

Item 4f **12/00707/FULMAJ**

Case Officer **Hannah Roper**

Ward **Chorley South West**

Proposal **Amendments to layout of plots 79 - 149 inclusive of application 07/00993/REMMAJ**

Location **Site N1 Lower Burgh Way Chorley Lancashire**

Applicant **Mr James Carman**

Consultation expiry: **27 September 2012**

Application expiry: **11 October 2012**

Proposal

1. The proposals relate to site N1, Lower Burgh Way. The site is currently vacant pending development and forms part of a larger site. A significant proportion of the wider site has already been developed as residential properties.
2. The site is located to the east of Burgh Lane South (approved but unmade) which received outline permission for residential development in 1999. A reserved matters application that covered this part of the site was approved in 2007.
3. The application seeks to amend the layout of plots 79 – 149 inclusive from the layout that was fixed at outline stage and the house types approved at reserved matters stage.

Recommendation

4. It is recommended that this application is granted conditional outline planning approval subject to the associated Section 106 Agreement

Main Issues

5. The main issues for consideration in respect of this planning application are:
 - Principle of the development
 - Impact on the neighbours
 - Design
 - Traffic and Transport

Representations

6. 3 letters of objection have been received raising the following issues:
 - Changes to traffic flow as a result of the development
 - Concerns regarding the access route onto rest highway network
 - Loss of cul-de-sac to create access route

Consultations

7. **Lancashire County Council (Highways) – no objection**
8. **Chorley's Waste & Contaminated Land Officer - no objection**

9. **Environment Agency – no comments received to date**
10. **United Utilities – no comments received to date**
11. **Urban Design – verbal comments received**

Applicants Case

12. The applicant states that they are seeking to remove larger units currently approved on the site with smaller more saleable units due to the current market conditions.
13. The location of the units was originally fixed at the outline application stage for the wider site. At this stage the council's minimum standards were not achieved in terms of habitable window separation distances in order to accommodate the Homezone principles. It is considered that this application addresses this.
14. Difficulty in the sale of the units has resulted from a lack of parking allocated to each plot which has again been addressed in this re-plan.
15. The applicant considers that the amendment have been made without impacting on the Homezone principles.

Assessment

Principle of the Development

16. The Eaves Green Homezone development was originally developed as collaboration between the Council and English Partnerships (now known as the Homes and Community Agency) for the erection of 149 dwellings on the site. Reserved matters approval was granted in November 2007 (application 07/00993/REMMAJ) and construction of the dwellings, along with the landscaped areas, has commenced.
17. The current application proposes to re-plan plots 79 - 149 of the original approval. The main amendments to the scheme include:
 - The erection of an additional dwelling
 - A reduction in the number of 4 bed dwellings from 37 to 29 and a corresponding increase in the number of three bed dwellings from 22 to 31.
 - Substitution of house types across this part of the overall scheme
 - Increase in car parking spaces across the site to 200% through the incorporation of a mixture of in curtilage parking, garages and some increased on-road parking
18. Initial plans were submitted to the Local Authority for consideration as part of this application. Comments were made with regard to the impact of the changes on the erosion of the Homezone ethos.
19. The proposals have since been amended to reinstate a number of trees to break up car parking areas, reinstatement of corner feature units at key locations within the site, increased landscaping and the use of garages to accommodate in-curtilage parking.
20. The main change from the original scheme is the change in unit sizes and the increase in parking. This has been increased to 200% parking across the site in response to phase 1 of the larger scheme which is now occupied. Whilst this has led to an increase of dedicated spaces being provided across the site a large number of these spaces have been incorporated in curtilage due to the smaller scale of a number off the dwellings. They are

located to the sides of residential dwellings to allow properties to front the pavement as would be expected within a Homezone design.

21. An additional unit has been accommodated into the scheme without compromising the fundamental design qualities of the development or causing conflicts in terms of the car parking solutions adopted for the development; privacy distances or other such matters, their addition is considered to be acceptable in principle.
22. The design of the proposed properties are in keeping with the style of properties across the rest of the development in terms of style and mass and will continue to contribute to the village feel of the area. No additional apartments have been added to the scheme.

Impact on Neighbours

23. The proposals substantially maintain the same layout as the previous approval and are not substantially different to those approved. It is therefore not considered that there will be any impact on neighbours as a result of the proposals.

Parking and Highways

24. The proposed amendments are based around a similar road layout to that previously approved. There are no alterations to the proposed access to the site which has been previously approved. Whilst no objection has been raised on the basis that there would be a loss of a cul-de-sac the highway links from the existing site to this site remain as approved.
25. Whilst the previous scheme was approved with parking at less than the policy requirement, the 200% requirement has been incorporated into the proposed layout due to experiences with phase 1. Highways have no objection to the proposed amendments.

Overall Conclusion

The changes proposed to the previously approved scheme would not undermine the principle of the Homezone and as such are considered to be acceptable.

Planning Policies

The site is allocated within the Local Plan as a housing allocation (HS1.3).

Relevant Planning Policies are: -

- National Planning Policy: NPPF
- Local Planning Policy: TR4,
- Core Strategy Policy: 5, 17
- Supplementary Planning Guidance: Design Guidance
- Waste Collection and Storage

26. Sufficient space for bin storage has been incorporated into the scheme for each dwelling and the apartments, albeit the location of this has been amended for the apartment block. Environmental Health have no concerns with the proposals.

Planning History

Relevant planning history

93/00121/OUT- Outline application for residential development. Approved March 1999

02/00316/REMAJ- Residential development of 32 dwellings (apartments, town houses and detached dwellings). Withdrawn

05/00516/OUTMAJ- Outline application for residential development (4.42Ha) with details of siting and means of access and associated public open space (2.05Ha). Approved June 2006

07/00993/REMMAJ- Reserved Matters application for the erection of 149 dwellings with associated works site area 4.8 hectares. Approved November 2007

08/00777/DIS- Application to discharge conditions 4, 5, 10 & 12 of planning approval ref: 07/00993/REMMAJ. Discharged August 2008

11/00478/FUL- Proposed substitution of house types and re-plan of plots 1 and 10-13 Birkacre Park (previously approved as part of planning application reference 07/00993/REMMAJ) including the erection of 2 additional dwellings. Withdrawn

Recommendation: Permit (Subject to Legal Agreement)

Conditions: To follow