

COMMITTEE REPORT

REPORT OF	MEETING	DATE	ITEM NO
Corporate Director (Business)	Development Control Committee	08/01/2008	

ADDENDUM

ITEM A2: 07/01197/FULMAJ - Erection of sixty four place prisoner block with ancillary soft tarmac multi court exercise area, extension to staff car park and provision of additional visitors car parking spaces

Since writing the main report on the agenda, the following comments have been received: -

Ulnes Walton Parish Council have commented on the application and raise concerns that only a single fence is shown on the plans adjacent to the proposed prisoner accommodation block. The applicant has been passed the Parish Council's comments and in response confirms that standard perimeter security requirements for a Category C establishment such as Wymott is for a 5.2m high weldmesh fence with 2 coils of 'S' wire at the top and the bottom 2.4m clad with 3mm thick mild steel sheeting to be provided hence there is therefore no need for an additional fence between the proposed prisoner accommodation unit and the secure perimeter. The proposal, insofar as the provision of a single perimeter fence is concerned, is therefore confirmed by the applicant as being compliant with national Category C prison requirements.

South Ribble Borough Council does not raise any objections to the proposals.

ITEM A3: 07/01226/REMMAJ- Barratt Parcel, formerly Multipart Distribution Limited, Pilling Lane

Since writing the report 76 further letters of objection have been received in respect of the application along with 3 objection letters containing 41 signatures. The letters raise the following objections:

- Access onto Smith Street would not work because of existing congestion within this area
- Parking within Smith Street is already an issue and the proposed access would create further problems
- The access would be unsafe and there is a lack of parking in the area
- Creating vehicular access through Smith Street will change the character of the area.
- Inadequate time period to make representations on the amended plans.
- Why are cycle routes required?

- The proposed entrance onto Pilling Lane will create light pollution into the houses opposite
- Cars park on Pilling Lane which will cause problems when exiting the site
- Object to 4 storey houses
- Not enough parking on the development
- Existing road infrastructure will be unable to cope with the increase traffic

The letters mainly relate to the fact that the application was amended since writing the original report. Following the comments received from the Ecologist, reported on the original report, Barratts reassessed the site and a group of trees, which were thought to have been felled, were still in situ on site. This has implications in respect of access to a parking court located close to the boundary of the site with Smith Street as the retention of these trees is required.

To ensure the trees retention access to the car park was altered and originally proposed access off Smith Street. A number of the residents raised concerns with this, as set out above. Following the neighbours comments the proposal was amended again removing the access from Smith Street and retaining access to this parking court from within the development. This does mean the removal of two trees however these specimens are young and the majority of the tree canopy will be retained. It is considered that the loss of two trees can be mitigated against the fact that no vehicular access will be required from Smith Street which would not be acceptable.

The amended plans, with access to the parking court from the development itself, proposed 16 car parking spaces for 8 properties. 200% parking is considered sufficient on the remainder of the site. However in this location a lack of visitor parking, the proximity of the parking to the adjacent residential streets and the fact that there is pedestrian access to the development from Smith Street ensures that there may be some conflict between existing residents and future residents in terms of parking as the future residents may park on the surrounding residential streets when the parking court is full. To ensure this doesn't occur the scheme was amended removing one of the dwelling units, which has been relocated elsewhere on the site, and providing 4 additional parking spaces within this parking court. These additional spaces ensure that the parking provision is sufficient to accommodate the future residents needs and reduce the need to park on Smith Street.

The units which have been lost to enable further parking provision have been relocated which still results in a development of 200 houses. An additional Woodcote house type has been added to the eastern boundary of the site and 2 additional Palmerston house types have been added in the centre of the site.

The Section 106 Agreement incorporated the provision of affordable housing and a commuted sum will be provided which will enable a fixed number of units to be purchased on the site. Barratt homes has provided a plan detailing the proposed affordable units which comprise of 10 affordable units incorporating 4 one bedroom apartments, 2 two bedroom apartments, 3 two bedroom houses and 1 three bedroom house spread out across the site. The Council's Strategic Housing Section have assessed the proposed affordable housing and are happy with the mix proposed.

