

Item 6 09/00449/REMAJ Approve Reserved Matters

Case Officer Mrs Nicola Hopkins

Ward Clayton-le-Woods And Whittle-le-Woods

Proposal Reserved matters application for the erection of 227 dwellings with associated garages, roads, sewers & parking spaces for Parcels H6, I (Phase 1) and I (Phase 2)

Location Land Parcel H6 Lancashire Drive Buckshaw Village Lancashire

Applicant Mr Chris Greenall

Consultation expiry: 4th August 2009
Application expiry: 15th September 2009

Proposal This application is a reserved matters application for the erection of 227 dwellings on Parcel H6 and Parcel I of Buckshaw Village. The application site is designated as four different character areas within the Masterplan. These include a Village Street character area, a Period Formal character area, a Traditional Streets character area and a Contemporary Housing character area. The majority of the site is designated as a Contemporary Housing character area.

Outline permission was granted for the Buckshaw Village development in 1997 and amended in 2002. The site as a whole is split between the administrative areas of South Ribble Borough Council and Chorley Borough Council. This application is entirely within the boundary of Chorley Borough Council.

Summary The principle of redeveloping the site for a mixed use development was established with the original grant of outline planning permission. The parcels subject to this planning application are allocated for residential development within the Masterplan and as such the proposals are considered to be acceptable.

Planning Policy **National Polices:**
PPS1, PPS3, PPS23, PPS25

North West Regional Spatial Strategy:
Policy DP1: Spatial Principles
Policy DP4: Make the best use of Existing Resources and Infrastructure
Policy DP7: Promote Environmental Quality
Policy RDF1: Spatial Priorities
Policy L4: Regional Housing Provision
Policy L5: Affordable Housing
Policy RT9: Walking and Cycling
Policy EM5: Integrated Water Management

Adopted Chorley Borough Local Plan Review:
GN2: Royal Ordnance Site, Euxton
GN5: Building Design and Retaining Existing Landscape Features and Natural Habitats

GN9: Transport Accessibility
EP18: Surface Water Run Off
HS4: Design and Layout of Residential Developments
HS5: Affordable Housing
TR1: Major Development- Tests for Accessibility and Sustainability
TR4: Highway Development Control Criteria
TR18: Provision for pedestrians and cyclists in new developments

Planning History **97/00509/OUT:** Outline application for mixed use development (granted in 1999)

02/00748/OUT: Modification of conditions on outline permission for mixed use development

Representations **Whittle le Woods Parish Council** have no comments to make

Consultations **Lancashire County Council (Highways)** initially objected to the scheme

Chorley Borough Council's (Environmental Services) have commented on refuse collection at the site.

Environment Agency have commented on contaminated land

Assessment **Principle of the Development**

Policy GN2 of the Adopted Chorley Borough Local Plan Review applies to the Royal Ordnance Site. This states that high quality and phased development will be permitted for purposes appropriate to the concept of an Urban Village. Parcel I Phase 1 and Parcel H6 are wholly allocated as Contemporary Housing parcels within the Master plan approved under the outline permission and the Buckshaw Village Design Code. Parcel I Phase 2 incorporates various character areas including Traditional Street character area (facing the Green Corridor along the north eastern boundary of the parcel), Period Formal character area (facing the Green Corridor along the north western boundary of the parcel) and as Village Street character area (facing the central Village Green area associated with the Community Centre).

In respect of the contemporary housing parcels the Masterplan states that these parcels should incorporate modern estate development with 1-3 storey detached, semi-detached and terraced housing at a density of 25-35 dwellings per hectare.

In respect of the Traditional Streets character areas the Masterplan states that these areas should accommodate the first speculative and mass development for non-villagers with 2 to 2.5 storey detached and semi-detached dwellings with some terraces with a density of 30 dwellings per hectare.

In respect of Village Street Character area these are defined as pre and post Industrial revolution character areas within 2 to 3 storey blocks principally terraces with a density of 40-50 dwellings per hectare.

The parcel also includes a landmark building site as allocated within the Masterplan and is located at the south west corner of Parcel I Phase 2. In accordance with the Masterplan landmark buildings may include residential development in various forms

which should reflect the theme of the relevant character area. Landmark buildings can range in height from 1-4 stories and range in density from 25-50 dwellings per hectare.

