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| --- | --- |
| **Application Number** | 07/2018/1674/REM |
| **Address** | Land Off Shaw Brook Road andAltcar LaneLeylandLancashire |
| **Applicant****Agent** |  Redrow Homes LancashireMiss Laura Birkett14 Eaton AvenueChorleyPR77NA |
| **Development** | Application for Reserved Matters for residential development for 232 dwellings (Appearance, Landscaping, Layout and Scale applied for) |
| **Officer Recommendation Officer Name** | **Approval with Conditions Mrs Catherine Lewis** |
| Date application valid | 22.03.2018 |
| Target Determination Date | 21.06.2018 |
| Extension of Time |  19.08.2018 |

**Location Plan**



**1.0 Report Summary**

1.1 Outline planning permission was granted for up to 400 dwellings and associated infrastructure following the successful completion of a Section 106 Agreement in September 2017. The Affordable housing contribution element of the Section 106 required 10% as a commuted sum for provision off-site and 20% discounted open market value units on site.

1.2 The current application is for 232 dwellings on part of the approved outline consent. Matters of layout, scale, appearance and landscaping are being applied for. The details provide for a housing mix of 186 open market three and four bedroom together with a total of 46 affordable including: 3, two bedroomed; 12, three bedrooms and four apartments of two bedrooms each. The development meets the aims of Policy 7 Affordable Home of the Central Lancashire Core Strategy.

1.4 The Preston, South Ribble and Lancashire City Deal was the first of 20 second

wave City Deals to be agreed and was signed in September 2013. New investment of

£434 million will expand transport infrastructure in Preston and South Ribble at an

unprecedented rate, driving the creation of some 20,000 new jobs and generating the

development of more than 17,000 new homes over the next ten years.

1.4 Key to the success of City Deal is for development sites to come forward to deliver

houses which in turn provides funding towards the costs of the infrastructure. The

wider Site P at Altcar Lane is one such site. The proposed development would enable

the delivery of the site to be accelerated, to provide a significant number of residential

dwellings, which will help South Ribble deliver part of its requirement towards the City

Deal housing target.

1.5 The proposed development would not have an undue impact upon the amenities of neighbouring properties and there would not be any significant highway issues, or amenity implications. The Reserved Matters have been considered in terms of the relevant planning policy and are found to be acceptable. Therefore the application is recommended for approval. Policies 1, 4, 5, 6, 17, 22, 26 and 29 of the Central Lancashire Core Strategy and policies A1, D1, F1, G7, G10, G13, G14, G16 and G17 of the South Ribble Local Plan.

**2.0 Site and Surrounding Area**

2.1 The application site is located approximately 2km south of Leyland town centre. Shaw Brook Road forms the northern boundary, with Altcar Lane to the south, to the east lies Worden Park with agricultural land beyond. The rear gardens of the properties on Leyland Road from the western boundary.

2.2 The site is characterised by small fields with established hedges and trees and is currently used for agricultural purposes. Public Footpath number 46 runs east from Leyland Lane along part of the southern boundary of the site boundary. This path joins Footpath 20 which runs north from Altcar Lane and continues north to meet with Shaw Brook Road.

2.3 There are two locally designated Biological Heritage Sites (BHS) in proximity to the application site: Shaw, Altcar and Ruin Woods BHS, is located on the eastern boundary and Brickfield Wood BHS, approximately 250m to the north of the site.

2.4 Cliffs Farmhouse a Grade II Listed Building is located some 125m to the west of the application site.

**3.0 Planning History**

3.1 A Masterplan has been endorsed by the Planning Committee in March 2016 for up

to 600 residential properties which included two access points one to the north to serve

the Redrow Homes development and one to the south off Leyland Lane to serve the

Homes and Community Agency (HCA).

3.2 Outline planning permission has been granted for the Redrow Homes application

for up to 400 dwellings to be served from the northern access point (Ref:07/2016/0591/OUT).This application is subject to a Section 106 agreement which requires:

* Delivery and Financial Contribution to Worden Park of £123,000
* Financial Contribution to the Travel Plan of £24,000
* Affordable Housing:
* 10% Off site Housing Contribution
* 20% On site Affordable Housing
* Management of Open Space

3.3 Outline planning permission has also been granted for the Home and Community

Agency (HCA) application for up to 200 dwellings to be served from the south eastern

access point (Ref: 2016/0310/OUT).This too is the subject of a Section 106 agreement which requires: The two residential sites would be linked via an internal access road.

3.3 Other applications currently being considered:

07/2017/2486/FUL Formation of new vehicular access onto Leyland Lane Approved November 2017.Approved

07/2017/3919/DIS Application to discharge condition 11 (Construction details) of planning permission 07/2016/0591/OUT Pending

07/2018/0362/DIS Application to discharge condition 31(Archaeological Desk based assessment) of planning permission 07/2016/0591/OUT Part discharged

07/2018/1678/DIS Application to discharge conditions 3(Highway works) and 4(Drainage) of planning permission 07/2017/2486/FUL Pending

07/2018/2848/DIS Application to discharge condition No 6 (Drainage), 7 (Construction Management Plan) to planning permission 07/2017/2486/FUL Pending

07/2018/3600/DIS Application to discharge conditions Nos 20 (Ecology), 23 (Resurvey Work) and 27 (Desk Top Study) of planning approval 07/2016/0591/OUT Pending

07/2018/3673/DIS Application to discharge conditions Nos 6 (Drainage) and 29 (Sustainable Drainage and Management Plan) of planning approval 07/2016/0591/OUT Pending

07/2018/4052/DIS Application for the discharge of conditions 16 (Pedestrian and cycle use) 26 (Standard Assessment Procedure) and 30 (Full Travel Plan) of planning permission 07/2016/0591/OUT Pending

**4.0 Proposal**

4.1 The proposal is a Reserved Maters application for the erection of 232 dwellings with the matters of Appearance, Layout, and Scale and of the buildings and Landscaping being applied for. Due to land ownership issues, two areas of the original outline approval are not included: an area to the north east corner abutting Worden Park and an area to the south east corner.

