

Item 10/00792/FULMAJ

Case Officer Caron Taylor

Ward Astley And Buckshaw

Proposal Erection of 42 No 2 and 2½ storey dwellings

Location Parcel L Buckshaw Avenue Buckshaw Village Lancashire

Applicant Barratt Homes (Manchester)

Consultation expiry: 11 November 2010

Application expiry: 2 December 2010

Proposal

1. This application is for 42 No. 2 and 2½ storey dwellings.

Recommendation

2. It is recommended that this application is granted planning permission, subject to conditions.

Main Issues

3. The main issues for consideration in respect of this planning application are:

- Principle of the proposal
- Appearance, layout and scale
- Access and parking
- Impact on neighbour amenity

History

- 97/509/OUT: Outline application for mixed use development (granted in 1999)
- 02/748/OUT: Modification of conditions on outline permission for mixed use development

Representations

4. Three objections been received to the application on the grounds that the access to the site is via Aycliffe Drive and it will increase the amount of traffic going past the primary school and have safety implications as it is a narrow road. They believe the main access should be through the parcel to the south off Buckshaw Avenue as Aycliffe Drive is not a sufficient size of road.
5. An additional letter has also been received making comments on the application. They request that Aycliffe Drive is not used by construction traffic, but the developer is required to build an alternative temporary access road and that construction is limited to weekdays only as the site is in a residential area.

Consultations

6. Lancashire County Council Highways – state the layout includes some newer ideas that could be worked up, but also includes some problem areas. These included the shared surface areas, the parking to plots 1 and 2 and the 80m long straight road serving plots 1-7 will encourage high speeds. The private driveway also serves six properties which is not acceptable. They also state some driveways are too short. Amended plans have been received in response to these comments.
7. Environment Agency – has no objection in principle and state the site has been previously remediated and accepted as validated by BAe Systems as part of Area 10 of the site.

8. United Utilities – no objection subject to conditions being added to any permission.
9. Chorley Council Waste Management – have no objections. They are satisfied with the refuse strategy layout.
10. Environmental Protection – Have no objection or comments to make on the application.

Assessment

Principle of the development

11. The principle of housing on this site has already been established by the original outline permission for the whole of Buckshaw.

Appearance, Layout and Scale

12. The parcel is located on the edge of the residential element of Buckshaw Village to the east of the Primary School currently under construction. The west of the site bounds with an area of public open space, a parcel that has been constructed by Barrett Homes (Aycliffe Drive) and part of Parcel to J that has yet to be constructed but has permission and will be developed by David Wilson Homes. To the north and east of the parcel is a raised landscape mound that will remain as public open space. To the south is the remaining part of parcel L that will be developed by Redrow but is not yet the subject of a reserved matters application.
13. Policy GN2 of the Local Plan Review applies to the former Royal Ordnance Site. This states that high quality and phased development will be permitted for purposes appropriate to the concept of an Urban Village. The site is allocated as a contemporary housing area in the Masterplan approved under the outline permission and the Buckshaw Village Design Code. The Design Code states that contemporary housing areas will be characterised by modern estate development with roads, cul-de-sacs and country lane form of development to appear as more recent village expansion behind traditional streets. It is therefore considered that the proposals as amended accord with Policy GN2.
14. Policy GN5 covers building design and states that developments should be well related to their surroundings with landscaping integrated into the scheme. The western boundary of the parcel bounds with the proposed village green and green corridor. The properties face outwards towards this space, rather than turn their back to it and the property on plot 1 provides a focal point at the end of the road that runs alongside the green square. It is therefore considered that layout respects the surrounding land uses. The proposals are therefore considered to be in line with Policy GN5 and the Buckshaw Village Design Code.
15. The parcels already permitted and complete or under construction around the application site are characterised by large detached properties. The application proposals continue this style with all the properties being detached. The proposals are therefore considered in keeping with the surrounding parcels.

Access and Parking

16. Policy TR4 outlines the highway development control criteria. Originally, only one access was shown to serve the site from Aycliffe Drive. The objections received to the application are on the grounds that with the access to the parcel will increase traffic past the primary school and the safety implications of this. Also Aycliffe Drive is not a sufficient size of road to take all the traffic from the proposed properties. However, amended plans have been received showing the site also being accessed through the future Redrow parcel to the south (the remaining part of parcel L). This will provide the most direct route to and from the proposed properties out of Buckshaw Village. The addition of this second access is looked upon favourably as it means that Aycliffe Drive will not take all the traffic from the parcel. The amended plans have also changed the areas of concern raised by LCC Highways. The shared surfaces and parking areas they were concerned about have been redesigned and traffic calming measures have been added to the straight road bounding with the area of public open space. The proposal is now considered acceptable in highways terms and Policy TR4.