The whole site covers 15.8 acres which equates to 6.39 hectares. The proposal incorporates the erection of 227 new dwellings which equates to approximately 35 dwellings per hectare.

Design and Appearance

This application incorporates the development of two parcels of land at Buckshaw Village (although parcel I is split into two phases).

Parcel H6

Parcel H6 is a contemporary housing parcel and constitutes the remaining part of Parcel H of the development. The site is bordered by the Green Corridor, Parcel H7 (Redrow Homes 06/00676/REMMAJ), Parcel H4 (Persimmon Homes 06/01056/FULMAJ and 08/00767/FULMAJ), Parcel H2 (Redrow Homes 05/00488/REMMAJ) and Parcel H8 (Redrow Homes 07/00248/REMMAJ).

The parcel incorporates a mix of two storey terraced, semi-detached and detached dwellinghouses with a three storey apartment block (incorporating three 2 bedroom apartments) facing the Green Corridor and two buildings which accommodate garages at ground floor level and a two bedroom flat above. The dwellinghouses incorporate a mixture of two and three bedroom dwellings.

The properties are modern dwellinghouses which incorporate a mix of in curtilage parking with garages and parking courts. Each property requires 2 off road parking spaces which is achieved on this site and the garages measure 6 metres by 3 metres to accommodate a vehicle and a bicycle.

The predominate brick is red brick with the occasional use of a buff brick which will act as feature buildings and break up the visual appearance of the scheme. Additionally render is proposed in identified locations through the parcel.

The parcel covers 1.323 hectares which equates to 35 dwellings per hectare. This density is at the higher end of the densities for a contemporary housing parcel however the layout of this parcel is considered acceptable. The parcel borders one of the Green Corridors which link through the site and all of the properties along the Green Corridor face onto this area ensuring that there are no blank gables along the corridor creating a degree of visual interest ensuring that the corridor is overlooking creating natural surveillance.

The surrounding parcels of land have planning permission and are under construction/ completed. The siting of the proposed dwellings takes into account the Council's spacing standards ensuring that the amenities of the residents of the proposed and adjacent housing parcels are protected.

Levels plans have been submitted which sets out the finished floor levels of the proposed dwellings and the finished floor levels of the surrounding parcels which have planning permission. The finished

floor levels of Parcel H7 are very similar to the application site. Similarly the properties on parcel H2 reflect the finished floor levels of the proposed dwellings. The properties on parcel H4 are slightly higher however there is no significant change in levels and the properties ensure adequate spacing distances are maintained.

Parcel H7, to the east of the application site, accommodates Redrow's Debut properties. Block 12 of the Debut parcel is located in close proximity to plot 700 and incorporates a three storey building with habitable room windows overlooking plot 700. The applicant was advised of this issue and the scheme has subsequently amended. Plot 700 has been moved away from the common boundary and a footpath link has been incorporated between the two building and a flank fence detail is proposed along with additional planting. A similar situation occurred at Parcel A1. It is considered that the amendments along with additional planting will protect the amenities of the occupiers of plot 700 whilst ensuring that a large unutilised space is not created between these two properties.

Parcel I Phase 1

Parcel I Phase 1 is a contemporary housing parcel and approximately a third of the area covered by Parcel I of the development. The site is bordered by the Green Corridor, the link road and Phase 2 of the Parcel.

The parcel incorporates a mix of two and 2.5 storey semi-detached and detached dwellinghouses with two buildings which accommodate garages at ground floor level and a two bedroom flat above. The dwellinghouses incorporate a mixture of two, three and four bedroom dwellings.

The properties are modern dwellinghouses which incorporate a mix of in curtilage parking with garages and parking courts. Two off road parking spaces will be required for the 2/3 bedroom dwellings which is achieved on this site. The four bedroom dwellings require three off road parking spaces which was not achieved for every plot initially however following advise to the applicants in this regard the plans have been amended. The amendments ensure that 3 off road car parking spaces are achieved for four bedroom dwellings. Where 3 off road spaces could not be achieved the properties have been replaced with three bedroom dwellings which only require 2 off road parking spaces which can be achieved. The garages have also been amended to measure 6 metres by 3 metres to accommodate a vehicle and a bicycle in accordance with Manual for Streets.

