

Application Number 07/2018/0865/REM

Address Land Off
Wheelton Lane
Farington
Lancashire

Applicant Rowland Homes and Ainscough Brothers LLP

Agent Mr Chris Betteridge

Farington House
Stanifield Business Park
Stanifield Lane
Leyland
PR25 4UA

Development Reserved Matters application for the erection of
199 dwellings following outline approval
07/2013/0288/FUL (Access, appearance,
landscaping, layout and scale applied for)

Officer Recommendation **Approval with Conditions**
Officer Name **Mr Chris Sowerby**

Date application valid 22.02.2018
Target Determination Date 24.05.2018
Extension of Time



1. INTRODUCTION

1.1 This report should be read in conjunction with the report for variation of condition application 07/2018/0868/VAR which is also on the agenda for this Planning Committee meeting as both applications relate to the same proposed development.

2. REPORT SUMMARY

2.1 The proposal is a Reserved Matters application for the erection of 199 dwellings on the site, with the matters of 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' being applied for. The principle of a residential development of this section of the site for approximately 234 dwellings has previously been established by the granting of hybrid planning application 07/2013/0288/FUL.

2.2 The application relates to a 6.4 hectare site that forms the northern half of a wider allocated housing site ('Site B') under Policy D1 of the South Ribble Local Plan. A development of 234 dwellings is nearing completion on the southern half of 'Site B' with access on to Wheelton Lane.

2.3 The site is currently vacant and cleared, having previously been used for a variety of heavy industrial, light industry and storage and distribution purposes. The site is located within a mixed-use (retail, industrial, commercial and residential) area on the boundary of Leyland and Farington. The land is bounded to the north by Carr Lane; to the south by a residential development nearing completion; to the east by another residential development that is currently being constructed and to the west by Wheelton Lane.

2.4 The proposed scheme reflects the character and appearance of the existing dwellings on the former Farington Business Parks site and the former Roadferry site, with the proposal not considered to have a detrimental impact on the streetscene or the character of the area.

2.5 County Highways have raised no objections to the proposed development.

2.6 A Viability Assessment has been submitted with the application which concludes that the viability of the development cannot support an affordable housing provision. The application therefore proposes no affordable housing provision (either on-site or by way of a financial contribution to the provision of affordable housing off-site).

2.7 The Council appointed an independent valuer (Keppie Massie) to assess the Viability Assessment commissioned by the applicant. In their response Keppie Massie confirm that the resultant developer profit of 18% is in line with industry standards and represents a reasonable and competitive return and that in this case there are very significant abnormality costs largely relating to land contamination which will result in a cost to the developer in excess of £4 million to remedy.

2.8 Paragraph 016 of the Viability Section of the Planning Practice Guidance (PPG) recognises the need for an uplift (premium) to be added to the existing use value of the site in order to incentivise the landowner to sell for a higher value land use (in this case a residential land use). The PPG however does not stipulate what percentage uplift should be applied and leaves this to the market to dictate.

2.9 There is dispute between Keppie Massie and the applicant's appointed valuer as to whether the price that the applicant is to pay to acquire the site (i.e. the asking price being asked by the landowner) is reasonable. Whilst Keppie Massie have formed a view that they believe the landowner could be willing to accept a lower figure, which would in turn free up some money for the developer to provide 10% affordable housing, it is clear that other alternative methods to assess the financial data confirm the applicant's assertions.

2.10 To proceed to determine this planning application on the basis of the development being able to support an affordable housing contribution (i.e. refusal of this application) would attract significant risks which need to be given consideration in the planning balance.

2.11 Firstly, Keppie Massie acknowledge that there are various alternative approaches that can be used to assess the data which could give rise to a different conclusion and state that any one of these alternative approaches may be preferred by a Planning Inspector should the matter result in an appeal.

2.12 Secondly, Keppie Massie highlight that the new Planning Practice Guidance has not yet been subject to any appeal decisions and confirm therefore that at this stage there is nothing specifically to support the approach used to reach their conclusion.

