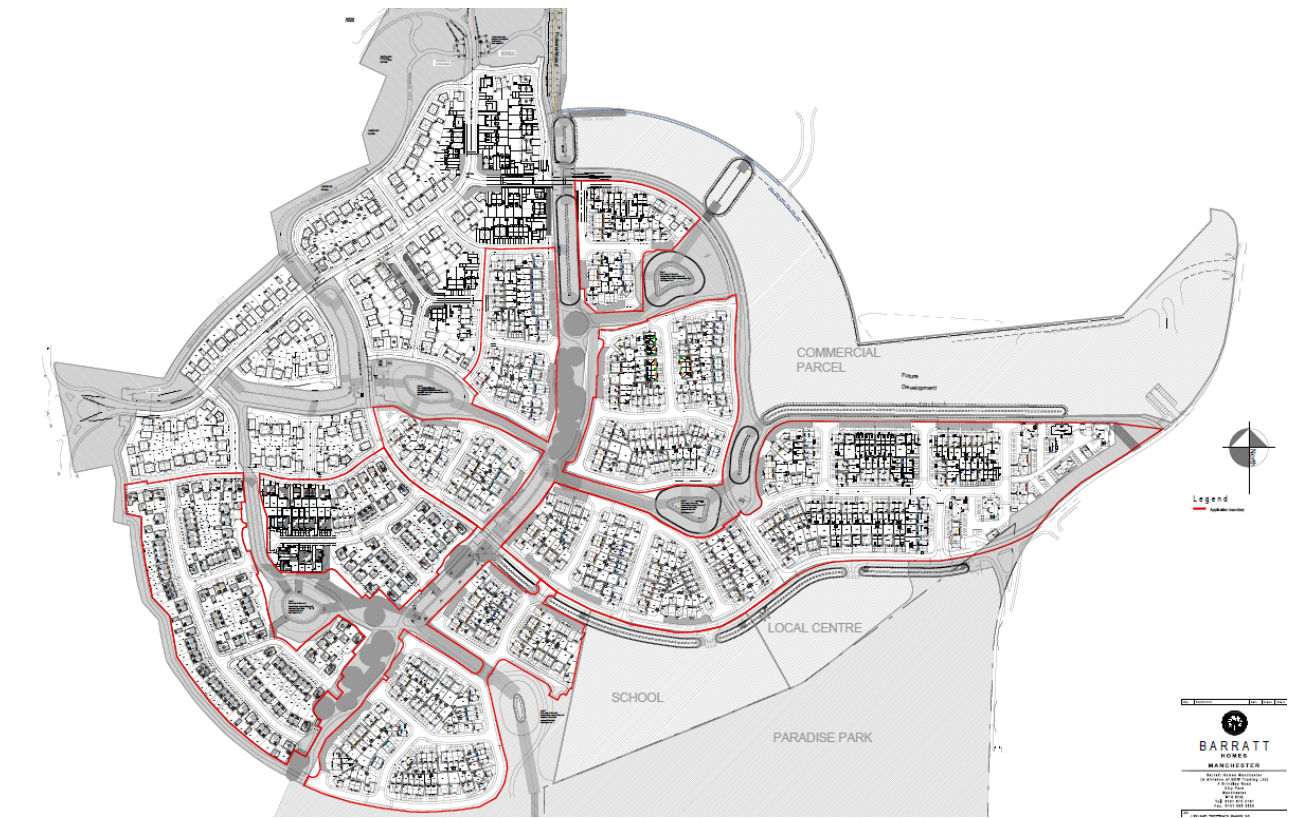


Application Number	07/2022/00106/REM
Address	Test Track Aston Way Moss Side Industrial Estate Leyland Lancashire PR26 7TZ
Applicant	Barratt David Wilson
Agent	Mr Will Hannah 1 New York Street Manchester M1 4HD Greater Manchester
Development	Reserved Matters application in relation to phases 3, 4 and 5 (access, appearance, landscaping, layout and scale) for the erection of 743 dwellings pursuant to planning permission 07/2017/3361/ORM
Officer Recommendation	1) Approval with Conditions (if confirmation that highway matters satisfactorily resolved by LCC Highways prior to the Committee meeting) <u>OR</u> 2) Deferral (if confirmation that highway matters have satisfactorily been resolved is not received from LCC Highways prior to the Committee meeting) (Note - A written update sheet is to be provided prior to the date of the Committee meeting confirming if highway matters have been resolved to the satisfaction of LCC Highways)
Officer Name	Mr Chris Sowerby
Date application valid	03.03.2022
Target Determination Date	08.07.2022
Extension of Time	08.07.2022



1. REPORT SUMMARY

1.1 The proposal is a Reserved Matters application for the erection of 743 dwellings on the site, 223 of which would be 'affordable homes', with the matters of 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' being applied for. The principle of the development on the site has been established by the previous hybrid approval.

1.2 The application relates to Phases 3-5 of the Leyland Test Track Development, with construction having commenced on Phases 1 and 2 and a hybrid planning application also recently having been approved for the Employment Phase.

1.3 To the north of the application site is Phase 2 (residential) of the Leyland Test Track Development and the Employment Phase, with Phase 1 (residential), Longmeanygate and the western section of the Moss Side Industrial Estate beyond. To the west the site is bounded by the Aurora Brambles School on Longmeanygate and allotments, with Paradise Park present to the south. To the east of the application site is the southern element of the Moss Side Industrial Estate.