The predominate brick is red brick with the occasional use of a buff brick which will act as feature buildings and break up the visual appearance of the scheme. Additionally render is proposed in identified locations through the parcel.

The parcel covers 1.915 hectares which equates to 30 dwellings per hectare. This density accords with the density for a contemporary housing parcel as set out within the approved Matserplan. The parcel borders one of the Green Corridors which link through the site and all of the properties along the Green Corridor face onto this area ensuring that there are no blank gables along the corridor creating a degree of visual interest whilst

ensuring that the corridor is overlooked creating natural surveillance.

Parcel I Phase 2

This part of the parcel is located in close proximity to the Village Centre and the central village green area. Due to its location there are various character areas, as set out within the Masterplan, within this Parcel. The apartments approved as part of Parcel H8 (ref: 07/00248/REMMAJ) are located within the north western corner of this parcel and the application proposes amendments to the car parking arrangement associated with the apartments. The amendments to the car park layout do not result in a decrease in the number of parking spaces just amendments to the configuration of the spaces

Along the north western boundary of the parcel, fronting the Green Corridor the character area is Period Formal. The apartments within Parcel H8 which also fall within the Period Formal character area are 3/ 4 storey blocks which face a area of open space. The dwellings within this parcel which fall within the Period Formal character area consist of 2, 2.5 and 3 storey dwellinghouses fronting the Green Corridor. The dwellings are linked properties which reflect the neighbouring apartments as they provide a frame for the green corridor whilst providing variations in heights. This is in accordance with the Masterplan in respect of this character area.

Along the southern boundary of the parcel, the element which fronts the central Village Green, the character within the Masterplan is a Village Street character area. The properties within this area front onto the highway which borders the Village Green area and incorporate a mixture of 2 and 2.5 storey properties. The properties are mainly detached dwellings and although the Masterplan suggests that these areas should be principally terraces this parcel is moving area from the Village Centre and the properties will overlook the Village Green area. It is considered that this section of the parcel will provide a traditional street character with direct vehicular access off the highway serving garages set back/ to the rear of the dwellings.

This parcel incorporates a landmark building within the south western boundary of the parcel. The originally submitted proposals did not incorporate a landmark building within this location however the plans have been amended to incorporate a three storey apartment building with 6 six two bedroom apartments. This building will create a focal building fronting onto both the Green Corridor and the Village Green area.

The northern part of this parcel falls within a traditional street character area with properties fronting the Green Corridor. The properties incorporate a mixture of 2 and 2.5 storey properties with 3 storey dwellings close to the neighbouring apartment block to provide as a transition between the two parcels. This element of the parcel incorporates semi-detached and detached dwellings with some terraces and linked properties fronting the Green Corridor. The properties along the Green Corridor provide a 'frame' for this amenity space. The majority of the properties incorporate driveways at the side of the properties serving rear garages although the properties along the Green Corridor

incorporate rear parking courts. The proposals accord with the Masterplan in this regard.

The remainder of this parcel is defined as a contemporary housing parcel within the Masterplan. The proposal incorporates a mix of 2 and 2.5 storey dwellinghouses with in-curtilage parking and rear parking courts/ garage accommodation. The proposals accord with this character area as set out within the Masterplan.

To ensure the various character areas set out within the Masterplan are reflected and achieved on site this parcel has been amended compared to the originally submitted proposals. The main change is the inclusion of a traditional village street through the centre of the Parcel. In terms of parking 2 off road parking spaces are incorporated for 2/3 bedroom dwellings with 3 off road parking spaces for 4 bedroom dwellings.

The predominate brick is red brick with the occasional use of a buff brick which will act as feature buildings and break up the visual appearance of the scheme. Additionally render is proposed in identified locations through the parcel.

The parcel covers 3.518 hectares which equates to 34 dwellings per hectare. Due to the various character areas present within this parcel the masterplan sets out various densities. It is considered that an average of 34 dwellings per hectare is an acceptable density taking into account the various character areas. The parcel borders two Green Corridors which link through the site and all of the properties along the Green Corridor face onto this area ensuring that there are no blank gables along the corridor creating a degree of visual interest whilst ensuring that the corridor is overlooked creating natural surveillance.