2.13 Thirdly, the potential implications of refusing the application are highlighted, these being a delay in the commencement of development on the site or the landowner choosing to leave the site vacant until the market allows for the return they are seeking. Both of these scenarios would have implications for the Council's land supply as at the end of 2017/2018 the Council was able to only demonstrate a 5.01 year supply of deliverable housing land which includes this site contributing towards that figure. At a recent Public Inquiry on another housing site within the Borough (Bellway Homes on Brindle Road) the Council argued a higher housing land supply figure which was contested by the appellant's Barrister. Unfortunately until the decision is received from the Planning Inspectorate in relation to this appeal we do not have a definitive answer as to what our current housing land supply figure is.

2.14 The above risks need to form part of the planning balance. For clarity, the profit the applicant would make on the development is not being disputed. Lack of certainty of if Keppie Massie's approach would be supported by the Planning Inspectorate at any subsequent appeal and the real threat of refusing would delay the delivery of housing on the site somewhere between in the short term and indefinitely, which would consequently potentially jeopardise the Council's ability to demonstrate compliance with housing land supply requirements, needs to be afforded significant weight in the planning balance. It should also be noted that whilst not meeting the definition of "affordable housing" some of the proposed housetypes are to be marketed at c. £145,000-£165,000 which would be of interest to first time buyers.

2.15 On balance, it is the view of Officers that securing the delivery of 199 dwellings on the site that would contribute considerably towards the Council's housing land supply outweighs the risk of refusing the application where there is evident uncertainty if the Council's decision would be supported by the Planning Inspector or the site remaining vacant for an undeterminable period of time with the landowner holding out for their desired value of the site.

2.16 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 D1, F1, G10 and G17 of the South Ribble Local Plan. For these reasons, and those contained within the report, the application be approved subject to the imposition of conditions.

2.17 The outline permission included conditions relating to external materials, ground levels, external lighting, contaminated land, air quality, the agreement of a Construction Method Statement, hours of construction, drainage, traffic calming measures, parking provision and the submission of a Travel Plan which do not need to be re-imposed as part of the Reserved Matters approval.

3. APPLICATION SITE AND SURROUNDING AREA

3.1 The application relates to a 6.4 hectare site that forms the northern half of a wider allocated housing site ('Site B') under Policy D1 of the South Ribble Local Plan. A development of 234 dwellings is nearing completion on the southern half of 'Site B' with access on to Wheelton Lane.

3.2 The site is currently vacant and cleared, having previously been used for a variety of heavy industrial, light industry and storage and distribution purposes. Since been cleared the site was used temporarily by United Utilities as a training centre for operatives working in tunnels but this use has since ceased.

3.3 The site is located within a mixed-use (retail, industrial, commercial and residential) area on the boundary of Leyland and Farington.

3.4 The land is bounded to the north by Carr Lane; to the south by a residential development nearing completion; to the east by another residential development that is currently being constructed and to the west by Wheelton Lane.

4. SITE HISTORY

4.1 In August 2013 a hybrid planning application (part outline application with all matters reserved and part full application) (07/2013/0288/FUL) was approved for up to 468 dwellings on the wider 'Site B'. The planning consent gave permission for 234 dwellings on the southern section (the development nearing completion) with the principle consented for up to 234 dwellings on the northern section (subject to this current application under consideration).

4.2 Due to viability issues, largely associated with remediation of significant land contamination, the element of the development granted full planning permission was only able to provide 11% affordable housing. It was agreed at the time that a further viability study would be required as part of the submission of the Reserved Matters application on the northern section of the site (subject to this current application under consideration) to determine the number of affordable units and other contributions that can be provided on the remainder of the site.

4.3 In June 2014 temporary planning permission (07/2014/0141/FUL) was granted for a period of three years for the use of part of the site as a training centre for operatives working in tunnels. This use has however since ceased.

5. PROPOSAL

5.1 The proposal is a Reserved Matters application for the erection of 199 dwellings on the site, with the matters of 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' being applied for.

5.2 The proposal comprises of 9 two-bed semi-detached and terrace properties, 72 three-bed semi-detached and terrace properties, 42 three-bed detached properties and 76 four-bed detached properties.

5.3 There is a diverse range of house types proposed both in terms of design and scale, with varying relationships.

5.4 In total 0.67 hectares of open space are proposed within the development. This would be split with an area centrally within the site and an area in the north-eastern corner of the site.

