

<b>Item A. 3</b>	<b>07/01226/REMAJ</b>	<b>Approve Reserved Matters</b>
<b>Case Officer</b>	<b>Mrs Nicola Hopkins</b>	
<b>Ward</b>	<b>Chorley South East</b>	
<b>Proposal</b>	<b>Reserved Matters Application for the erection of 200 houses, with associated roads, footpaths, and works,</b>	
<b>Location</b>	<b>Barratt Parcel Formerly Multipart Distribution Limited Pilling Lane Chorley</b>	
<b>Applicant</b>	<b>Barratt Homes (Manchester)</b>	
	<b>Consultation expiry: 17<sup>th</sup> December 2007</b>	
	<b>Application expiry: 24<sup>th</sup> January 2008</b>	
<b>Proposal</b>	<p>The application relates to a reserved matters application for the erection of 200 dwellings at the former Multipart Distribution site. Outline planning permission was granted in April 2005 for the residential redevelopment of the site (04/00934/OUTMAJ). The outline application dealt with the principle of residential redevelopment and access to the site.</p> <p>This reserved matters application relates to half the site and deals with siting, design and landscaping. Although the outline application only dealt with the principle and access an indicative layout was submitted which detailed 400 dwellings. The site has been split into three parcels and three separate planning applications have been submitted. This parcel which incorporates 200 dwellings, the central public open space parcel and the remainder of the site which has been submitted by Redrow Homes, both of the other applications are reported elsewhere on this agenda.</p>	
<b>Planning Policy</b>	PPS 1, PPS3, PPS23, PPG13. Policy DP1, Policy DP3, Policy UR7, Policy ER5 (NWRSS). Policy 7, Policy 12, Policy 21, Access and Parking SPG, Landscape and Heritage SPG (JLSP). GN1, EP4, EP9, EP10, HS4, HS19 (ACBLPR)	
<b>Planning History</b>	<p><b>04/00934/OUTMAJ-</b> Residential development including roads, sewers, open space, landscaping and associated works. Approved</p> <p><b>07/01228/REMAJ-</b> Reserved Matters Application for the erection of 200 houses, with associated roads, footpaths, and works. Pending consideration</p> <p><b>07/01227/REMAJ-</b> Reserved Matters Application for the construction of access road, public open space, childrens play area and associated landscaping. Pending consideration</p>	
<b>Applicant's Case</b>	<p>The following comments have been submitted in the form of a Design and Access Statement:</p> <ul style="list-style-type: none"> <li>▪ The site was previously occupied by Lex Autologistics. The former main building footprint of 39,500 metres square covered 39% of the site and ancillary buildings covered a</li> </ul>	

- further 5500 metre square (5% of the site)
- The site has been previously excavated out to form a flat building platform resulting in embankments up to the southern and eastern boundaries.
- The frontage is screened by existing tree planting
- The current landscape and aesthetic quality of the site is poor with the exception of the tree planting along the Pilling Lane frontage and the tree planting along south eastern boundary
- Development of this site for housing development is consistent with PPS1 advice and PPS3 making full and effective use of a previously developed site in a sustainable location.
- The development has been designed to provide a high quality scheme whilst incorporating some of the detailing and styles found on buildings in the area
- The layout retains the most important trees along the entrance of Pilling Lane. As many trees as possible around the site are to be retained with a high quality planting scheme proposed
- The density and mix of development reflects national guidance contained in PPS3
- The submitted proposals are supported by policies which have changed since the grant of planning permission.

## **Representations**

12 letters have been received raising the following concerns:

- Drainage problems
- Lack of open space
- Impact on surrounding houses from the creation of the foundations
- Loss of trees
- Introduction of 2, 3 and 4 storey dwellings
- Pollution
- Location of entrance to the site and access onto Lighthurst Lane
- Impact on boundary walls and existing boundary fences
- Loss of privacy. Light and overlooking
- Who will be responsible for the vegetation buffer areas?
- Too many houses
- Road infrastructure will be unable to cope
- This application should be considered without any other considerations e.g. previous financial pressures
- Lack of on site parking

## **Consultations**

**Lancashire County Council (Planning)** has no objections to the scheme but has forwarded the following comments:

- A travel plan is required
- The existing peripheral planting should be incorporated where possible
- A central play area is favoured however it should not be surrounded by roads and the tree planting will decrease natural surveillance

**United Utilities** have no objection to the scheme subject to various conditions and informatives

**Lancashire County Council (Highways)** have raised the following concerns:

- Radii of the distributor road is too severe

- Exits from the parking courts and turning head are poorly positioned
- The cycle track from Grime Street crosses the radius and junctions at several points

**The Environment Agency** have no objection to the scheme and have suggested various informatives

**The Director of Streetscenes, Neighbourhoods and the Environment (Environmental Services)** has no objection to the scheme

**Chorley Borough Council's Landscape Assistant** has raised a few concerns in respect of the type of landscaping proposed

**Lancashire County Council (Archaeology)** has no comments to make

**Lancashire County Council (Ecology)** have made the following comments on the scheme:

- It appears that more trees are being removed than necessary. Clarification of tree removal is required
- Has the site been assessed in respect of bats?
- Works during the bird breeding season should be avoided.