Levels

In respect of Parcel I the site border the Green Corridors and although the parcel has been split into two both phases have been submitted as part of this application which enables a full assessment of the levels changes and the interface distances.

The levels on this parcel rise upwards from south to north with the proposed properties along the northern boundary approximately 2 metres higher, in respect of the finished floor level, than the southern boundary. This parcel achieves the Council's standard spacing distances and where there are direct interface issues the levels have been revised to ensure there are no issues in respect of loss of amenity and to ensure that greater spacing distances are not required in accordance with the Council's approved Design Guidance.

Impact on the Neighbours

As set out earlier Parcel H6 borders previously approved housing parcels and as such the relationship between the proposed and existing dwellings is a consideration. However as addressed earlier in the report the proposed layout respects the previously approved dwellings and achieves the required spacing standards throughout the parcel apart from the interface with the debut properties (plot 700) which is addressed above

Parcel I borders Green Corridors, which are a minimum of 20 metres wide, and proposed highways. As such any impacts on

existing neighbouring parcels are reduced and the required spacing distances are achieved.

The other consideration is internally within the proposed parcels ensuring that the future residents amenities are protected and the Council's spacing standards are achieved. All of the properties internally within the parcels achieve the required spacing standards to ensure the amenities of the future residents are protected

Some of the garden areas proposed with the dwellings are not 10 metres in length however in these instances the garden areas are relatively wide which ensures that sufficient private amenity space is provided for the dwellinghouse in accordance with PPS3. In the instances where the garden is not 10 metres in length these properties are sited to ensure that there will be no overlooking created by first floor windows to neighbouring garden areas (which is why 10 metres of garden space is generally required).

Refuse collection

Adequate provision is required as part of the development for bin storage and to enable the refuse vehicles to collect the bins. This is not an issue in the areas of the site which have direct road access however numerous properties within the site face the Green Corridor and incorporate rear parking courts served off private access roads. In these situations refuse collection and bin carry distances for the residents are a consideration.

The Council's Environmental Services Section have reviewed the submitted plans and have made general comments in respect of the provision of storage of waste containers per property. On a parcel specific basis the following comments have been made. In respect of Parcel H6 the main points relate to the provision of a designated communal collection points, storage a containers and access by collection vehicles. The comments in respect of Parcel I Phase 1 relate to access and storage. The comments in respect of Parcel I Phase 2 relate to access, storage and collection points.

The applicant has been advised of these comments and has confirmed that the layout has been modified to provide bin collection points. Tracking plans have been provided to ensure that refuse collection vehicles can access the areas and that adequate turning facilities are provided. A condition will be attached to the recommendation to ensure that the bin collection points are only utilised on bin collection days which will ensure that bins are not left at these points continuously. The applicant has confirmed that a clause will be attached to the sales deeds prohibiting bin storage at these collection points.

The amended plans and tracking plans have been forwarded to the Environmental Services Section for further comment.

Highways

The Highway Engineer at Lancashire County Council initially objected to the scheme on the following grounds. The road layout does not achieve a standard suitable for adoption and some features will lead to traffic conflict. The Home Zone area does not work safely. There is a need to design the roads to keep traffic speeds down to a maximum of 20mph and horizontal deflection is required. Some frontages appear to be shown without footways

which will not be accepted. Roadways serving five or more properties must be adopted and therefore be to adoption standards. It would appear that lighting is shown in some areas and not in others which is considered to be unacceptable.

The applicant was made aware of the Highway Engineers comments and has confirmed the philosophy of the highway layout accords with the approved Design Brief and their Engineers are confident that the design is suitable for a Section 38 Agreement. Additional plans have been submitted in support of this. The Homezone areas have been modified and the applicant considers they are now suitable for a Section 38 Agreement.

The long sections of road will have raised tables at junctions and road narrowing forming a vertical deflection at the Green Corridor. Adoptable roads will either have footways or service margins. No more than 5 dwellings will be served off a private drive. Parking courts will serve more properties however these areas are in accordance with Manual for Streets by having dwellings fronting, or in, parking courts to maintain overlooking and usage for security. Street lighting will be detailed as part of the Section 38 submission.

The additional and amended plans have been sent to the Highway Engineer for further comment which will be addressed on the addendum. This notwithstanding however it is considered that a safe and acceptable highway arrangements can be achieved on the site.