5.5 Whilst the associated outline planning consent requires 20% affordable housing to be provided on-site a Market Report and Financial Viability Assessment has been submitted with the application which concludes that the viability of the development cannot support any provision of affordable housing. This is assessed in detail within the 'Affordable Housing and Development Viability' section of this report.

5.6 Amended plans have been submitted in response to issues raised by County Highways relating to off-street parking provision and the provision of adequate turning heads.

6. REPRESENTATIONS

6.1 As of the 22nd August 2 letters of objection have been received in relation to the proposed development. A summary of the points raised follows:

Highway Issues

- Access on Wheelton Lane unacceptable due to congestion
- Traffic calming measures along Wheelton Lane restrict traffic flow
- Wheelton Lane needs resurfacing
- Pedestrian links through to Northgate would be beneficial

6.2 A further letter of representation has been received which, whilst not objecting to the proposed development, makes the following comments regarding potential improvements that could be made:

- Traffic calming measures along Wheelton Lane could be improved
- Wheelton Lane needs resurfacing
- Additional community facilities needed

7. CONSULTATION REPLIES

County Highways raise no objections to the plans as amended, confirming that the site layout is acceptable. The off-street car parking provision for each dwelling meets the adopted standard as set out in Appendix 4 of the South Ribble Local Plan. A condition is recommended relating to the agreement of site access detail. A recommended condition relating to the provision of wheel washing facilities for construction traffic is already on the associated outline planning consent and therefore does not need duplicating.

Environmental Health requested the submission of a revised Noise Impact Assessment to take account of consented development on the employment/industrial site to the north. This has since been provided and Environmental Health comment that with the provision of alternative means of ventilation and increased glazing specification on some properties the development is acceptable. The outline permission gave due consideration to, and included conditions relating to, contaminated land and air quality which do not require reconsideration as part of this Reserved Matters application.

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

8. MATERIAL CONSIDERATIONS

8.1 The principle of a residential development of this section of the site for approximately 234 dwellings has previously been established by the granting of hybrid planning application 07/2013/0288/FUL.

8.2 Policy Considerations

i) NPPF

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

ii) Core Strategy Policy Considerations

8.2.2 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.

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

8.2.4 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."

8.2.5 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.

8.2.6 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.

8.2.7 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 (2012-2026) Policy G17.

iii) Affordable Housing and Development Viability

8.2.8 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.

8.2.9 The cost of remediation works as a result of the site's former industrial use resulted in only 20 of the 234 dwellings approved (11.7%) within the first phase of the development being 'affordable housing'. The Section 106 Agreement associated with the development requires a review of the site's ability to deliver affordable housing through a Viability Assessment to be submitted as part of the Reserved Matters application for the second phase of the development (this current application under consideration).

8.2.10 A Viability Assessment has been submitted with the application which concludes that the viability of the development cannot support an affordable housing provision. The application therefore proposes no affordable housing provision (either on-site or by way of a financial contribution to the provision of affordable housing off-site).

8.2.11 Section G of the Central Lancashire adopted Affordable Housing Supplementary Planning Document (SPD) confirms that if it can be demonstrated that if applying the Council's affordable housing provision will make a scheme unviable then the required provision may be relaxed or waived, stating:

"there will be site-specific circumstances where achievements of the affordable housing proportions set out in the Policy may not be possible.

[...] Where a developer or landowner considers that there are significant constraints sufficient to jeopardise or prevent them from meeting the Council's affordable housing policy targets, this will need to be demonstrated by the submission of a suitable financial appraisal, which will be subject to testing by the Local Planning Authority at the developer's expense. The Council will adopt an 'open book' approach to this assessment and the developer/landowner will be expected to provide all relevant financial and other information behind the appraisal to enable the Councils and/or independent valuer on their behalf to assess the nature, extent and impact of the constraints upon the viability of the scheme."

8.2.12 The revised NPPF notes *"The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case [...]"* (paragraph 57)

8.2.13 The Viability Section of the Planning Practice Guidance has also been updated following the publication of the revised NPPF and states *"Viability assessment is a process of accessing whether a site is financially viable, by looking at whether the value generated by a development is more than the cost of developing it. This includes looking at the key elements of gross development value, costs, land value, landowner premium, and developer return"* (paragraph 010).