4.2 The table below provides the accommodation schedule:

|  |  |  |
| --- | --- | --- |
| **House Type**  |  **Beds**  | **Number of Units**  |
| Shrewsbury | 4 | 20 |
| Stratford  | 4 | 36 |
| Marlow  | 4 | 17 |
| Oxford  | 4 | 30 |
| Cambridge  | 4 | 18 |
| Cantebury | 4 | 23 |
| Welyn  | 4 | 17 |
| Harrogate  | 4 | 2 |
| Warwick | 3 | 17 |
| Oxford LS  | 3 | 6 |
| TOTAL |  | 186 |
| **Affordable**  |
| Ledbury | 2 | 30 |
| Ledbury 3 | 3 | 12 |
| Alton Apartments GF | 2 | 2 |
| Alton Apartments FF | 2 | 2 |
|  TOTAL |  | 46 |
| Grand Total  |  | 232  |

**5. Summary of Supporting Documents**

5.1 The applicant has submitted the following supporting documents:

* Construction Environmental Plan
* Design and Access Statement
* Arboricultarist Impact Assessment
* Addendum Design and Access Statement
* Community Infrastructure Forms.
* Tree Protection Drawings
* Landscape Plans
* Landscape Management Plan.
* Travel Plan
* Surface Water Drainage
* Ground Investigation Report
* Update Housing elevations
* Site Sections
* Street Scenes
* Waste Management Plan
* Phasing Plan

**6. Summary of Publicity**

6.1 Site Notices have been posted and a total of 143 properties have been notified. Four letters of representation have been received which make the following summarised points:

**6.2 Letters of objection**

* Bungalows should be built behind the bungalows on Leyland Lane.
* No buffer zone or fencing to the rear of the gardens.
* Light will be taken from our property which will have an effect on gas and electricity bills
* A rates reduction should be given due to noise and light pollution due to the new development
* Drainage ditch to the left of 491 Leyland Lane and consideration of any flooding needs to be addressed.
* Increased amount of traffic will add to the problems of the existing road conditions which are not fit for purpose.
* Wish to challenge the Environmental Report produced for the planning application as the proposed development would destroy owls, birds, bats, deer, the land is Green Belt -has the local authority gained financially from passing this application?
* Concern that there does not appear to be a boundary between the properties
* Open ditch that needs addressing due to issues of flooding across the fields.
* Concern about the future of the Oak Trees and whether they will be retained.

6.3 Upon receipt of revised plans to address concerns about the boundary treatment and car parking spaces two more consultation exercises were undertaken. An update will be provided at the Meeting if any further representations are made.

**7. Summary of Consultations**

**7.1 County Highways Drainage:** The site should be drained on a separate system with foul water draining to a public serer and surface water to be drained in the most sustainable way. The previous comments for the outline application still apply.

**7.2 County Highways**: Initially required clarification about whether the width of the proposed spine road would be 6.5m or 6m as the information submitted by the applicant was confusing. The proposed 6m width is acceptable subject to providing bus tracking at bends/corners on the layout.

Re drive length - It is recommended that all private drives fronting garages to be a minimum of 6m long and this **must not** include any of the required 2m wide service verge. The drive length can be reduced to 5.5m if roller shutters are fitted and conditioned as part of the planning decision.

Re drive width - The private drives must have a minimum width of 3.2m where they are used for vehicular access and pedestrian access to the property. From the Approved Document M (Access to and use of buildings). Clause 6.10, 6.15-b and 6.17-a require access with unobstructed widths of at least 900mm. For parallel parking I would increase this to 5.6m width (3.2+2.4).

7.3 Revised plans have been received which address these points and the LCC Highways are satisfied with the car parking and the ability of the internal estate road to accommodate buses.

**7.4 Local Lead Flooding Authority:** No comments received.

**7.5 Environmental Agency:** No objection in principle to the proposal and in formative’s about the status of Shaw Brook watercourse is required.

**7.6 Ecology Services:** If the pond is to act as a landscape/nature conservation feature details of the future management are required. Following confirmation from the applicant that the pond is an attenuation pond for drainage Ecology have no objections to the scheme.

**7.7 Natural England:** No comments to make.

**7.8 Preston Ramblers:** No comments received.

**7.9 Chorley Council:** No objection to the proposal

**7.10 Architectural Police:** No comments received.

**7.11 SRBC Landscape Officer:** No formal observations to make on the application.

**7.12 SRBC Arboculturalist:** No objection subject to conditions to ensure that the trees and their roots are protected during construction as set out in the submitted planning documents. Any remedial tree works would need to be completed in accordance British Standards and any change to the tree retention plan would require consent from the Council.

**7.13 SRBC Housing:**  The scheme offers 232 residential units on an allocated housing site and provides for an affordable housing contribution that is Policy compliant. The scheme consists of two, three and four bedroom homes with the affordable homes being two and three bedrooms located in clusters across the site. Whilst affordable housing should be pepper-potted through the development, small clusters are accepted on larger developments.

**7.14 Cadent Pipelines** Cadent have identified operational gas apparatus within the vicinity of the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent’s legal rights and any details of such restrictions should be obtained from the landowner in the first instance. An Informative Note should be added to any Decision Notice.

**7.15 Fire and Rescue:** No comments received

**7.16 National Grid:** No comments received

**7.18 Environmental Health:** Request condition controlling the importation of soil, electric vehicle recharge points, cycle storage, travel plan, piling and heating systems.