1.4 The site is allocated as a 'Major Site for Development' under Policy C2 of the South Ribble Local Plan.

1.5 The proposal is a Reserved Matters application for the erection of 743 dwellings on the site, 223 of which would be 'affordable homes', with the matters of 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' being applied for. There is a diverse range of house types proposed both in terms of design and scale, with varying relationships. The proposed scheme includes upgraded design of side elevations of properties and boundary treatments at prominent locations throughout the site. A variety of surface materials are also proposed to create areas of differing character and interest.

1.6 The proposed site layout incorporates areas of Public Open Space approved as part of Phase 1 on the parent planning permission, comprising of a network of interconnecting sustainable urban drainage ponds and channels, green infrastructure, green links and dedicated pedestrian/cycle paths are proposed across the site together with a bridleway

which dissects the site, adhering to the 'green link' principle agreed as part of the adopted Masterplan.

1.7 The proposed dwellings are similar in design, scale and layout to those currently under construction in Phase 2 of the wider development. The proposed scheme adheres to the agreed Design Code by including upgraded design of side elevations of properties and boundary treatments at prominent locations throughout the site. A variety of surface materials are also proposed to create areas of differing character and interest.

1.8 The proposed development is not considered to result in the overdevelopment of the site. The proposed scheme ranges from a density of 33 dwellings per hectare to 47 dwellings per hectare in the parcel which contains the apartments and is within the maximum parameter of 53 dwellings per hectare agreed on the associated outline permission. The associated outline planning permission also allowed up to 753 dwellings to be brought forward on this section of the site, which is 10 dwellings more than the number of dwellings proposed.

1.9 The Design Code adopted as part of the wider outline permission on the site agreed minimum spatial separation distances across the different character areas. These included front to front minimum distances of between 14.8m and 20.8 across streets and courts, between 15.5m and 21.5m across secondary streets and between 20.3 and 28m across primary routes through the development.

1.10 The proposed development replicates the inter-relationships and layout principles of the 197 dwelling approved and currently under construction in Phase 2 of the wider development and accords with the adopted Design Code for the development. Whilst all inter-relationships with existing residential properties exceed the minimum spatial standards set out in the South Ribble Residential Design SPD.

1.11 The application does not propose any new access points, and would utilise the existing estates roads to connect to the wider highway network through the consented Phase 2 of the wider development. Car parking standards have been assessed by County Highways and are policy compliant.

1.12 County Highways have highlighted a number of technical issues which require proving/addressing in relation to restricting vehicles speeds, highway widths, swept path analysis and reversing distances for bin lorries and fire engines. Amended plans have been provided to prove and address these points however at the time of writing this report confirmation of acceptability has need been received from County Highways. A written update sheet is to be provided prior to the date of the Planning Committee meeting confirming the position of County Highways on the amended plans that have provided.

1.13 A comprehensive strategic landscaping scheme was approved as part of Phase 1 across the site which, in addition to retaining 1.3 hectares of woodland within the site, is to deliver a network of 9.61 hectares of green links and corridors and £277,515 towards improvements and maintenance of Paradise Park.

1.14 The submitted landscape planting schedule, which covers the individual parcels of development, and is in addition to the strategic landscaping planting above, confirms the planting of 326 trees. The Local Authority's Arboricultural Officer has considered the proposal and has raised no objections.

1.15 The associated parent consent (07/2017/3361/ORM) includes conditions relating to acoustic mitigation measures, employment and training opportunities, ecological matters, construction management, tree protection, flood risk, contaminated land, electric vehicle charging points, external lighting and estate road construction which do not need to be re-imposed on this Reserved matters application.

1.16 The proposed residential development is deemed to be in accordance with Policies 1, 3, 4, 5, 6 and 17 of the Core Strategy and Policies C2, G10 and G17 of the South Ribble Local Plan 2012-2026. For these reasons, and those contained within the report, the application is recommended for approval.

2. APPLICATION SITE AND SURROUNDING AREA

2.1 The application relates to Phases 3-5 of the Leyland Test Track Development, with construction having commenced on Phases 1 and 2 and a hybrid planning application also recently having been approved for the Employment Phase.

2.2 To the north of the application site is Phase 2 (residential) of the Leyland Test Track Development and the Employment Phase, with Phase 1 (residential), Longmeanygate and the western section of the Moss Side Industrial Estate beyond.

2.3 To the west the site is bounded by the Aurora Brambles School on Longmeanygate and allotments, with Paradise Park present to the south.