17. The majority of properties have a detached double garage and two off-road parking spaces. Others have single integral garages with two spaces on a driveway. In terms of parking the majority of properties have at least three off-road parking spaces overall. Highways consider that some of the driveways are short, but the tandem driveways proposed are a minimum of 11m in length. This is considered sufficient to allow one longer parking space of 6m in front of a garage door (to allow it to be opened and closed) and a shorter 5m space behind. The parking standards for the parcel are therefore considered acceptable. A condition will be applied to the proposed garages that they be kept for the parking of cars to avoid the loss of parking through conversion without the control of the Council.

Neighbour Amenity

18. The layout of the parcel and orientation of the properties ensures that the Council's interface distances between the proposed properties and those on adjacent parcels are met. Originally a Lymington 'L'-shaped property was proposed on plot 25 with its rear elevation sited close to the parcel boundary. This has been amended to a more traditional style property to avoid it 'sterilising' development on the future parcel to the south and avoid any issues of overlooking and overbearing to adjacent properties. It is therefore considered the application complies with Policy HS4.

Other Issues

19. An objector has that Aycliffe Drive is not used by construction traffic, and the developer be required to build an alternative temporary access road. However, the land to the south that such a road would cross is not in the control of Barratt Homes, so Aycliffe Drive is the only access to the site. They also ask about limiting construction to weekdays only. However, there is very little work that goes on at weekends on Buckshaw and on this basis no conditions have been imposed on other parcels. It is therefore not considered necessary to impose such a condition.

Overall Conclusion

20. The application is considered acceptable in relation to policies GN2, GN5, HS4 and TR4 of the Local Plan subject to conditions.

Planning Policies

21. Adopted Chorley Borough Local Plan Review
Policies: GN2, GN5, HS4, TR4.

Recommendation: Permit Full Planning Permission Conditions

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

Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawing Number:	Stamp Dated:	Title:
410/SL01	1 November 2010	Site Location Plan
410/PL 01	1 November 2010	Planning Layout
293/10/ED/11	1 November 2010	Development Plan
410/RSL 01	1 November 2010	Refuse Strategy Layout
410/BTL 01	1 November 2010	Boundary Treatments Layout
410/ML 01	1 November 2010	Materials Layout
410/T/MAL/01	2 September 2010	Malvern Plans and Elevations
410/T/KNII/01	2 September 2010	Knightsbridge Plans and Elevations
410/T/HAR/01	2 September 2010	Harrow Plans and Elevations
410/T/LYM/01	2 September 2010	Lymington Plans and Elevations
410/T/RAV/01	2 September 2010	Ravenfield Plans and Elevations
410/T/ASC/01	2 September 2010	Ascot Plans and Elevations
410/T/ALD/01	2 September 2010	Alderney (brick option) Plans and Elevations

410/T/ALD/02	2 September 2010	Alderney (render option) Plans and Elevations
WF01 Rev A	2 September 2010	Walls and Fences
H5463-G01	1 November 2010	Triple Detached Garage – Typical Elevations
H5463-G01	1 November 2010	Triple Detached Garage – Typical Plans, Elevations & Roof Plan
H5463-G01	1 November 2010	Single Detached Garage – Typical Plans, Elevations & Roof Plan
H5463-G03	1 November 2010	Double Detached Garage – Typical Plans, Elevations & Roof Plan
H5463-G02	1 November 2010	Twin Detached Garage - Typical Plans, Elevations & Roof Plan
H5463/G05	1 November 2010	Site Specific Garage Details – Typical Plans & Elevations
H5463/G04	1 November 2010	Twin Double Garage – Typical Plans & Elevations
H5463/G06	1 November 2010	Site Specific Garage Details – Typical Plans & Elevations

3. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on approved plan Drawing Number 293/10/ED/11.
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.
4. 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.
5. 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.
6. 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 HS4 of the Adopted Chorley Borough Local Plan Review.
7. 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.
8. During the development, if contamination which has not previously been identified, is found to be present at the site no further development shall be carried out until a Method Statement has been submitted to and approved in writing by the Local Planning Authority detailing how this unsuspected contamination will be dealt with. The development shall then only be carried out in accordance with the Method Statement.

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 PPS23.

9. The external facing materials detailed on the approved plan drawing number 410/ML 01 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, GN2 and HS4 of the Adopted Chorley Borough Local Plan Review.

10. Before the properties hereby permitted are first occupied, the car parking spaces shall be surfaced or paved, drained and marked out all in accordance with the approved plan. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

Reason: To ensure adequate on site provision of car parking and manoeuvring areas and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.

11. Prior to the occupation of plots 24 and 25, the access road through to the remaining part of parcel L to the south shall have been constructed up to the application boundary in accordance with the approved plans.

Reason: To ensure access to the parcel from the south is secured and in accordance with Policies GN2 and TR3 of the Adopted Chorley Borough Local Plan Review.

12. No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail which may have previously been submitted. The scheme shall indicate all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform.

Reason: In the interests of the amenity of the area and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.

13. The integral 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