**7.19 Homes England:** No comments received

**7.20 LCC Public Rights of Way:** No objection in principle but there are a number of conditions on the outline application that need to be addressed. Initially, no connection of the PROW Footpath no 20 to Shaw Brook Road had been provided. Other comments relating to the need for a temporary closure during construction if there is likely to be a danger to the public, quality of resurfacing, drainage of properties should address the any threat to flooding on the rights of way have been made.

**8 Policy Background**

**i) NPPF**

The NPPF Sustainable Growth Policy - The NPPF at Para 14: provides a presumption in favour of sustainable development ‘which should be seen as a golden thread running through both plan-making and decision taking’, and supports sustainable economic growth to deliver, amongst other things, homes. Similarly, Chapter 6 (Delivering a wide choice of high quality homes) of the same document notes that ‘housing applications should be considered in the context of the presumption in favour of sustainable development’ (Para 49).

Design Policy - NPPF Chapter 7 (Requiring good design) is also relevant.

**ii) Core Strategy Policy Considerations**

* **Policy 1: Locating Growth** supports development.
* **Policy 4: Housing Delivery** seeks to provide a minimum of 417 dwellings per annum within South Ribble during the period 2012 to 2026.
* **Policy 5: Housing Density** advises that the density of development should make efficient use of land whilst also maintaining with the character of local areas.
* **Policy 6: Housing Quality** supports the provision of accessible housing, neighbourhoods and the use of higher standards of construction.
* **Policy 7: Affordable and Special Needs Housing** requires the provision of 30% affordable housing within urban areas and 35% in rural areas for sites providing 15 or more dwellings, subject the financial viability considerations and contributions to community services.
* **Policy 17: Design of New Buildings** provides guidance for the design of new buildings. Designs should consider a number of criteria including the character and uses of the local area, minimise opportunity for crime, be inclusive, adaptable to climate change and the achievement of ‘silver’ or ‘gold’ Building for Life ratings.
* **Policy 22: Biodiversity and Geodiversity** promotes the conservation and enhancement of biodiversity and the safeguarding of ecological networks and geological assets.
* **Policy 26: Crime and Community Safety** encourages the use of Secure by Design principles in new development.
* **Policy 27: Sustainable Resources and New Development** requires the incorporation of sustainable resources into new dwellings. The design of new homes should minimise energy use, maximise energy efficient and be flexible enough to withstand climate change. Further, appropriate facilities should be provided for the storage of recyclable waste and composting.
* **Policy 29: Water Management** aims to improve water quality, water management and reduce the risk of blooding through a number of measures.
* **Policy 30: Air Quality** seeks to improve air quality through the use of green infrastructure initiatives.

 **iii) South Ribble Local Plan**

* **Policy B1: Existing Built-up Area** permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment providing that the development complies with the requirements for access, parking and servicing; is in keeping with the character of the local area and would not adversely impact the amenity of nearby residents.
* **Policy D1: Allocation of Housing Land** provides a schedule of housing allocation sites. The application site is identified as Site R: Land off Wesley Street, Bamber Bridge. It identifies that the site extends to 6.9ha and has capacity for up to 195 dwellings. It is noted that the site includes land which forms part of the playing fields of Cuerden Church School and proposals should provide a replacement playing field.
* **Policy D2: Phasing and Monitoring of Housing Land Supply** has regard to the phasing of housing development, advising that delivery will be monitored on an annual basis.
* **Policy F1: Parking Standards** advises that parking and servicing space should accord with the adopted parking standards. Any variation from the standards should be supported by a transport statement based on local evidence.
* **Policy G10: Green Infrastructure Provision in Residential Development** requires residential development with a net gain of 5 or more dwellings to provide sufficient Green Infrastructure, which should be provided on-site, though off-site provision can be made via developer contributions. Residential developments are normally required to meet the needs for equipped children’s play area which are generated by the development, either as part of the integral design or by developer contributions.
* **Policy G11: Playing Pitch Provision** requires residential development with a net gain of 5 or more dwellings to provide playing pitches at a standard provision of 1.14 ha per 1,000 population. The stated standards are to be flexible and appropriate for each individual development.
* **Policy G13: Trees, Woodlands and Development** prevents development that will adversely impact on protected trees, ancient woodlands, trees in conversation areas or recognised conservation sites. The policy supports the retention and enhancement of existing trees and hedgerows and the provision of replacements for any trees on a 2 for 1 basis.
* **Policy G14: Unstable or Contaminated Land** supports the redevelopment of previously developed land and advises that applications should be supported by satisfactory site investigations and mitigation measures where required.
* **Policy G15: Derelict Land Reclamation** supports the reclamation of derelict land for employment and residential development. Provision should also be made for maintaining and improve the environment and landscape.
* **Policy G16: Biodiversity and Nature Conservation** seeks the protection and enhancement of biodiversity assets, with the use of appropriate mitigation measure where required.
* **Policy G17: Design Criteria for New Development** permits new development provided that, the proposal does not have a detrimental impact on neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.
* **Policy H1: Protection of Health, Education and Other Community Services and Facilities** protects health, education and other community services through CIL and/or developer contributions.

**iv Supplementary Design**

The South Ribble Residential Design SPD discusses design in very specific terms, and whilst more attuned to domestic extensions, is relevant with regards to separation with properties within and beyond the site bounds.

The Employment Skills SPD seeks additional benefits (social value) to be incorporated within major development (housing and other development opportunities.

**9.0 Material Considerations**

**9.1 Local Plan Allocation**

9.1.2 The principle of the development has been established through the Masterplan process and the granting of planning permission for Ref: 07/2016/0591/OUT.