2.4 To the east of the application site is the southern element of the Moss Side Industrial Estate.

2.5 The site is allocated as a 'Major Site for Development' under Policy C2 of the South Ribble Local Plan.

3. SITE HISTORY

3.1 In November 2019 planning permission (07/2017/3361/ORM) was granted for a hybrid planning application on the wider former Leyland Test Track site comprising of full and outline development, together with Environmental Impact Assessment (EIA) development, for:

Part A FULL - Site enabling works, the development of highway and drainage infrastructure for the full application site (the proposed development site) and the provision of car park accessed off Titan Way (Phase 1); together with the construction of 197 dwellings and associated internal access roads, public open space, green infrastructure, an acoustic barrier and highway infrastructure (Phase 2)

Part B OUTLINE - for the remainder of the proposed development site for the development of between 653 and 753 new homes, up to 5,000 sqm of Business Park (Use Classes B1); up to 15,000 sqm of Use Class B2 and up to 8,000 sqm Industrial Estate (Use Class B8), local centre comprising up to 3,000 sqm of accommodation for occupation within any combination of uses within Classes A1,A2,A3, A4,A5,B1 or D1 (including health centre/clinic) (which shall not exceed 2,500 sqm of main town centre uses), a primary school (1.646ha) and associated public open space and green infrastructure (Phases 3-5 and education, employment and local centre phases) (Amended Plans)

3.2 The element of this permission which was granted 'full' planning permission has since been implemented, with the construction of residential properties and associated infrastructure on-going.

3.3 In April 2022 a hybrid application for a development of a business park/commercial buildings (Class B1), a petrol filling station (Sui Generis) and restaurant drive thru together with associated roads and landscaping was approved on the Employment Phase of the Leyland Test Track site. This permission has yet to be implemented.

4. PROPOSAL

4.1 The proposal is a Reserved Matters application for the erection of 743 dwellings on the site, 223 of which would be 'affordable homes', with the matters of 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' being applied for.

4.2 The proposal comprises of a mixture of 674 detached, semi-detached and terrace 2 and 2.5 storey dwelling together with 69 apartments within eight 2 storey and 3 storey buildings. In total 69 two-bed apartments, 81 two-bed dwellings, 479 three-bed dwellings and 114 four-bed dwellings are proposed across the site.

4.3 There is a diverse range of house types proposed both in terms of design and scale, with varying relationships. The proposed scheme includes upgraded design of side elevations of properties and boundary treatments at prominent locations throughout the site. A variety of surface materials are also proposed to create areas of differing character and interest.

4.4 All residential dwellings proposed across the site would be 2 or 2.5 storey in height, with the proposed apartment buildings being 3 storey in height. The mix of storey heights across the site was agreed as part of the adopted Masterplan and Design Code.

4.5 The proposed estate roads would link to existing roads within Phases 1-2, with the development served from two recently constructed roundabout junctions onto Longmeanygate to the west and the north. Existing droppable bollards across the highway to the south of the site on Paradise Lane would remain to restrict this access for bus services only.

4.6 The proposed site layout incorporates areas of Public Open Space approved as part of Phase 1 on the parent planning permission, comprising of a network of interconnecting sustainable urban drainage ponds and channels, green infrastructure, green links and dedicated pedestrian/cycle paths are proposed across the site together with a bridleway which dissects the site, adhering to the 'green link' principle agreed as part of the adopted Masterplan.

4.7 Existing hedgerows are to be retained throughout the site where possible with supplementary landscaping (planting of 326 trees) also proposed in addition to the financial contribution secured for works within Paradise Park on the associated parent planning permission.

4.8 Of the 223 affordable housing units proposed, 112 dwellings would be for Shared Ownership and 111 units for Affordable Rent. These are to be dispersed across the site in small clusters.

4.9 The application is accompanied by a Planning Statement, Design and Access Statement, Character Areas Codes, an Affordable Housing Statement, Flood Risk Assessment, a Construction Noise and Vibration Management Plan, Energy Statement and Drainage Statement.

4.10 The associated hybrid planning permission on the wider site approved in November 2019 (07/2017/3361/ORM) secured the following financial contributions:

- ☐ £800,000 to provide a bus service through the development
- ☐ £277,515 for improvements and maintenance of Paradise Park
- ☐ £90,000 for off-site highway improvement works and Traffic Regulation Orders
- ☐ £10,000 towards future air quality monitoring
- ☐ £25,000 towards public art
- ☐ £255 per dwelling towards a Travel Plan fund

4.11 Phases 1 and 2 of the development alone have also generated £3 million in Community Infrastructure Levy contributions.

4.12 Amended site layout plans have been received at the request of Officer's to address concerns raised in regards to inadequate spatial separation distances between some of the

proposed plots and to break up some expanses of on-street parking to the front of dwellings by introducing front gardens to some plots.

5. REPRESENTATIONS

5.1 Neighbour notification letters were sent to 244 nearby properties and premises, together with the placement of site notices.

5.2 No letters of representation have been received in relation to the proposal.

6. CONSULTATION REPLIES

County Highways have highlighted a number of technical issues which require proving/addressing in relation to restricting vehicles speeds, highway widths, swept path analysis and reversing distances for bin lorries and fire engines. Amended plans have been provided to prove and address these points however at the time of writing this report confirmation of acceptability has need been received from County Highways. A written update sheet is to be provided prior to the date of the Planning Committee meeting confirming the position of County Highways on the amended plans that have provided.

Car parking standards have been assessed by County Highways and are policy compliant.

Environmental Health have raised no objections to the proposal, confirming that a Noise Assessment submitted which considers the likely sound levels to be experienced by future occupants of the dwellings is acceptable. A condition is recommended to secure the identified mitigations measures are installed, including acoustic fencing to the rear of Plots 61-98.

Ecology advise ecological issues were primarily resolved at outline stage, within the development parcels the applicant has confirmed that native species are to be planted at the request of the Council's appointed Ecology consultants. This can be secured by a suitably worded condition.