## **Assessment**

The principle of redeveloping the site for residential development was established with the grant of outline planning permission in April 2005. Although the outline application only dealt with access and the principle an indicative layout was submitted which envisaged 400 dwellings on the site. The whole site is approximately 10.1 hectares in area. 400 dwellings equates to approximately 40 dwellings pre hectare which is higher than the minimum 30 dwellings per hectare recommendation set out in PPS3. The site represents high density development which accords with the advice contained in PPS3.

### **Layout**

This application relates to half the site and proposes the erection 200 dwellings. The scheme incorporates a mixture of 2, 2.5, 3 and 4 storey dwellings. The higher properties are mainly located within central locations or close to the entrance to the site. There is a land level change between the site and the neighbouring properties which ensures that the proposed dwellings will be at a similar/ lower land level than the existing properties.

As part of the original submission a few of the properties did not accord with the Council's approved spacing standards. The agents were made aware of this and the scheme has been amended to ensure that the amenities of the existing and future residents are retained.

The scheme incorporates 3 and 4 storey apartment blocks at the main entrance to the site with central parking courts. Although 3/ 4 storey dwellings are not prominent within the surrounding area the factory which previously occupied the site was 5 stories high and provided a very prominent feature within the street scene. The introduction of 3/ 4 stories apartments at the main entrance to the site will provide a focal point for the site and give identity to the whole development. As such it is considered that high properties

can adequately be accommodated at the entrance to the site.

The remainder of the site is predominantly 2 storey dwellinghouse although there are a few 2.5 and 3 storey dwellings proposed centrally and along the site boundaries. The land level difference however between the site and the neighbouring properties enables higher properties to be accommodated on the site whilst still retaining the neighbours amenities.

### **Highways**

The access arrangements to the site were approved at outline stage and include a main access point off Pilling Lane, this is approximately 60 metres south of the previous main access point, and a secondary access point onto Lighthurst Lane. A number of the neighbours have raised concerns with the access points to the site however these have already been agreed at outline stage.

The internal road layout, although not approved at outline stage, was indicatively demonstrated at outline stage. The Highway Engineer at Lancashire County Council has raised a few concerns with the internal layout. These concerns were passed onto the applicants.

In response to the Highway Engineer concerns the internal road layout has been amended to reduce the severity of the distributor road and reduce the number of pedestrian/ cycle routes crossing this road.

A number of concerns have been raised in respect of parking at the site and the impact of the lack of parking on the nearby highway network. The Highways Engineer, however, has not raised concerns in respect of the on site parking and as such the scheme is considered to be acceptable.

Improvements to the surrounding highway networks will be undertaken to facilitate this development. These alterations include a toucan controlled crossing on Pilling Lane and a green arrow right turn aspect at the A6/Pilling Lane junction. These improvements will be subject to a separate legal agreement with the Highways Authority.

### **Open Space and Landscaping**

As part of the whole development of the site public open space was proposed on site. This is within a central location on the site and forms part of a separate planning application. A Section 106 Agreement was entered into at outline stage which required the provision and laying out of the on site play area. In addition to this a commuted sum will be paid to improve community facilities in the area.

Details of the proposed landscaping has been submitted as part of the scheme. Perimeter trees along the Pilling Lane frontage and the south eastern boundary will be retained. Where trees and vegetation is proposed/ retained along the existing boundaries of the site these will form part of the private garden areas associated with the properties and as such will be the responsibility of the future home owners.

### **Affordable Housing**

In accordance with National, Regional and Local planning policy

the scheme incorporates an element of affordable housing. 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.

The location and type of affordable housing has, at the time of writing this report, not been finalised. The affordable housing provision will be reported on the addendum.

### **Boundary Treatment**

Due to the size and prominence of the site and its proximity to the neighbouring residents the treatment of the boundaries is particularly important. The apartment block located at the main vehicular entrance to the site will have 1.2metre high railings at the boundary which allow views through and do not create a 'heavy' boundary treatment. This boundary treatment will also be utilised around the front garden areas of the properties which face the central open space area.