9.1.3 This current Reserved Matters application seeks permission for the detailed design of a scheme for 232 dwellings with matters of layout, scale, appearance and landscaping being applied for. These matters are considered in further detail below with reference to the relevant planning policies. In respect of the access, the access to the site has been agreed as part of the Outline stage. Whilst the increase in traffic has been previously analysed the detail in relation to the internal layout has been assessed by County Highways and will be addressed below

**9.2 Access**

9.2.1 The principle of the access points to Site P have been agreed through the Masterplan process. With regard to this application, to serve the northern part of the site, access would be taken from Leyland Lane, through the re configuration of the roundabout. The outline consent comprises a modified junction with Leyland Lane close to the Schleswig Way roundabout. There would be a change to the alignment of Leyland Lane north from the roundabout to sweep into the application site with the existing Leyland Lane creating a priority junction to the north. This access point would be provided by changing the existing vehicular priorities so that a Give Way would exist on Leyland Lane with priority to traffic entering and exiting the new housing development.

9.2.2 Residents have raised concerns about the impact that this would have on the exiting vehicular traffic. However these issues were identified and discussed and the vehicular access for the development has been approved. Therefore, the increase in traffic has been previously addressed, together with the details of the construction from the roundabout to the internal layout. This current application focuses on the internal layout and has been assessed by County Highways as set out below.

**9.3 Internal Layout**

9.3.1 The outline application was accompanied by a Parameters plan which illustrated the vehicular connection east between the Redrow site and the wider Homes England (HE) land. This demonstrated a loop road between the proposed Redrow access junction and a separate HCA access junction as per the approved Masterplan.

9.3.2 LCC Highways has now advised that the construction of the internal estate road through the whole of Site P should be delivered as part of the early stages of the development. However, this was not required of the outline applications and such a request could impact upon the delivery of the site given the separate owners. The applicant has advised that it has never been proposed that the spine road would be delivered at the outset of the development, rather that it (together with other key infrastructure items) would be delivered progressively as the development proceeds. There is no requirement in the Council’s adopted Masterplan and supporting statement (March 2016), the S106 or planning permission for the spine road to be delivered by a certain threshold. Likewise, the approved development on the Homes England land will not deliver an access through to the land subject to the current application (07/2018/1674/REM). A reserved matters in respect of the remaining section of spine road will follow in due course, but it must be acknowledged that the current application seeks approval for 232 dwellings and will take the developer over 5 years to build out.

The focus with this development has always been to provide off-site public transport improvements (i.e. bus stop improvements).

9.3.3 The developer advised that the width of the internal estate road had been designed to accommodate bus routes. Initially, LCC Highways sought clarification about this aspect due to the discrepancy in the documentation. The applicant advised “As referred to in the SCP Transport Assessment (ref: JA/CR/15214/TA/0 dated April 2016) submitted with Outline Planning Permission 07/2016/0591 OUT, the internal road layout has been designed to accommodate the movement of service and refuse vehicles. The main spine road will consist of a 6m carriageway with localised widening on bends to 6.5m.  There is no requirement for the entire length of the spine road to be 6.5m. Nevertheless, although the spine road is not specifically proposed as a bus route (because the site is already well connected to the local bus network), it is of sufficient width to accommodate buses in the future in accordance with LCC’S own design guidance as detailed in the ‘Creating Civilised Streets’ document, as published in 2010….”

9.3.4 Therefore, the design and width of the internal estate road has been clarified and the road would be able to accommodate buses. LCC Highways has raised no objection.

**9.4 Parking Arrangements**

9.4.1 Initially, concern was raised about a number of plots (56, 57, 80, 85, 96, 113, 144, 146, 173, 183, 232) falling short by one space. The applicant has submitted amended plans which now include 6 x 3 detached garages to accommodate the additional required parking space. LCC Highways has confirmed that these details are acceptable and are satisfied that the layout complies with the car parking standards.

**9.5 CIL**

9.5.1 Based on the Community Infrastructure Levy charging schedule, the proposed development would be required to pay a net CIL payment (after deductions for the Social Housing element) of £2,076,966.45 which will contribute to infrastructure requirements contained within the Regulation 123 list.

**9.6 Housing**

9.6.1 Policy 7 of the Core Strategy -Affordable Housing states that a target of 30% affordable housing provision is to be sought on new housing schemes on urban sites. Further advice in the Central Lancashire Affordable Housing SPD at paragraph 9 states that “The definition of affordable Housing Affordable is set out in annex 2 of the National Planning Policy Framework. It includes Social Rented, Affordable Rented and Intermediate housing provided to eligible households whose needs are not met by the market. Affordable housing is to be provided through both on and off-site contributions; 20% will be provided on-site in the form of an intermediate tenure offering affordable home ownership and the remaining 10% to be provided off-site in the form of a financial contribution in lieu of on-site provision. This provision was negotiated at outline stage and secured through a section 106 agreement.

9.6.2 The Councils’ Strategic Housing has advised that the housing mix on-site provides two, three and four-bedroom homes with the affordable homes being two and three bedrooms located in clusters across the site. Whilst affordable housing should be pepper-potted through the development, small clusters are accepted on larger developments. In this case there is a cluster of 14 properties to the east of the application site and clusters to the north of the site.

9.6.3 These properties are smaller in design, designed as small mews 2 and 3 bedroomed, which means that the clustering does have an effect upon the character and appearance of the majority of the site. The applicant has advised that the affordable units on the site are discounted market value units, and would be standard Heritage Range house types. As such they would be indistinguishable from the larger units in terms of style/design. This will create a totally integrated tenure blind development. The site offers a mix of 3 and 4 bed market dwellings, to be complemented with 2 and 3 bed discounted market units (including apartments). This will offer an attractive mix of dwellings across the site to suit a range of people and their needs. The discounted market units are spread through the phasing plan with units in phases 1, 3 and 5 to ensure that affordable dwellings are available throughout the build period and can be delivered in accordance with the S106 Agreement.

9.6.4 Paragraph 47 of the NPPF advises that there is a need to deliver a wide choice of high quality homes to boost significantly the supply of housing. The following factors need to be weighed in the balance: the applicant has provided additional landscaping; the nature of the build costs of the affordable product which would be small mews (terraces) and although clustered they are dispersed within the site, Therefore, on balance the scheme is acceptable.

9.6.5 Initially, the parking arrangements for these properties incorporated off site driveways with little in terms of soft landscaping to provide a visual relief. Revised plans have been received which provide for more soft landscaping which is considered acceptable. It is therefore considered that the development is acceptable in terms of Policy 7 of the Central Lancashire Core Strategy.

**9.7 Character, Design and Appearance**

9.7.1 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”*. In consideration of the above, the local distinctiveness and character of the local area have been assessed. The application site is located on the edge of the built form of Leyland with access served from Leyland Lane. To the west of the site (Leyland Lane), the area comprises of a mix of housing including bungalows, and detached properties. To the east is farm land with Worden Park further afield. There are sporadic farm buildings on Altcar Lane.

9.7.2 Immediately to the north of the application site is Butlers Farm Court which is a modern residential cul-de-sac of three storey blocks of residential accommodation. The entrance to the site is characterised by larger detached dwellings adjacent to a landscaping strip with the roundabout beyond. The landscaping strip would provide a pedestrian link from Leyland Lane to the north to Leyland Lane to the south thereby providing a pedestrian link on the eastern side of the roundabout which is currently lacking.

9.7.3 The applicant has defined distinct character areas including: the Entrance Grouping and Landscaped Core. The Entrance Grouping is characterised by large, detached dwellings facing onto the proposed water feature. Although the approved Masterplan provided for a water feature to be located in the North West corner of the site, the proposal now provides for a green landscaped area with the water feature further within the site. This aspect is supported as the water feature is less isolated and includes housing on three sides which would provide some natural surveillance. The water feature and area of landscaping adjacent to the entrance would provide a distinct but soft approach to the housing estate and supports the aims of national and local policy to encourage strong place making.

9.7.4 The Landscape Core incorporates retained landscaping and field boundaries and the applicant has advised that detached dwellings have been sited to front on to landscape features. The internal access roads would loop through the development to allow ease of access for service and general traffic.

9.7.5 As set out in the Accommodation Schedule there is a range of house types with a total of 163 four bedroomed dwellings and 23 three bedroomed as part of the 186 dwellings for open market provision. A total of 46 affordable including: 3, two bedroomed; 12, three bedrooms and four apartments of two bedrooms each.

9.7.6 The gross site area is 11.42 hectares with a net site area of 8.42 hectares this would provide for a gross density of 20.3 units per hectares with a net density of acre 27.54 units per acre. Densities between 25-50 dwellings per hectare (DPH) are considered to provide a medium density of development. Given that the application site provides for 27.5 units per hectare this figure is at the lower level and would provide for a mix of house types and sizes.

9.7.5 Considering the variety of house types present within the locality, the proposed mixture of house types and designs on the site is not considered to be out of character with the surrounding area. Sufficient garden spaces are proposed for the dwellings. It is therefore considered that the proposed development is not considered to result in the overdevelopment of the site. A simple palette of materials utilising brick and render to the walls and grey and brown roof tiles is proposed, but through the use of different elevational treatments an interesting design would secure a strong sense of place. Some elevational treatments would include tile hanging and timber boards and some properties would incorporate detail to the heads and cills of the windows. Different coloured front doors would provide variety within the street scene and although there are no three storey properties to provide a focal point on corners within the site, dual aspects of elevational treatment are utilised. The existing trees and field boundaries have been incorporated to ground the development.

9.7.5 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.

**9.8. Relationship To Neighbours**

9.8.1 There are no neighbouring residential properties immediately to the south and east of the application site.

9.8.2 The closest residential properties abut the western boundary of the application site and this boundary has a number of trees and hedges which currently provide some screening. Other residential properties which back on to Shaw Brook Road are also well screened by mature trees bordering the northern boundary of the application site. At the outline stage concern was raised by residents about the impact of the development upon their residential amenities.

9.8.3 A minimum distance of 3.5m would be present between the side elevation of the garage associated with 491Leyland Lane and the proposed side elevation of the detached property on Plot 1. The only window proposed along the southern elevation of Plot 1 serves a kitchen and although a door way to a utility at ground floor, there would be no windows at first floor level. As a result of the absence of a habitable room window along the western side elevation, this inter-relationship is considered to be acceptable and there will be no undue loss of amenity to the owners/occupiers of 491 Leyland Lane. The separation distances of the proposed properties exceed the minimum distance of 21 m from any first floor window from any facing habitable room. The gardens have a minimum of 10m and as set out under the Highway section the car parking is compliant.

9.8.4 Concern has been raised by neighbours about the proposed fencing to the rear of the properties on Leyland Lane, the applicant has provided more detailed plans which demonstrate a timber boundary fence of 1.8m to 2.1 me depending on ground levels and the need to incorporate the boundary hedging and trees where possible. The design and layout of the scheme has been carefully assessed and the proposed development meets the separation distances as set out with in the Residential Extensions (Supplementary Planning Document).

**9.9. Phasing and Delivery**

9.9.1 The applicant has advised that the site will be developed out through 5 distinct phases from a westerly to easterly direction. A Construction Management Plan has been submitted which details three separate areas for the car parking, site set up and the materials store. These areas are located approximately 100 metres south of the site access and would be approximately 51 meters from rear wall of no. 491 Leyland Lane (32m from rear boundary). A temporary hall road would be constructed from the site access to the compound for the purposes of Phase 1 which includes the construction of the Plots 1 to 50, 78, and 79. The location of the compound provides for some of the housing that would back on to the existing properties to be to be delivered early in the phasing schedule. This newly constructed housing would then provide a buffer zone to the existing properties and the proposed development. The Environmental Health Officer has advised that the location of the compound is acceptable.