The **Local Lead Flood Authority (Lancashire County Council)** have raised no objections to the proposal.

United Utilities have raised no objections to the proposal.

The Local Authority's **Arboricultural Officer** has raised no objections to the proposal.

The **Environment Agency** have raised no objections to the proposal.

The **Architectural Liaison Officer (Lancashire Constabulary)** has raised no objections to the proposal, making a number of crime prevention measures to be incorporated in construction which have been forwarded on to the applicant.

LCC's Public Rights of Way Officer has submitted no observations.

National Grid have submitted no observations.

7. MATERIAL CONSIDERATIONS

7.1 The principle of residential development of between 653 and 753 residential units on these phases of the wider development site has previously been established by the granting of hybrid planning application 07/2017/3361/ORM.

Policy Considerations

7.2 i) NPPF

7.2.1 The NPPF promotes a presumption in favour of sustainable development and supports sustainable economic development to deliver, amongst other things, homes.

7.3 ii) Core Strategy Policy Considerations

7.3.1 Policy 1 of the Core Strategy is entitled 'Locating Growth' and encourages the focussing of growth and investment in the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble.

7.3.2 Policy 4: Housing Delivery seeks to ensure that sufficient housing land is identified over the 2010-2026 period.

7.3.3 Policy 5 of the Core Strategy covers Housing Density and states:

"The authorities will secure densities of development which are in keeping with local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area, consideration will also be given to making efficient use of land."

7.3.4 Policy 6 of the Core Strategy covers Housing Quality and aims at improving the quality of housing. This is assessed in the following sections of the report.

7.3.5 Policy 7 of the Core Strategy relates to Affordable Housing and confirms a target of 30% affordable housing for housing developments of 15 dwellings or more.

7.3.6 Policy 17: Design of New Buildings expects the design and new buildings to take account of the character and appearance of the local area and effectively mirrors criterion in the South Ribble Local Plan Policy G17.

7.4 iii) Affordable Housing

7.4.1 Policy 7 of the Core Strategy is entitled Affordable Housing and states that a target of 30% affordable housing provision is to be sought on new housing schemes. The proposed scheme meets the requirements of Policy 7 and the associated Section 106 Agreement on the wider hybrid permission, in that 223 of the 743 dwelling proposed (30%) would be 'affordable housing'. Of the 223 affordable units proposed, the associated Section 106 Agreement requires 50% to be affordable rent and 50% to be Intermediate Housing.

7.4.2 The proposed affordable units are to be dispersed across the site in small clusters, with the designs being complementary to the market housing houstypes so it would not be apparent which units are affordable dwellings and which are market houses.

7.5 iv) Open Space

7.5.1 The proposed site layout incorporates areas of Public Open Space approved as part of Phase 1 on the parent planning permission, comprising of a network of interconnecting sustainable urban drainage ponds and channels, green infrastructure, green links and dedicated pedestrian/cycle paths are proposed across the site together with a bridleway which dissects the site, adhering to the 'green link' principle agreed as part of the adopted Masterplan.

7.5.2 In total, the landscaping scheme on the wider site, in addition to retaining 1.3 hectares of woodland within the site, delivers 9.61 hectares of green links and corridors.

7.6 CIL

7.6.1 Based on the Community Infrastructure Levy charging schedule, the proposed development would be required to pay a net CIL payment (after deductions for the Affordable Housing element) of circa £1.45million which will contribute to infrastructure requirements.

7.7 Character and Design

7.7.1 Policy 17 of the Core Strategy expects new buildings to “*take account of the character and appearance of the local area*” with Policy G17 of the South Ribble Local Plan 2012-2026 requiring development not have a detrimental impact on “*the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials*”.

7.7.2 The proposed dwellings are similar in design, scale and layout to those currently under construction in Phase 2 of the wider development. The proposed scheme adheres to the agreed Design Code by including upgraded design of side elevations of properties and boundary treatments at prominent locations throughout the site. A variety of surface materials are also proposed to create areas of differing character and interest.

7.7.3 The proposed development is not considered to result in the overdevelopment of the site. The proposed scheme ranges from a density of 33 dwellings per hectare to 47 dwellings per hectare in the parcel which contains the apartments and is within the maximum parameter of 53 dwellings per hectare agreed on the associated outline permission. The associated outline planning permission also allowed up to 753 dwellings to be brought forward on this section of the site, which is 10 dwellings more than the number of dwellings proposed.

7.7.4 The scheme comprises of a mix of two and two and a half storey dwellings, with the apartment buildings being three storey in height. The majority of dwellings measure 8m to the roof ridge, with no building exceeding the 12m height limit stipulated on the parameters plan agreed as part of the associated outline permission. The proposed adheres to the approved building heights parameter plan in that the design concentrates taller buildings and buildings with two and a half storeys in areas of higher density, at prominent locations or on primary routes within the site.

7.7.5 For the above reasons the proposed development is considered to comply with Core Strategy Policy 17 and Policy G17 of the South Ribble Local Plan 2012-2026.

7.8 Relationship To Neighbours

7.8.1 The parcels of development subject to this application are set away from any sensitive boundaries with existing residential properties, with mature landscaping intervening. A minimum separate distance of 95m would be present from proposed new dwellings along the southern boundary, across Paradise Park, to existing residential properties on Robin Hey.