Conclusion

The proposals accord with the Masterplan and represent a modern housing development within the Village. The principle of housing development was established with the grant of outline planning permission and the parcels subject to this application will see a further expansion of the residential elements of the Village.

Recommendation: Approve Reserved Matters Conditions

1. The proposed development must be begun not later than two years from the date of this permission.

Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences and walls to be erected (notwithstanding any such detail shown on previously submitted plans) shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until all fences and walls shown in the approved details to bound its plot have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.

Reason: To ensure a visually satisfactory form of development, to provide reasonable standards of privacy to residents and in accordance with Policy No. HS4 of the Adopted Chorley Borough Local Plan Review.

3. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die,

are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the appearance of the locality and in accordance with Policy No GN5 of the Adopted Chorley Borough Local Plan Review.

4. The external facing materials detailed on the approved plans shall be used and no others substituted without the prior written approval of the Local Planning Authority.

Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. GN5 and HS9 of the Adopted Chorley Borough Local Plan Review.

5. The development hereby permitted shall not commence until full details of the colour, form and texture of all hard ground- surfacing materials (notwithstanding any such detail shown on previously submitted plans and specification) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in conformity with the approved details.

Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area and in accordance with Policy Nos. GN5 and HS9 of the Adopted Chorley Borough Local Plan Review.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (Schedule 2, Part 1, Classes A to E), or any Order amending or revoking and re-enacting that Order, no alterations or extensions shall be undertaken to the dwellings hereby permitted, or any garage, shed or other outbuilding erected (other than those expressly authorised by this permission).

Reason: To protect the appearance of the locality and in accordance with Policy No. HS4 of the Adopted Chorley Borough Local Plan Review.

7. The garages hereby permitted shall be kept freely available for the parking of cars, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995.

Reason: In order to safeguard the residential amenity and character of the area and in accordance with Policy HS4 of the Adopted Chorley Borough Local Plan Review.

8. Prior to the commencement of the development full details of the bin storage facilities associated with the apartment blocks shall be submitted to and approved in writing by the Local Planning Authority. The bin storage thereafter shall be constructed and retained in accordance with the approved plans.

Reason: To ensure that adequate refuse storage is provided on site and in accordance with Policy HS4 of the Adopted Chorley Borough Local Plan Review.

9. Notwithstanding the submitted details, prior to the commencement of the development full details of the proposed railings shall be submitted to and approved in writing by the Local Planning Authority. The railings shall replicate the Buckshaw railings which have been erected throughout Buckshaw Village. The development thereafter shall be carried out in accordance with the approved plans.

Reason: In the interests of the visual amenities of the area and in accordance with Policy GN5 of the Adopted Chorley Borough Local Plan Review.

10. Surface water must drain separate from the foul and no surface water will be permitted to discharge to the foul sewerage system.

Reason: To secure proper drainage and in accordance with Policy Nos. EP17 of the Adopted Chorley Borough Local Plan Review.

11. Prior to the commencement of the development full details of the gate treatment, to secure the alleyway between plots 732-734 and plot 731, shall be submitted to an approved in writing by the Local Planning Authority. The gates shall thereafter be retained in perpetuity with access limited to the occupants of plots 731, 732, 733, 734.

Reason: In the interests of the visual amenities of the area and to reduce any potential security issues. In accordance with Policy GN5 of the Adopted Chorley Borough Local Plan Review.

12. Prior to the commencement of the development full details of the communal bin collection points shall be submitted to and approved in writing by the Local Planning Authority. The details shall include their location and the proposed hardsurfacing materials/ details of the enclosure. The collection points shall only be utilised for the storage of bins on bin collection days and shall be free of bins at all other times. The collection points shall thereafter be retained in perpetuity.

Reason: To ensure adequate refuse collection facilities are provided on site and in the interests of the visual amenities of the area. In accordance with Policy GN5 of the Adopted Chorley Borough Local Plan Review.

13. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plans or as may otherwise be agreed in writing with the Local Planning Authority before any development is first commenced.

Reason: To protect the appearance of the locality and in the interests of the amenities of local residents and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.

14. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: To protect the environment and prevent harm to human health by ensuring that the land is remediated to an appropriate standard for the proposed end use and in accordance with Government advice contained in PPS23: Planning and Pollution Control