Since writing the report the height of the railings have been amended to 1 metre in height to ensure that they are a similar height to the railings proposed on the Redrow parcel. Concerns have been raised about the existing boundary walls along Smith

Street and Grime Street. It is intended to retain this wall and repair it where possible although the height will be reduced to 1.8 metres to make it more manageable.

Keeping the neighbours informed is considered essential, in the event that members are minded to grant planning permission, prior to and during the development of the site. Both Redrow and Barratt have been advised that it would be preferable to arrange a residents forum to advise on timetables and answer specific questions during the period of the development. Details of the site managers have also been requested for information.

ITEM A4: 07/01227/REMAJ- Formerly Multipart Distribution Limited, Pilling Lane

Since writing the report 76 further letters of objection have been received in respect of the application along with 3 objection letters containing 41 signatures. The letters raise the following objections:

- Access onto Smith Street would not work because of existing congestion within this area
- Parking within Smith Street is already an issue and the proposed access would create further problems
- The access would be unsafe and there is a lack of parking in the area
- Creating vehicular access through Smith Street will change the character of the area.
- Inadequate time period to make representations on the amended plans.
- Why are cycle routes required?
- The proposed entrance onto Pilling Lane will create light pollution into the houses opposite
- Cars park on Pilling Lane which will cause problems when exiting the site
- Object to 4 storey houses
- Not enough parking on the development
- Existing road infrastructure will be unable to cope with the increase traffic

The majority of the concerns relate to the amended plans submitted at the Barratts parcel incorporating a vehicular access onto Smith Street which is discussed earlier within this addendum. The main access point to the site off Pilling Lane was approved at outline stage and is fixed. The other concerns have been raised previously and form part of the original report.

ITEM A5: 07/01228/REMAJ- Redrow Parcel, formerly Multipart Distribution Limited, Pilling Lane

Since writing the report 76 further letters of objection have been received in respect of the application along with 3 objection letters containing 41 signatures. The letters raise the following objections:

- Access onto Smith Street would not work because of existing congestion within this area
- Parking within Smith Street is already an issue and the proposed access would create further problems
- The access would be unsafe and there is a lack of parking in the area
- Creating vehicular access through Smith Street will change the character of the area.
- Inadequate time period to make representations on the amended plans.
- Why are cycle routes required?

- The proposed entrance onto Pilling Lane will create light pollution into the houses opposite
- Cars park on Pilling Lane which will cause problems when exiting the site
- Object to 4 storey houses
- Not enough parking on the development
- Existing road infrastructure will be unable to cope with the increase traffic

The majority of the concerns relate to the amended plans submitted at the Barratts parcel incorporating a vehicular access onto Smith Street which is discussed earlier within this addendum. The main access point to the site off Pilling Lane was approved at outline stage and is fixed. The other concerns have been raised previously and form part of the original report.

Redrow Homes have provided a further update on the existing fence located at the southern boundary in the form of a letter to the neighbours. It is intended to replace the metal fencing with wooden fencing on the site. This existing fencing can be retained if the existing residents wish however it would no longer be within Redrow's responsibility in terms of future maintenance. The new fencing will be owned by the future plot purchaser.

Keeping the neighbours informed is considered essential, in the event that members are minded to grant planning permission, prior to and during the development of the site. Both Redrow and Barratt have been advised that it would be preferable to arrange a residents forum to advise on timetables and answer specific questions during the period of the development. Details of the site managers have also been requested for information.

ITEM B1: 07/01320/REM- Land 130m East Of 20 Darwen Fold Close, Buckshaw Village

South Ribble Borough Council has no objection to the proposal

Lancashire County Council (Traffic Section) have no objection from the classified road aspect

ITEM B2: 07/01347/CB3- Land 7m South Of 67 Brown Street, Chorley

Highways (Central Core) have no comments.

LCC (Strategic Planning) have no comments.

One neighbour letter of support has been received.