7.8.2 To the west is the Aurora Brambles School and 157 Longmeanygate, an abandoned residential property recently subject to a planning application for a change of use to a children’s nursery. Minimum spatial separation distance of 30m and 45m would be present from new residential properties respectively.

7.8.3 The Design Code adopted as part of the wider outline permission on the site agreed minimum spatial separation distances across the different character areas. These included front to front minimum distances of between 14.8m and 20.8 across streets and courts, between 15.5m and 21.5m across secondary streets and between 20.3 and 28m across primary routes through the development.

7.8.4 The proposed development replicates the inter-relationships and layout principles of the 197 dwelling approved and currently under construction in Phase 2 of the wider development and accords with the adopted Design Code for the development. Whilst all inter-relationships with existing residential properties exceed the minimum spatial standards set out in the South Ribble Residential Design SPD.

7.9 Highway Issues

7.9.1 The principle of the development together with the matter of Access to serve the development from new, and now constructed, accesses onto Longmeanygate through Phase 2 has already been established as part of the associated outline planning consent.

7.9.2 The application does not propose any new access points, and would utilise the existing estates roads to connect to the wider highway network through the consented Phase 2 of the wider development.

7.9.3 Car parking standards have been assessed by County Highways and are policy compliant.

7.9.4 County Highways have highlighted a number of technical issues which require proving/addressing in relation to restricting vehicles speeds, highway widths, swept path analysis and reversing distances for bin lorries and fire engines. Amended plans have been provided to prove and address these points however at the time of writing this report confirmation of acceptability has need been received from County Highways. A written update sheet is to be provided prior to the date of the Planning Committee meeting confirming the position of County Highways on the amended plans that have provided.

7.10 Tree Issues / Wildlife

7.10.1 A comprehensive strategic landscaping was approved as part of Phase 1 across the site which, in addition to retaining 1.3 hectares of woodland within the site, is to deliver a network of 9.61 hectares of green links and corridors and £277,515 towards improvements and maintenance of Paradise Park.

7.10.2 The submitted landscape planting schedule, which covers the individual parcels of development, and is in addition to the strategic landscaping planting above, confirms the planting of 326 trees. The Local Authority's Arboricultural Officer has considered the proposal and has raised no objections.

7.10.3 Required ecological mitigation for the development has been agreed and secured as part of the associated outline planning application including the off-site improvements to Paradise Park. Within the development parcels the applicant has confirmed that native species are to be planted at the request of the Council's appointed Ecology consultants. This can be secured by a suitably worded condition.

8. CONCLUSION

8.1 The proposed residential development comprising of 743 dwelling on the site, 223 of which would be 'affordable houses', is considered to be acceptable. The proposed development is not considered to result in the overdevelopment of the site and is not considered to be out of character with the area. The proposed development is not considered to have an undue impact on the amenities of neighbouring properties and there are no significant highway safety or amenity implications.

8.2 The associated parent consent (07/2017/3361/ORM) includes conditions relating to acoustic mitigation measures, employment and training opportunities, ecological matters, construction management, tree protection, flood risk, contaminated land, electric vehicle charging points, external lighting, energy efficiency rates and estate road construction which do not need to be re-imposed on this Reserved matters application.

8.3 The proposed residential development is deemed to be in accordance with Policies 1, 3, 4, 5, 6 and 17 of the Core Strategy and Policies C2, G10 and G17 of the South Ribble Local Plan 2012-2026. For these reasons, and those contained within the report, the application is recommended for approval.

RECOMMENDATION:

1) Approval with Conditions (if confirmation that highway matters satisfactorily resolved by LCC Highways prior to the Committee meeting)

OR

2) Deferral (if confirmation that highway matters have satisfactorily been resolved is not received from LCC Highways prior to the Committee meeting)

(Note - A written update sheet is to be provided prior to the date of the Committee meeting confirming if highway matters have been resolved to the satisfaction of LCC Highways)

RECOMMENDED CONDITIONS:

1. The development hereby approved shall be begun before the expiration of 2 years from the date of this permission.

REASON: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990

2. The development shall be carried out in accordance with the approved materials schedule detailed on the approved Drawings no. 471-Leyland Test Track - Phase 3-5_Materials Layout 1 of 3 (471.P.ML.PH3-5 .01 Rev 5), 471-Leyland Test Track - Phase 3-5_Materials Layout 2 of 3 (471.P.ML.PH3-5 .02 Rev 5), 471-Leyland Test Track - Phase 3-5_Materials Layout 3 of 3 (471.P.ML.PH3-5 .03 Rev 5) and Phase 3 Leyland - Materials Layout (H8318:04 Rev G) unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure the satisfactory detailed appearance of the development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026.

3. Prior to the first occupation of any dwelling the associated parking spaces or parking courts and manoeuvring areas identified on Drawings no. 471-Leyland Test Track - Phase 3-5_Planning Layout Page 1 of 3 (471.PL.PH3-5.01 Rev 6), 471-Leyland Test Track - Phase 3-5_Planning Layout Page 2 of 3 (471.PL.PH3-5.02 Rev 6) and 471-Leyland Test Track - Phase 3-5_Planning Layout Page 3 of 3 (Rev 6) shall be surfaced or paved in accordance with a scheme to be approved in writing with the Local Planning Authority and prior to the first use of the respective residential unit the associated car parking space/s shall be marked out and retained for the parking of vehicles and they shall not be used for any other purpose.