**9.10. Drainage and Ground Levels**

9.10.1 Concerns by residents have been raised in relation to drainage issues. In particular the impact of the development upon the existing drainage ditch which runs along part of the rear boundary of the dwellings that back on to the site. The associated outline planning consent includes a planning condition requiring the agreement of foul and surface water drainage details. This condition allows the Local Planning authority to retain control over the final drainage details. Notwithstanding this aspect the concerns raised due to the local knowledge of the site have been welcomed by your planning officers and forwarded to the applicant to ensure that this detailed knowledge can be acted upon.

9.10.2 The applicant has advised that in terms of the drainage on the site, surface water flows will be restricted to greenfield rates, and attenuated within an on-site balancing pond. The surface water outfall will discharge into Shaw Brook, to the north of the site. The foul water will discharge into the public sewers in Leyland Lane. Due to the topography of the site, which falls towards the west, the foul will drain to the sewers in Leyland Lane by gravity and no pumping will be required.

9.11.3 As part of the discharge of condition applications required for the outline permission, detailed surveys have been completed of the ditches/culvert on site. The applicant has advised that the two ditches which run horizontally from the residential dwellings will not be effected by the development. These will be maintained as natural features. No additional discharge will be made to these ditches. In relation to the culvert close to the site access, this has been surveyed as part of the works to discharge condition 11 (drainage) and incorporated into the design solution. The applicant has further advised that they are satisfied that the proposed drainage designs will achieve betterment in surface water levels. These designs must pass the approval of the LLFA. Additional plans relating to the drainage construction details will be submitted as part of the discharge of condition application.

9.11.4 The majority of the land is flat/undulating and the applicant has provided site sections together with existing and proposed site levels provided, which are considered acceptable. These details relating to the levels across the site will be considered as part of the discharge of condition application.

**9.11 Wildlife**

9.11.1 A neighbour has raised concerns at the potential loss of wild life habitat. This application is however, a Reserved Matters application which provides details on an associated outline planning consent, which is in effect the planning permission. Ecological matters were given consideration as part of the associated outline application and a condition requiring further surveys to be undertaken if the existing ones become outdated.

**9.12 Tree Issues**

9.12.1 The applicant has submitted an Arboricultural Impact Assessment and Method Statement together with drawings relating to Tree Survey and Root Protection Areas and Tree Protection Plans. One of the most important aspects of this site is the contribution that the existing field boundaries and trees make to the site. This contribution includes not just the ecological and biodiversity aspects but the opportunity to incorporate natural features within the proposed settlement pattern. It is acknowledged that there would be the loss of some trees including 4 Common Oaks, the partial removal of the mixed hedging to the main access and the partial removal to form access points within the site. A great willow, two alder and trees from a mixed group are required to be felled as part of access works and some remedial work is also proposed to an oak, an ash and some hedging. However, the majority of the 172 individual together with the 38 groups of trees and hedgerow would remain in situ. The Council’s tree officer is satisfied with the proposed works and has recommended stringent conditions to protect the trees and their roots during construction. It is considered that the development strongly supports Policy G17 criterion (e) and Policy G13 criterion( b).

**9.13 Landscape and Public Rights Of Way (PROW)**

9.13.1 The approved Masterplan provided for a pond to the north west corner of the site adjacent to the site entrance. The water feature has been relocated some 65 metres further east in to the housing estate and has reduced in size with housing now overlooking the water feature. This design change is welcomed as the water feature is less isolated and has natural surveillance from the housing. An area of grass land is proposed in place of the original location of the water feature. There are other small pockets of open space within the development in particular to the north eastern boundary adjacent to a cluster of affordable units. A Public Right of Way runs in a north south direction linking the proposed housing to Shaw Brook Lane. There is a condition on the outline consent to ensure that the path is upgraded and lit thereby providing a useable open space feature for all members of the community. A cause for concern relates to a small part of the internal access road adjacent to the southern boundary which links more housing, but appears isolated. The area of land immediately to the north of the internal access road is in different ownership. Subsequently, any application to develop that parcel of land would need to address this aspect.

9.13.2 A detailed landscape plan for the application has been submitted which provides for a mix of trees, shrubs and climbers across the site together with bulb planting to the entrance. A significant amount of new tree planting is proposed utilising both semi mature trees to the entrance and around part of the water feature. Many of the garden areas include trees or hedge and shrub planting. The pond would form a landscaped area and a 750mm high timber post and rail fence would be provided to enclose this area. The applicant has advised that such a height is similar to other housing developments and to date there have not been any health and safety issues.

9.13.3 Concerns were raised by the LCC Public Rights of Way Officer about the connection and delivery of the existing PROW to Shaw Brook Lane. The applicant has submitted an amended layout plan showing the new footpath/cycleway link continuing northwards to Shaw Brook Road.  An amended Phasing Plan has also been submitted showing the proposed link within Phase 1*.* The comments from LCC PROW will be provided as a late update or verbally at the committee meeting. An Informative about construction works and the impact to the PROW will be added to the Decision Letter.

9.13.4 Concerns were raised about the need for further planting to areas adjacent to the roundabout and areas close to the affordable housing. The applicant has provided revised plans to address this point which demonstrate more extensive areas of bulb planting.

Redrow have incorporated spring bulb planting across the site to increase the variety of vegetation, and create attractive planted borders for the residents to enjoy. Significant tree and shrub planting is to take place across the site to break up the residential development and create an attractive scene. It is considered that that this aspect is acceptable and supports the aims of Policy G17 criterion (b).

**9.14 Preston, South Ribble and Lancashire City Deal.**

9.14.1 The Preston, South Ribble and Lancashire City Deal was the first of 20 second wave City Deals to be agreed and was signed in September 2013. New investment of £434 million will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,000 new homes over the next ten years.

9.14.2 Key to the success of City Deal is for development sites to come forward to deliver houses which in turn provides funding towards the costs of the infrastructure. The wider Site P at Altcar Lane is one such site. The application site would provide a significant number of residential dwellings, which will help South Ribble deliver part of its requirement towards the City Deal housing target.

9.14.3 It is therefore considered that this site would provide much needed new homes and strongly support the commitment of South Ribble to the delivery of the City Deal.

**9.15 Other matters**

9.15.1 Residents have advised that at times they currently experience intermittent electricity supply and have raised concerns that the proposed development would exasperate this issue. The applicant has confirmed that a point of connection (POC) has been requested and granted by Electricity North West, the distribution network operator.  The POC is high voltage and is 350m from site.  The development will require a substation to transform the high voltage to low voltage.  This POC will not affect the surrounding low voltage network.

9.15.2 Environmental Health have requested a number of conditions most of which have been included on the Outline application. A condition with regard to the Electric Vehicle Recharging Points is recommended.

**10 CONCLUSION**

10.1 The delivery of this site for residential development supports the aims and objectives of the Lancashire, Preston and South Ribble City Deal. The application site forms part of a wider housing site known as Site P under D1 of the adopted South Ribble Local Plan 2015. The application site is a parcel of land that the Council wishes to see come forward for residential development and a Masterplan was endorsed by the Planning Committee in March 2016 which identified two access points for Site P. Planning permission has been granted for outline consent with “access only” applied for and would provide for 400 dwellings. The reserved Matters provides for 232 dwellings of which 46 would be afford able.

10.2 The proposed development would not have an undue impact upon the amenities of neighbouring properties. 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 street scene. There are no significant highway safety or amenity implications. Conditions controlling, time scale, plans, materials, landscaping, delivery of parking before occupation and retention of garages for storage of cars are recommended.

10.3 The outline permission included conditions relating to sustainability, neighbour amenity, contaminated land, ecology, surface water, flood risk, and construction which do not need to be re-imposed as part of the Reserved Matters approval. The most significant issue is that of the delivery of the extension to Worden Park, A section 106 has been signed which as part of a construction programme of phasing would be delivered.

10.4 The proposed development is deemed to accord with the NPPF and, policies 1, 4, 5, 6, 17, 22, 26 and 29 of the Central Lancashire Core Strategy and policies A1, D1, F1, G7, G10, G13, G14, G16 and G17 of the South Ribble Local Plan. The application is therefore recommended for approval subject to the imposition of conditions.

**RECOMMENDATION:**

Approval with Conditions.

**RECOMMENDED CONDITIONS:**

1. The development hereby approved shall be begun either before the expiration of 3 years from the date of the outline permission, or before the expiration of 2 years from the date of the permission herein.

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

1. 2. The development, hereby permitted, shall be carried out in accordance with the approved plans Drawing No:

 Drawing no. ALL/DSL/03 Rev E Composite Detailed Site Layout

Drawing No. ALL/DSL/01 Rev E entitled “Detailed Site Layout Parcel 1”

Drawing No. ALL/DSL/02 Rev D entitled “Detailed Site Layout Parcel 1”

Drawing no. ALL/BTP/01 Rev D entitled "Boundary Treatment Plan Sheet 1"

Drawing no. ALL/BTP/02 Rev D entitled "Boundary Treatment Plan Sheet 2"

Drawing no. ALL/DSL/03 Rev D entitled "Composite Detailed Site Layout "

Drawing no. ALL/MP/01 Rev C entitled "Materials Plan Parcel 1"

Drawing no. ALL/MP/02 Rev C entitled "Materials Plan Parcel 2"

Drawing No ALL/PP/01 Rev E entitled "Parking Plan Parcel Plan 1 "

Drawing No ALL/PP/02 Rev E entitled "Parking Plan Parcel Plan 2"

Drawing No ALL/ P-P/01 Rev B entitled "Phasing Plan"

Drawing No ALL/WBTP/01 Rev A /01 Rev E entitled "Western Boundary Treatment Plan"

Drawing no. ALL/AHL/01 entitled "Affordable Homes Layout"

Drawing No SCP\_18031\_ATRO1 Rev B entitled "Swept Path Analysis 12m bus"

Landscape

Drawing No 4829.05 rev B entitled Landscape Proposals Sheet 1 of 5

Drawing No 4829.05 rev B entitled Landscape Proposals Sheet 1 of 5

Drawing No 4829.06 rev B entitled Landscape Proposals Sheet 2 of 5

Drawing No 4829.07 rev B entitled Landscape Proposals Sheet 3 of 5

Drawing No 4829.08 rev B entitled Landscape Proposals Sheet 4 of 5

Drawing No 4829.09 rev B entitled Landscape Proposals Sheet 5 of 5

Tree Protection

Drawing No 4829.10 entitled "Tree Protection Plan 1 of 4" Drawing No. 4829.11 entitled "Tree Protection Plan 2 of 4"

Drawing No. 4829.12 entitled "Tree Protection Plan 3 of 4"

Drawing No 4829.13 entitled "Tree Survey and Root Protection Areas"

Housing:

Affordable

The Ledbury 4 Block E Series Elevations Render dated March 2013

The Ledbury 4 Block E Series Elevations Brick dated March 2013

The Ledbury 4 Block E Series Floor Plans dated March 2013 Rev B

The Alton Elevations Heritage Collection dated March 2016

The Alton 2 Bedroom Heritage Collection dated March 2016

Open Market

The Cambridge Brick (B1) dated Nov 2017

The Cambridge Render (A1) dated Nov 2017

The Canterbury Floor Plans dated Dec 2017

The Canterbury Elevations dated Dec 2017

The Harrogate Brick (B1) dated October 2017

The Harrogate Render (A1) dated October 2017

The Marlow Render (A1) dated Nov 2017

The Oxford Lifestyle Brick (B1) dated Dec 2017

The Oxford Lifestyle Render (A1) dated Dec 2017

The Oxford Brick (B1) dated Jan 2018

The Oxford Render (A1) dated Jan 2018

The Shrewsbury Brick (B1) dated Nov 2017

The Shrewsbury Render (A1) dated Nov 2017

The Stratford Brick (B1) dated Oct 2017

The Stratford Render (A1) dated Oct 2017

The Warwick Brick (B1) dated Nov 2017

The Warwick Render (A1) date Nov 2017

The Warwick Brick (B2) date Nov 2017

The Warwick (Cnr) Render (A2) Nov 2017

 The Welwyn Floor Plans dated Dec 2017

The Welwyn Brick (B1) dated December 2017

The Welwyn Render (A1) Dated December 2017

Drawing No 201 Rev A entitled Single Garage 002

or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development

1. An electric vehicle recharge point shall be provided to every property, prior to occupation. This shall consist of as a minimum a 13 amp electrical socket located externally (or in the garage if available) in such a position that a 3 metre cable will reach the designated electric vehicle car parking space. A switch shall be provided internally to allow the power to be turned off by the residents.

REASON: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy."

1. The development shall be carried out in accordance with the approved materials detailed on the approved Drawing:

 Drawing Number ALL/MO/01 Rev C entitled "Materials Plan Sheet 1" Drawing Number ALL/MP/02 Rev C entitled "Materials Plan Sheet 2" 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

1. Notwithstanding the provisions of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Town and Country Planning (General Permitted Development) (England) Order 2015, or any subsequent Orders or statutory provisions re-enacting the provisions of these Orders, all garages shown on the approved plan 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: To safeguard residential amenity and to provide satisfactory off-street parking facilities in accordance with Policy 17 of the Central Lancashire Core Strategy and Policy G17 in the South Ribble Local Plan 2012-2026

1. No property shall be occupied or be brought in to use until their respective car parking spaces have been surfaced or paved in accordance with the details shown on:

Drawing number ALL/PP/01 Rev E entitled "Parking Plan Parcel 1"

Drawing number ALL/PP/02 Rev E entitled "Parking Plan Parcel 2"

This area shall be retained at all times thereafter and shall not be used for any purpose other than the parking of vehicles.

1. The approved landscaping scheme, as detailed on Drawings no.

Drawing No 4829.05 rev B entitled Landscape Proposals Sheet 1 of 5

Drawing No 4829.05 rev B entitled Landscape Proposals Sheet 1 of 5

Drawing No 4829.06 rev B entitled Landscape Proposals Sheet 2 of 5

Drawing No 4829.07 rev B entitled Landscape Proposals Sheet 3 of 5

Drawing No 4829.08 rev B entitled Landscape Proposals Sheet 4 of 5

Drawing No 4829.09 rev B entitled Landscape Proposals Sheet 5 of 5

shall be implemented in the first planting season of each completed phase as set out in Drawing No ALL/ P-P/01 Rev B entitled "Phasing Plan" following completion of the development of each phase or first occupation/use, whichever is the soonest, and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority, in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. This maintenance shall include the watering, weeding, mulching and adjustment and removal of stakes and support systems, and shall include the replacement of any tree or shrub which is removed, becomes seriously damaged, seriously diseased or dies by the same species. The replacement tree or shrub must be of similar size to that originally planted.

REASON: In the interests of the amenity of the area in accordance with Policy 17 in the Central Lancashire Core Strategy, Policy G13 and Policy G17 in the South Ribble Local Plan 2012-2026

**RELEVANT POLICY**

**NPPF National Planning Policy Framework**

**1 Locating Growth (Core Strategy Policy)**

1. **Housing Delivery (Core Strategy Policy)**
2. **Housing Density (Core Strategy Policy)**
3. **Housing Quality (Core Strategy Policy)**
4. **Affordable and Special Needs Housing (Core Strategy Policy)**

**17 Design of New Buildings (Core Strategy Policy)**

**22 Biodiversity and Geodiversity (Core Strategy Policy)**

1. **Crime and Community Safety (Core Strategy Policy)**
2. **Sustainable Resources and New Developments (Core Strategy Policy)**

**29 Water Management (Core Strategy Policy)**

**POLA1 Policy A1 Developer Contributions**

**POLD1 Allocations of housing land**

**POLD2 Phasing, Delivery and Monitoring**

**POLF1Car Parking**

|  |  |
| --- | --- |
| **POLG9** | **Worden Park** |
| **POLG10** | **Green Infrastructure Provision in Residential Developments** |
| **POLG11** | **Playing Pitch Provision** |
| **POLG13** | **Trees, Woodlands and Development** |
| **POLG16** | **Biodiversity and Nature Conservation** |
| **POLG17** | **Design Criteria for New Development** |

**Note:**

1. Informatives:

1. Regardless of planning permission being granted the applicant will have no rights to build on a public right of way unless a diversion has been applied for and certified.
2. A temporary closure on the relevant rights of way will be necessary during construction if there is likely to be a danger to the public
3. Rights of way should not be obstructed during or after construction unless temporarily with a temporary closure in place and rights of way to be reinstated on completion e.g. gates or vehicles
4. Rights of way should be taken into account if there is likely to be a change in ground level - a raise in ground level could cause surface water to run off onto a right of way potentially flooding.
5. Drainage of properties should also take into account the potential threat of flooding onto the rights of way
6. The quality of resurfacing of any right of way should be of sufficient standard to take into account the increased footfall and also contribution to future maintenance costs would be agreeable.
7. 4 weeks' notice is required for a temporary closure application and should there need to be a PROW diversion this can take several years due to the process involved.

Cadent Pipelines:

The applicant is advised to contact Cadent direct due to operational gas apparatus within the vicinity.