

Item 3 09/00108/FUL Permit (Subject to Legal Agreement)

Case Officer Mr Andy Wiggett

Ward Clayton-le-Woods West And Cuerden

Proposal **Erection of 5 additional units at 26A Lancaster Lane and proposed amendments to previously approved layout (08/00787/FUL) 24 Lancaster Lane, including plot substitution of house type - plot 4 and amended position of plot 8**

Location **26A Lancaster Lane Clayton-Le-Woods Leyland PR25 5SN**

Applicant **Wainhomes Developments Limited**

Proposal The application proposes the demolition of No. 26a Lancaster Lane and its replacement with 2 two storey dwellings and within the curtilage a further 3 two storey dwellings will be erected. The development will be accessed by an extension of the cul-de-sac approved under App. No. 08/00787/FUL.

Policy **Chorley Borough Local Plan Review**
GN1 – Settlement Policy – Main Settlements
GN5 – Building Design
HS4 – Design and Layout of Residential Developments
TR4 – Highway Development Control Criteria
EP4 – Species Protection
SPD – HDG

Planning Policy Statement 3 - Housing

Planning History **07/00978/FUL** – erection of nine detached houses – withdrawn
07/01418/FULMAJ – erection of twelve detached residential dwellings to include demolition of 24 Lancaster Lane – withdrawn
08/00787/FUL – erection of 9 detached dwellings and demolition of 24 Lancaster Lane - approved

Consultations **Parish Council** – object on traffic grounds and overdevelopment of the site
Neighbourhoods – require a condition concerning a desk top study and site walkover to identify the potential for ground contamination
County Highways – application should be refused on highway safety grounds as road will not be to adoptable standards, drives and garages do not meet the required dimensions. Need site lines of 2.5m x 70m onto Lancaster Lane. Access road should have a width of 5.5m for 20m into the site.
Manual for Streets now states that the x and y distances for a 30mph road are 2.4m and 43m respectively and the Highway Authority requirements are based on superseded figures and therefore cannot be accepted.

Representations 23 letters of objection received raising the following issues:

- Domino effect development
- Green spaces in residential areas will be diminished
- Wildlife will suffer

- Increase in traffic on already busy road
- Other building sites available in the area
- Destroying character of Clayton-le-Woods with an alien form of development
- Risk of localised flooding

Applicant's Case

- Application is previously developed land in a highly sustainable location
- Design of scheme is appropriate for this location and takes full account of need to preserve the amenity of neighbours
- Proposals conform to Local Plan policies
- Scheme will benefit the appearance of the area

Assessment

The main issues to consider whether the development is appropriate for this include impact on neighbour amenities, the highway safety and character of the surrounding area.

Neighbour Amenities

The layout is very tight to the boundaries of the site and adjacent property particularly those on Kellet Avenue but meets the 10m guideline set out in the Council's SPD so to achieve an acceptable distance to avoid overlooking. The houses on the Lancaster Lane frontage are in line with the existing property and whilst the dwelling next to No. 26 is only 1m off the boundary there are no habitable rooms on the side elevation adjacent to it.

Highway Safety

This is a complicated situation as there will only be three additional dwellings accessed off the approved cul-de-sac. The approved access road does not meet the County Highway standards for adoption and will remain as a private road. The width of the road meets the minimum level set out in Manual for Streets to allow a car and refuse vehicle to pass. There would be footways into the site for 10m and one footway down into the cul-de-sac turning head. However, due to the length of the cul-de-sac at 110m refuse vehicles must be accommodated down the full length of the road in order to meet bin carry distances. Manual for Streets states that refuse vehicles may need to enter cul-de-sacs over 55m in length. The turning head has now been designed to accommodate refuse vehicles and follow the advice in Manual for Streets. It is noted that the car parking spaces should be 6m x 3m to meet the guidance set out in Manual for Streets and although the first part of the development already approved has spaces below this the scheme has been designed to comply with these dimensions. The recommended site lines at the Lancaster Lane junction can be achieved but there are protected trees within the verge and a condition will be required to ensure that branches etc. are removed so as not to impede visibility.

Character of the Surrounding Area

In determining this application regard has been had to the Inspector's decision on development at 54 Lancaster Lane. He

was of the opinion that as the development contained dwellings of the same type as found in the area, this would reflect its character. The character of this part of Lancaster Lane is very similar to that around 54 so that this development by the same token can be considered in character. The issue of the acquisition of further land and as a result the gradual extension of new residential development beyond that previously approved was raised with the Inspector at the appeal but he was of the opinion that this would not result in an unacceptable form of development. The application was accompanied by an environmental assessment which did not identify the presence of bat roosts in the existing dwelling to be demolished but recommended a precautionary principle be adopted to the scheme. The application retains the protected trees but a condition is recommended regarding root protection zones in accordance with BS5837:2005 so as to ensure their safety during construction.

Conclusion

The development of this previously developed site is considered acceptable in principle as the issues raised by objectors have been considered elsewhere on Lancaster Lane where the Inspector concluded that the development of large gardens is an acceptable way to utilise such sites. The layout follows the style of the previously approved layout in terms of house types and satisfactorily allows for the cul-de-sac to be extended and allow for refuse vehicles to access the site.

**Recommendation: Permit (Subject to Legal Agreement)
Conditions to follow**