REASON: To ensure the provision and retention of adequate on site parking facilities and in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy F1 of the South Ribble Local Plan 2012-2026.

4. Notwithstanding the provisions of the Town and Country Planning (General Development Procedure) (Amendment) (No2) (England) Order 2008, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plans shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority.

REASON: - In the interests of highway safety and other highway users in accordance with Policy 3 of the Core Strategy.

5. The proposed measures of enclosure/boundary screening shown on the approved Drawing no. 471-Leyland Test Track - Phase 3-5_Boundary Treatments Layout 1 of 3 (471 / P / BT / PH3-5 01 Rev 1), 471-Leyland Test Track - Phase 3-5_Boundary Treatments Layout 2 of 3 (471 / P / BT / PH3-5 02 Rev 1) and 471-Leyland Test Track - Phase 3-5_Boundary Treatments Layout 3 of 3 (471 / P / BT / PH3-5 03 Rev 1) shall be erected prior to the first occupation of the associated dwelling and retained thereafter.

REASON: To ensure the provision and retention of adequate screening in the interest of amenity and to accord with Policy 17 of the Central Lancashire Core Strategy and Policy G17(a) in the South Ribble Local Plan 2012-2026.

6. No development shall commence until details of the landscaping of the site including, wherever possible, the retention of existing trees and hedges have been submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall include native tree planting across the site (the mix of which has been agreed in the email from Steven Healey dated 23 June 2022 12:57) together with the installation of bat and bird boxes as detailed on submitted plan ref. Plans to Show Proposed Bird and Bat Box Locations and Specifications (Figures A-I Rev V1), and shall be implemented in the first planting season following completion of the development, or first occupation/use, whichever is the soonest.

The approved scheme shall be maintained by the applicant or their successors in title thereafter for a period of 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies, by the same species or different species, and shall be agreed in writing by the Local Planning Authority. The replacement tree or shrub must be of similar size to that originally planted.

Details submitted shall be compliant with 'BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations' and shall include details of trees and hedges to be retained or removed, root protection zones, barrier fencing, and a method statement for all works in proximity to those trees or hedges to be retained during the development and construction period. Details shall also indicate the types and numbers of trees and shrubs, their distribution on site, those areas seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G8 in the South Ribble Local Plan 2012-2026

7. The mitigation measures identified within the submitted Noise Assessment (May 2022), including the acoustic fencing, shall be implemented in full prior to the first occupation of any relevant dwelling. These measures shall be retained within the development at all times thereafter.

REASON: To safeguard the amenities of future residents in accordance Policy 17 in the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

8. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans numbered:

General Layouts:

471-Leyland Test Track - Phase 3-5_Affordable Housing 1 of 3 (71 / P / AH /PH3-5 01 Rev 1)
471-Leyland Test Track - Phase 3-5_Affordable Housing 2 of 3 (471 / P / AH /PH3-5 02 Rev 1)
471-Leyland Test Track - Phase 3-5_Affordable Housing 3 of 3 (471 / P / AH /PH3-5 03 Rev 1)
471-Leyland Test Track - Phase 3-5_Boundary Treatments Layout 1 of 3 (471 / P / BT / PH3-5 01 Rev 1)
471-Leyland Test Track - Phase 3-5_Boundary Treatments Layout 2 of 3 (471 / P / BT / PH3-5 02 Rev 1)
471-Leyland Test Track - Phase 3-5_Boundary Treatments Layout 3 of 3 (471 / P / BT / PH3-5 03 Rev 1)
471-Leyland Test Track - Phase 3-5_Colour Planning Layout Page 1 of 3 (471 / P / CLP / PH3-5 01 Rev 5)
471-Leyland Test Track - Phase 3-5_Colour Planning Layout Page 2 of 3 (471 / P / CLP / PH3-5 02 Rev 5)
471-Leyland Test Track - Phase 3-5_Colour Planning Layout Page 3 of 3 (471 / P / CLP / PH3-5 03 Rev 5)
471-Leyland Test Track - Phase 3-5_Hard Landscaping Plan 1 of 3 (471 / P / HL / 01 Rev 1)
471-Leyland Test Track - Phase 3-5_Hard Landscaping Plan 2 of 3 (471 / P / HL / 02 Rev 1)
471-Leyland Test Track - Phase 3-5_Hard Landscaping Plan 3 of 3 (471 / P / HL / 03 Rev 1)
471-Leyland Test Track - Phase 3-5_Materials Layout 1 of 3 (471.P.ML.PH3-5 .01 Rev 5)
471-Leyland Test Track - Phase 3-5_Materials Layout 2 of 3 (471.P.ML.PH3-5 .02 Rev 5)
471-Leyland Test Track - Phase 3-5_Materials Layout 3 of 3 (471.P.ML.PH3-5 .03 Rev 5)
471-Leyland Test Track - Phase 3-5_Overall Location Plan (471/P/OPRLP/PH3-5_01 Rev 1)
471-Leyland Test Track - Phase 3-5_Overall Parcel Location Plan (471/P/OPRLP/PH3-5_01 Rev 1)
471-Leyland Test Track - Phase 3-5_Overall Phases Location Plan (471/P/OPLP/PH3-5_01 Rev 1)
471-Leyland Test Track - Phase 3-5_Overall FFL Plan (471/P/FLP/PH3-5_01 Rev 1)
471-Leyland Test Track - Phase 3-5_Planning Layout Page 1 of 3 (471.PL.PH3-5.01 Rev 6)
471-Leyland Test Track - Phase 3-5_Planning Layout Page 2 of 3 (471.PL.PH3-5.02 Rev 6)
471-Leyland Test Track - Phase 3-5_Planning Layout Page 3 of 3 (Rev 6)
471-Leyland Test Track - Phase 3-5_Refuse Strategy 1 of 3 (471 / P / RS /Ph3-5 01 Rev 1)
471-Leyland Test Track - Phase 3-5_Refuse Strategy 2 of 3 (471 / P / RS /Ph3-5 02 Rev 1)
471-Leyland Test Track - Phase 3-5_Refuse Strategy 3 of 3 (471 / P / RS /Ph3-5 03 Rev 1)
471_SS_01_Streetscapes_Rev_# (471_SS_01)
Phase 3 Leyland - Affordable Housing Plan (H8318:AHP Rev D)
Phase 3 Leyland - Boundary Layout (LTT3-BL06 Rev D)
Phase 3 Leyland - Finished Floor Levels (H8318:FFL Rev C)
Phase 3 Leyland - Hard Landscaping (LTT3-HL06 Rev D)
Phase 3 Leyland - Location Plan (-)
Phase 3 Leyland - Materials Layout (H8318:04 Rev G)
Phase 3 Leyland - Planning Layout (H8318:01 Rev S)