There is an existing high brick wall located around the periphery of the site. It is proposed to retain a simple solid boundary treatment with a 1.8 metre high brick wall with piers around the periphery of the site. This will replicate the existing situation on site, act as a security measure and screen the proposed development, in particular the parking courts. These brick walls will also act as retained structures in locations where the level changes are very significant.

1.8 metre high screen fences are proposed to rear garden boundaries and around parking courts. 1.8 metre high walls are proposed to gardens which are adjacent to highways and privacy screen fences are proposed between adjacent garden areas. The proposed boundary treatments are considered to be appropriate for this development and non- intrusive treatments are proposed in prominent locations.

The pedestrian/ cycle entrance off Grime Street will be defined with brick piers and a brick and railing boundary walls to indicate the entrance into the site

### **Conclusion**

The principle of redeveloping the site for residential development was established with the grant of outline planning permission. The development is considered to be acceptable in terms of National, Regional and Local Planning Policies.

### **Recommendation: Approve Reserved Matters Conditions**

1. The proposed development must be begun not later than two years from the date of this permission or not later than five years from the date of the outline planning permission (reference 04/00934/OUTMAJ)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. 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.*

3. During the construction period, all trees to be retained shall be protected by 1.2 metre high fencing as specified in paragraph 8.2.2 of British Standard BS5837:2005 at a distance from the tree trunk equivalent to the outermost limit of the branch spread, or at a distance from the tree trunk equal to half the height of the tree (whichever is further from the tree trunk), or as may be first agreed in writing with the Local Planning Authority. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the areas so fenced. All excavations within the area so fenced shall be carried out by hand.

*Reason: To safeguard the trees to be retained and in accordance with Policy Nos. EP9 of the Adopted Chorley Borough Local Plan Review.*

4. The development hereby permitted shall not commence until samples of all external facing materials to the proposed buildings (notwithstanding any details 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 using the approved external facing materials.

*Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. GN5 and HS4 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 HS4 of the Adopted Chorley Borough Local Plan Review.*

6. 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.*

7. Prior to the commencement of the development hereby permitted, a Residential Travel Plan shall be submitted to and approved in writing by, the local planning authority. The measures in the agreed Travel Plan shall then thereafter be complied with unless otherwise agreed in writing by the Local Planning Authority. Reason: To reduce the number of car borne trips and to encourage the use of public transport and to accord with Policies TR1 and TR4 of the Adopted Chorley Borough Local Plan Review.

8. 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.*

9. Prior to the commencement of the development full details of the Management Company to deal with the future management and maintenance of the site shall be submitted to and approved in writing by the Local Planning Authority. The site shall thereafter be managed by the approved Management Company. Reason: To ensure the satisfactory management of the unadopted highways and public open space and in accordance with Policies TR4 and HS21 of the Adopted Chorley Borough Local Plan

Review.

10. The site shall be remediated in accordance with BAE Environmental Remediation Strategy Report (Reference: A0356-02-R1-1). Upon completion of the remediation works a verification/ completion report containing any validation sample results shall be submitted to and approved in writing by the Local Planning Authority. 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

11. No dwelling hereby permitted shall be occupied until that part of the service road which provides access to it from the public highway has been constructed in accordance with the approved plans. Reason: In the interests of highway safety and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.

12. The existing soil levels around the base of the trees to be retained shall not be altered. Reason: To safeguard the trees to be retained and in accordance with Policy Nos. EP9 of the Adopted Chorley Borough Local Plan Review.

13. No more than 100 dwellings shall be occupied before the following works on the highway (in accordance with a scheme to be submitted to and agreed in writing by the local planning authority) are installed and operational: \* toucan controlled crossing on Pilling Lane\* green arrow right turn aspect at the A6/Pilling Lane junction\* signing and carriageway lining for cyclists surrounding the site\* pedestrian provision at the A6/Pilling Lane junction the upgrading of the two closest existing bus stops to the site on Bolton Road to Quality Bus Standard Reason: In the interests of highway safety and in accordance with Policies TR1, TR4 and HS6 of the Adopted Chorley Borough Local Plan Review.

14. 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.

15. 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

16. Before the development hereby permitted is first occupied, provision for cycle parking provision, in accordance with details to be first agreed in writing with the Local Planning Authority, shall have been made. Reason : To ensure adequate on site provision for cycle parking and in accordance with Policy No. TR18 of the Adopted Chorley Borough Local Plan Review.

17. Prior to the commencement of the development a schedule for the phased repair/ replacement of the boundary walls shall be submitted to and approved in writing by the Local Planning Authority. The information shall include a structural report of the walls/boundary treatment and details of any retaining structures. The development shall be carried out in accordance with the approved schedule of works. Reason: In the interests of the structural integrity of the site and the visual amenities of the area. In accordance with Policy GN5 of the Adopted Chorley Borough Local Plan Review.

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