8.2.14 The Council appointed an independent valuer (Keppie Massie) to assess the Viability Assessment commissioned by the applicant. In their response Keppie Massie confirm that the resultant developer profit of 18% is in line with industry standards and represents a reasonable and competitive return. The developer's profit is calculated by deducting the gross development costs (GDC) from the gross development value. The gross development costs (GDC), as well as considering the cost of land acquisition, construction costs and professional fees, includes any abnormal site specific development costs. In this case there are very significant abnormality costs

largely relating to land contamination which will result in a cost to the developer in excess of £4 million to remedy.

8.2.15 Keppie Massie and the applicant's appointed valuer are in agreement on the value to be applied to form the existing use value of site, which generates an existing use value of £2,365,000 (i.e. the price that could be realistically achieved by the landowner if the site was to be sold for industrial and employment uses). Paragraph 016 of the Viability Section of the Planning Practice Guidance (PPG) recognises the need for an uplift (premium) to be added to the existing use value of the site in order to incentivise the landowner to sell for a higher value land use (in this case a residential land use). The PPG however does not stipulate what percentage uplift should be applied and leaves this to the market to dictate.

8.2.16 In arriving at their declared benchmark land value (the value of site with the proposed use prior to cost deductions) of £300,000 per acre (£3,652,000 total) the applicant's valuers have given consideration to the benchmark land values established on Phase 1 of the development (c.£440,000 per acre) and the adjacent former Roadferry site that is being developed by the applicant (£283,499 per acre), together with current market conditions, site abnormalities and the proposed plot density. Once all of the costs are deducted from sales revenue the residual land value (i.e. the sum of money available for the purchase of land) is £264,254 per acre. Given the very significant site abnormality costs the application of this figure would not provide sufficient profit (usually in excess of 20% developer profit) to allow the provision of affordable housing on-site or the payment on monies to the Council in lieu of the provision of affordable housing on-site.

8.2.17 There is however a dispute between Keppie Massie and the applicant's appointed valuer as to whether the price that the applicant is to pay to acquire the site (i.e. the asking price being asked by the landowner) is reasonable. Keppie Massie have prepared a financial appraisal for the development which includes the provision of 10% affordable housing on-site (20 units) at a cost of £617,262 to be deducted off the sale value of the land. This would result in a residual land value of £219,590 per acre (£3,034,738 total), which represents a 28.3% uplift over the existing use land value for the landowner, with nothing being submitted by the applicant to demonstrate that this uplift would not be viewed favourable by the landowner. Whilst Keppie Massie state they believe this approach is justifiable, they however also acknowledge that this is a subjective assessment therefore the actual figure the landowner would be willing to sell the site for could be higher and it is clear that other alternative methods to assess the financial data confirm the applicant's assertions.

8.2.18 To proceed to determine this planning application on the basis of the development being able to support an affordable housing contribution (i.e. refusal of this application) would attract significant risks which need to be given consideration in the planning balance.

8.2.19 Firstly, Keppie Massie acknowledge that there are various alternative approaches that can be used to assess the data which could give rise to a different conclusion and state that any one of these alternative approaches may be preferred by a Planning Inspector should the matter result in an appeal.

8.2.20 Secondly, Keppie Massie highlight that the new PPG has not yet been subject to any appeal decisions and confirm therefore that at this stage there is nothing specifically to support the approach used to reach their conclusion.

8.2.21 Thirdly, the potential implications of refusing the application are highlighted, these being a delay in the commencement of development on the site or the landowner choosing to leave the site vacant until the market allows for the return they are seeking. Both of these scenarios would have implications for the Council's land supply as at the end of 2017/2018 the Council was able to only demonstrate a 5.01 year supply of deliverable housing land which includes this site contributing towards that figure. It is however recognised that the revised NPPF indicates that the housing land supply should not be considered against the minimum annual local housing need figure if the relevant policy has not been reviewed with the formula to be used to form this

calculation due to be reviewed by the Government later this year. At the recent Public Inquiry in relation to Bellway Homes refusal of planning permission on Brindle Road the Council contested using what we believe to be the correct formula the Council would have a housing land supply figure of more than 18 years. The appellant's Barrister however argued that the 5.01 year figure is correct as they believe that a review of the relevant policy has taken place in the form of a Memorandum of Understanding which was signed by the Central Lancashire authorities agreeing to continue to use the requirement of 417 dwellings per annum for South Ribble subject to the outcome of the current review of the Local Plan. Unfortunately until the decision is received from the Planning Inspectorate in relation to this appeal we do not have a definitive answer as to what our current housing land supply figure is.

8.2.22 The above risks need to form part of the planning balance. For clarity, the profit the applicant would make on the development is not being disputed. The point of dispute is whether the price that the applicant is to pay to acquire the site (i.e. the asking price being asked by the landowner) is reasonable. Whilst Keppie Massie have formed a view that they believe the landowner could be willing to accept a lower figure, which would in turn free up some money for the developer to provide 10% affordable housing, it is clear that other alternative approaches to assess the data confirm the applicant's assertions. This lack of certainty if Keppie Massie's approach would be supported by the Planning Inspectorate at any subsequent appeal and the real threat of refusing would delay the delivery of housing on the site somewhere between in the short term and indefinitely, which would consequently potentially jeopardise the Council's ability to demonstrate compliance with housing land supply requirements, needs to be afforded significant weight in the planning balance. It should also be noted that whilst not meeting the definition of "affordable housing" some of the proposed housetypes are to be marketed at c. £145,000-£165,000 which would be of interest to first time buyers.

8.2.23 On balance, it is the view of Officers that securing the delivery of 199 dwellings on the site that would contribute considerably towards the Council's housing land supply outweighs the risk of refusing the application where there is evident uncertainty if the Council's decision would be supported by the Planning Inspector or the site remaining vacant for an undeterminable period of time with the landowner holding out for their desired value of the site.

iv) Open Space

8.2.24 Please refer to the report for variation of condition application 07/2018/0868/VAR which is also on the agenda for this Planning Committee meeting as the application relates specifically to the provision of on-site public open space.

8.3 CIL

8.3.1 The approval of the associated outline planning permission pre-dated the introduction of the Community Infrastructure Levy charging schedule and, as such, monies would not be required through CIL. The associated hybrid planning application 07/2013/0288/FUL did however secure a contribution of £1.3 million towards local infrastructure improvements.

8.4 Character and Design

8.4.1 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 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 surrounding residential development comprises of properties of varying sizes, designs and ages with modern properties to the south on phase one of the former Farington Business Park site and being built to the east on the former Roadferry site with traditional properties present along Wheelton Lane and to the west of Kentmere Avenue, Grasmere Avenue and Windermere Avenue. As a result, the proposed mixture of housetypes and designs on the site is not considered to be out of character with the surrounding area. A condition to require agreement of the proposed sample materials with the Local Planning Authority prior to the commencement of the development will allow the Local Planning Authority to control the

materials to ensure they relate well to local area. Sufficient garden spaces are proposed for the dwellings. The proposed development is not considered to result in the overdevelopment of the site.

8.4.2 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.

8.5 Relationship To Neighbours

8.5.1 A minimum distance of 21m would be present from the rear elevations of proposed dwellings along the southern boundary to the rear elevations of the newly constructed dwellings within phase one to the south.

8.5.2 A minimum distance of 12.5m would be present from the side gables of proposed dwellings along the southern boundary to the rear elevations of the newly constructed dwellings within phase one to the south.

8.5.3 Distances in excess of 30m would be present between the front elevations of the proposed dwelling along the western boundary to the front elevations of existing properties opposite on Wheelton Lane.

8.5.4 Minimum distances of 21m are present between the proposed dwellings along the eastern boundary to the rear elevations dwellings under construction and approved within the former Roadferry site.

8.5.5 The proposed inter-relationships meet the recognised minimum spatial separation standards and will not result in undue overlooking / loss of privacy or overdominance / overshadowing.

8.6 Highway Issues

8.6.1 County Highways have fully assessed the application and have raised no objections to the proposal.

8.6.2 With the exception of 10 dwellings that have driveway access directly onto Carr Lane, the proposed development would be served by a newly created access onto Wheelton Lane. County Highways have confirmed that this is acceptable and all sight line requirements are fully achievable over the applicant's land and/or the existing adopted highway.