Phase 3 Leyland - Refuse Strategy Plan (H8318:RS Rev D)
Phase 3 Leyland - Storey Height Plan (H8318:SH Rev D)
J32-6849-PS-001 - Vehicle Tracking Sheet 1 (J32-6849-PS-001)
J32-6849-PS-002- Vehicle Tracking Sheet 2 (J32-6849-PS-002)
Ltt-SSP3- Streetscapes (Ltt-SSP3 Rev A)
Plans to Show Proposed Bird and Bat Box Locations and Specifications (Figures A-I
Rev V1)

House Types, Garages and Boundaries:

KENNETT (END) STONE (T310 11ES Rev D)B16_COLEFORD _HORNSEA
_LOUGHTON (BLOT 00CF)
B16_KINGSVILLE_BKIS_00CE (BKIS_00CE Rev G)
B16_KINGSVILLE_BKIS_00CI (BKIS_00CI Rev G)
B16_ALDERNEY_BALD_00CD (BALD_00CD Rev G)
B16_CHESTER_BCSR_00CD (BCSR_00CD REV H)
B16_COLEFORD _HORNSEA _LOUGHTON (BCFR 00CF)
B16_COLEFORD _HORNSEA _LOUGHTON (BHNS 00CG)
B16_COLEFORD _HORNSEA _LOUGHTON (BHNS 00CF)
B16_COLEFORD _HORNSEA _LOUGHTON (BLOT 00CG)
B16_Ellerton_BLLE_00CI (BLLE_00CI Rev D)
B16_Ellerton_BLLE_00HE (BLLE_00HE Rev E)
B16_FALKIRK GROUND_BFKR_00CG (BFKR_00CG)
B16_FALKIRK UPPER_BFKR_00CF (BFKR_00CF)
B16_HALE_BHAL_00HD (BHAL_00HD Rev B)
B16_KENNFORD_BKNR_00HD (BKNR_00HD Rev B)
B16_KINGSLEY_BKEY_00HD (BKEY_00HD Rev C)
B16_LUTTERWORTH_BLUT_00CD (BLUT_00CD Rev D)
B16_LUTTERWORTH_BLUT_00HE (BLUT_00HE Rev B)
B16_MAIDSTONE_BMAI_00CI (BMAI_00CI Rev H)
B16_MAIDSTONE_BMAI_00HE (BMAI_00HE Rev C)
B16_MORESBY_BMMS_00CD (BMMS_00CD Rev G)
B16_THORNTON_BTTHO_00HD (BTTHO_00HD Rev B)
B16_WOODCOTE_BWOO_00CE (BWOO_00CE Rev E)
B-AFF_Type 50_B50F_00CI (B50F_00CI Rev E)
B-AFF_Type 50_B50F_00HE (B50F_00HE Rev B)
B-AFF_Type 52_B52A_00CI (B52A_00CI Rev E)
B-AFF_Type 52_B52A_00HE (B52A_00HE Rev B)
B-AFF_Type 55_B55F_00CE (B55F_00CE Rev D)
B16_ELLERTON_BLLE_5SHE_Stone (BLLE_5SHE Rev C)
B16_ELLERTON_BLLE_56SI_Stone (BLLE_56SI Rev A)
B16_HALE_BHAL_5SHD_Stone (BHAL_5SHD Rev B)
B16_KENNFORD_BKNR_STHD_Stone (KNR_STHD Rev A)
B-AFF_Type 55 COUNTY_B55F_56AE (B55F_56AE Rev E)
B16_KINGSLEY_BKEY_STHD_Stone (BKEY_STHD Rev C)
B16_MAIDSTONE_BMAI_00CI_Stone (BMAI_00CI)
B16_MAIDSTONE_BMAI_00HE_Stone (BMAI_00HE)
B16_MORESBY_BMMS_56SD_Stone (BMMS_56SD)
B16_MORESBY_BMMS_56SE_Stone (BMMS_56SE)
B16_Type 50_B50F_5SHE_Stone (B50F_5SHE Rev B)
B16_Type 50_B50F_56SI_Stone (B50F_56SI Rev E)
B16_Type 52_B52A_5SHE_Stone (B52A_5SHE Rev B)
B16_Type 52_B52A_56SI_Stone (B52A_56SI Rev E)
B16_Type 55_B55F_5SDS_Stone (B55F_5SDS Rev B)
B16_Type 55_B55F_56SE_Stone (B55F_56SE Rev D)
B16_WOODCOTE_BWOO_56SE_Stone (BWOO_56SE Rev F)
B16-ALDERNEY -BALD-56SD_Stone (BALD-56SD Rev G)
B16-LUTTERWORTH -BLUT-5SHD_Stone (BLUT-5SHD Rev C)

