

Item A. 2	06/00658/FULMAJ	Refuse Full Planning Permission
Case Officer	Mrs Helen Lowe	
Ward	Clayton-le-Woods and Whittle-le-Woods	
Proposal	Residential development comprising of 125 dwellings together with associated infrastructure,	
Location	Part Parcel F, Main Street Buckshaw Village Whittle-Le-Woods Lancashire	
Applicant	Rowland Homes Ltd	
Background	<p>The application is a full application at Buckshaw Village. Outline permission was granted at the site 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 (known as land south of 106 Main Street).</p>	
Proposals	<p>The current proposal is to erect 125 dwellings together with associated infrastructure.</p> <p>The parcel is situated to the south east of Main Square surrounded on all sides by other parcels. The only land bounding the application site that currently benefits from planning permission is the land to the north on which 155 dwellings were given planning permission at committee in April 2005.</p> <p>The site is within a contemporary housing as set out in the Buckshaw Village Master Plan and Residential Design Code. It should be noted that the entry points into the parcel are set, as they are reliant on other parcels outside the control of the applicant.</p> <p>The proposals will be accessed at four points from adjacent parcels; two from the west, one from the south and one from the east.</p> <p>The scheme takes the form of 125 units in total, including 36 apartments and 89 houses. The houses will be 2 and 2½ storeys, the latter utilising the roof space and the apartment blocks will be three storeys.</p>	
Planning Policy	<p>GN2: Royal Ordnance Site, Euxton GN5: Building Design HS4: Design and Layout of Residential Developments TR4: Highway Development Control Criteria</p>	
Planning History	<p>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</p>	

Consultations:Chorley Head of Public Space Services (Highways):

Highways have commented on the latest amended plans received. They state that although the proposals have the beginnings of an adoptable layout there are still problems with it. In particular the access way serving plots 69-89 serves 19 properties and therefore must be served by a 5.5m wide road for the whole length and have footways all the way round, which it does not.

They also have concerns regarding the 'backstreets' and who will maintain them, as the Council will not adopt them. The backstreet against plots 66 and 43 will become a rat-run and therefore needs blocking mid-way through to stop through traffic. Other backstreets that are shown as blocked need to have something more substantial than planting that will be motorcycle and car proof, so barrier details need to be provided.

The turning head by plot 40 is overlong and isn't required at that point, while other plots on the layout all open unacceptably into junctions and the drive of plot 31 can't be accessed without running over the length of the footway.

Director of Streetscene Neighbourhoods & EnvironmentDirectorate:

Environmental Protection has no comments to make on the application.

The Waste Management section state that dwellings provided with communal storage areas should have adequate accommodation for refuse and recycling containers. The layout should also avoid narrow access points, steep slopes and archways to allow access by the refuse vehicles.

LCC Archaeology:

State that no archaeological response is necessary.

**Third Party
Representations**

None received.

Assessment

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. The site is allocated as a contemporary housing area in the Master plan 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. With regard to building types and heights the Design Code states that such areas will be 1-3 storey detached, semi-detached and terraced housing with bungalows as appropriate.

The density of the parcel is 52 dwellings per hectare, which is well above the figure in the Design Code for contemporary housing areas of 25-35 dwellings per hectare. The code also specifies housing for this parcel, rather than the apartments proposed.

Policy GN5 covers building design and states that developments should be well related to their surroundings with landscaping

integrated into the scheme. In addition, the appearance, layout and spacing of new buildings should respect the distinctiveness of the area. This is supplemented by policy HS4 that lays down the criteria that residential developments should satisfy in terms of design and layout.

With regards to the application under consideration, the proposed apartments result in large areas of parking being required, which for the Rennes apartment type have been set along the road frontage. The houses on plots 8-17 also have their parking spaced in front of the properties. It is considered that the amount of parking in front of the buildings is excessive and will result in the layout being dominated by views of parked cars, especially in the evenings and at weekends. Several of the properties are also served by tandem spaces, which is likely to cause conflict between the residents. In addition 'backstreets' will provide much of the parking for the other type of apartments (known as type X) and the housing, which will be visible from the roads that pass through the parcel. It is therefore considered that the proposals are contrary to criteria a) of policy HS4 that state the site should be planned and laid-out comprehensively and provide a safe, high quality and interesting visual environment. Plots 19-22 are served by an alleyway down the side of plot 22, which is considered unacceptable in terms of safety and crime prevention, also contrary to criteria e) of policy HS4.

The parcel to the north given permission in April 2005 mainly has properties at right angles, or windows not serving habitable rooms backing onto the parcel now proposed. However, the relationship between some properties is considered unacceptable, particularly the property backing onto plots 33 and 34 which has a bedroom window facing the gardens of the properties proposed with an interface distance of 16m, well below the Council's guideline of 21m between first floor windows. Another issue in relation to neighbour amenity is the buildover's on plot 74 and 84, allowing access to a parking court at the rear over which an apartment is built. The angle of the access means vehicles will drive across the front of the adjoining parcels causing unacceptable noise and disturbance to these properties. In addition, emergency vehicles, such as a fire engine, would be unable to access the parking courts if necessary, contrary to policy TR4.

The positioning of a sub-station forward of the buildings line next to plot 14, is also considered unacceptable, being particularly prominent in the streetscene.

Conclusion

The scheme would result in an unacceptable layout being dominated by parking. In addition, there are highway issues still to be resolved and neighbour amenity issues between plots on the site and those on the adjacent parcel. The proposals are therefore contrary to policy GN5 and HS4 and TR4 of the adopted Chorley Borough Local Plan Review and the Buckshaw Village Design Code.

In addition, the application also fails to demonstrate that the layout provides for safe and adequate access for servicing and emergency vehicles contrary to policy TR4 of the adopted Chorley Local Plan Review.

For these reasons above, the application is recommended for refusal.

Recommendation: Refuse Full Planning Permission

Reasons

1. The scheme would result in over development of the parcel due to the poor relationship between the buildings and the parking layout and the wider area. The number of units results in the layout being dominated by parking. The design, layout, density and scale of the proposals do not respect the development on the adjacent parcels, particularly to the east and are therefore out of character with this part of Buckshaw Village. The proposals are therefore contrary to policy GN5 and HS4 of the adopted Chorley Borough Local Plan Review and the Buckshaw Village Design Code.
 2. The layout, scale and massing of the proposals will result in an unacceptable level of amenity for the future occupiers of properties on adjacent parcels, contrary to policy HS4 of the adopted Chorley Borough Local Plan Review.
 3. The application fails to demonstrate that the layout provides for safe and adequate access for servicing and emergency vehicles contrary to policy TR4 of the adopted Chorley Borough Local Plan Review.
-