8.6.3 An internal road connection is proposed to the phase one development to the south in addition to a pedestrian/cycle link to the residential development on the former Roadferry site to the east, both of which were requirements on the associated planning permissions.

8.6.4 A highways improvement contribution of £25,000 to fund the provision of a cycle path on the east side of Olympian Way to link with the cycle path on Golden Hill Lane and the town centre was secured as part of the associated outline planning consent on the wider site. A financial contribution towards the preparation of a travel plan for the development was also secured as part of the associated planning consent for the wider site.

8.6.5 The off-street car parking provision for each dwelling meets the adopted standard as set out in Appendix 4 of the South Ribble Local Plan.

8.7 Tree Issues / Wildlife

8.7.1 An Ecological Report submitted with the associated outline planning consent on the wider site describes the sites as comprising of *"bare ground and hardstanding with patches of ruderal and scrub vegetation throughout"*. The lack of any significant areas of vegetation means the site provides limited opportunities for wildlife to forage.

8.7.2 The submitted Site Layout Plan shows the retention of mature trees along the western boundary and in the north-western corner of the site. A condition requiring tree protection

measures on trees to be retained was imposed on the associated outline planning consent on the wider site. The Council's Arboriculturist has raised no objections to the proposed development.

9. CONCLUSION

9.1 The proposed residential development comprising of 199 dwellings on the site is considered to be acceptable on the 6.4 hectare site. 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 streetscene. 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.

9.2 On balance, it is the view of Officers that securing the delivery of 199 dwellings on the site that would contribute considerably towards the Council's housing land supply outweighs the risk of refusing the application for not providing affordable housing where there is evident uncertainty if the Council's decision would be supported by the Planning Inspector or the site remaining vacant for an undeterminable period of time with the landowner holding out for their desired value of the site.

9.3 The outline permission included conditions relating to external materials, ground levels, external lighting, contaminated land, air quality, the agreement of a Construction Method Statement, hours of construction, drainage, traffic calming measures, parking provision and the submission of a Travel Plan which do not need to be re-imposed as part of the Reserved Matters approval.

9.4 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 D1, F1, G10 and G17 of the South Ribble Local Plan. For these reasons, and those contained within the report, the application be approved subject to the imposition of conditions.

POLICY CONSIDERATIONS

- 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)
- POLD1 Allocations of housing land
- POLF1 Car Parking
- POLG10 Green Infrastructure Provision in Residential Developments
- POLG17 Design Criteria for New Development

RECOMMENDATION

Approval with Conditions

CONDITIONS/REASONS

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

2. The development shall be carried out in accordance with the approved materials schedule detailed on the approved Drawing no. R082/3 (Materials Schedule Plan) 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. No property shall be occupied, or be brought into use, until their respective car parking spaces have been surfaced or paved in accordance with a scheme to be approved in writing by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan.

REASON: To allow for the effective use of the parking areas, 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 development shall be carried out in accordance with the approved Construction Management Plan (ref. Revision B) unless otherwise agreed in writing with the Local Planning Authority.

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

6. Prior to the commencement of each phase of development, a scheme and programme for the laying out, landscaping, maintenance and retention of any area of public amenity land within that phase, shall be submitted to the Local Planning Authority for approval in writing. The development shall proceed in accordance with the agreed scheme.

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

7. The approved landscaping scheme shall be implemented in the first planting season following completion of the development 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

8. The recommended mitigation measures in relation to noise contained within Hepworth Acoustics report ref. P18-157-R01v3 shall be implemented in full prior to the occupation the relevant property and retained and maintained thereafter.

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

9. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwgs no. R082/1 C (Planning Layout), R090/4 (Fencing Layout), R082/1000 (Location Plan), HT101/P/02 A (Cranbrook), HT105/P/111 D (Burlington), HT132/P/111 (Victoria), HT138/P/113 (Ashgate), HT150/P/02 (Wallace), HT164/P/1 (A2), HT165(H)/P/1-1 (A3), HT166/P/111 (Charleston), P/SG/1 (Single Detached Garage), P/TG/1 (Twin Detached Garage), 5260.01 A (Landscape Proposal) and 5260.02 A (Landscape Proposal).

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