LUTTERWORTH END HIPPED BLUT_5SHE Stone (BLUT_5SHE)
 B16_KINGSVILLE_BKIS_00CE_Stone (BKIS_00CE Rev G)
 B16_KINGSVILLE_BKIS_00CI_Stone (BKIS_00CI Rev G)
 B16_KINGSVILLE STONE COUNTY_BKIS_5SAE (BKIS_5SAE Rev H)
 B16_KINGSVILLE STONE COUNTY_BKIS_5SAI (BKIS_5SAI Rev H)
 B16_ALDERNEY STONE COUNTY_BALD_5SAD (BALD_5SAD Rev H)
 B16_CHESTER STONE COUNTY_BCSR_5SAD (BCSR_5SAD Rev H)
 B16_ELLERTON STONE COUNTY_BLLE_5SAI (BLLE_5SAI Rev E)
 B16_ELLERTON STONE COUNTY_BLLE_SAHE (BLLE_SAHE Rev F)
 B16_HALE STONE COUNTY_BHAL_SAHD (BHAL_SAHD Rev C)
 B16_LUTTERWORTH STONE COUNTY_BLUT_SAHD (BLUT_SAHD Rev D)
 B16_LUTTERWORTH STONE COUNTY_BLUT_SAHE (BLUT_SAHE Rev C)
 B16_MAIDSTONE STONE COUNTY_BMAI_5SAI (BMAI_5SAI Rev I)
 B16_MORESBY STONE COUNTY_BMMS_5SAD (BMMS_5SAD Rev H)
 B16_MORESBY STONE COUNTY_BMMS_5SAE (BMMS_5SAE Rev G)
 B16_WOODCOTE STONE COUNTY_BWOO_5SAE (BWOO_5SAE Rev F)
 B-AFF_TYPE 52 STONE COUNTY_B52A_5SA (B52A_5SAI Rev F)
 B-AFF_TYPE 52 STONE COUNTY_B52A_SAHE (B52A_SAHE Rev C)
 B-AFF_TYPE 55 STONE COUNTY_B55F_5SAE (B55F_5SAE Rev E)
 GREENWOOD (END) (T322-E-7 Rev B)
 GREENWOOD (END) STONE (T322-E-7_Stone Rev B)
 INGLEBY (DETACHED) (H403 -G7 Rev F)
 BRADGATE (DETACHED) (H417 -H7 Rev B)
 MERIDEN (DETACHED) (Rev A)
 KIRKDALE (DETACHED) (H442 -H7 Rev B)
 AVONDALE (DETACHED) (H456 -X7 Rev C)
 HOLDEN (DETACHED) (H469 --H7 Rev E)
 HERTFORD (DETACHED) (H470 ---7 Rev B)
 HADLEY (DETACHED) (P341 -D7 Rev A)
 HADLEY (END) (P341 -E-7)
 ARCHFORD (P382 -EH7 Rev A)
 SH50 (END) (SH50 -E-7 Rev B)
 SH52 (END) (SH52 -E-7 Rev A)
 SH55 (END) (SH55 -E-7 Rev B)
 Garage Type LSG1H8 (Single) (LSG1H8)
 Garage Type LDG2H8 (Double Shared) (LDG2H8)
 Close Boarded Fence Detail (DB-SD13-006 Rev B)
 Boundary Wall - Type 1 (DB-SD13-004 Rev D)
 1800 Walling Stone Detail (EXT WKS WS2)
 1200 Metal Railings with Bow Top (EXT WKS 17 Rev B)
 1000 Cheshire Railing (EXT WKS CR01)

REASON: To ensure a satisfactory standard of development in accordance with Policy 17 in the Central Lancashire Core Strategy and Policy G17 of the South Ribble Local Plan (2012-2026).

RELEVANT POLICY

- 1 Locating Growth (Core Strategy Policy)**
- 3 Travel (Core Strategy Policy)**
- 4 Housing Delivery (Core Strategy Policy)**
- 5 Housing Density (Core Strategy Policy)**

6 Housing Quality (Core Strategy Policy)

17 Design of New Buildings (Core Strategy Policy)

POLC2 Moss Side Test Track, Leyland

POLF1 Car Parking

POLG17 Design Criteria for New Development

Note:
