

## Committee Report

Date: 02.12.2020

### Item Number

<b>Application Number</b>	<b>20/00383/REMMAJ</b>
<b>Proposal</b>	<b>Reserved matters application for access off Preston Road together with matters of appearance, scale, layout and landscaping for the erection of 30 dwellings following outline approval 19/00348/OUTMAJ</b>
<b>Location</b>	<b>Land South Of B5269 Preston Road And East Of St Peter's Church Of England School Inskip</b>
<b>Applicant</b>	<b>Concert Living</b>
<b>Correspondence Address</b>	<b>c/o De Pol Associates Farington House Stanifield Business Park Stanifield Lane Farington, Leyland PR25 4UA England</b>
<b>Recommendation</b>	<b>Permit</b>

## REPORT OF THE HEAD OF PLANNING SERVICES

### CASE OFFICER - Miss Lucy Embery

#### 1.0 INTRODUCTION

Site Notice Date: 20/05/2020

Press Notice Date: Gazette 30/05/2020, Garstang Courier 03/06/2020

1.1 The application is before the Planning Committee for consideration as the proposed delivery of the housing site allocation and supporting Green Infrastructure (GI) is different to the typical approach usually taken, as in this case the Green Infrastructure provision would be largely provided outside the allocation on land designated as countryside.

#### 2.0 SITE DESCRIPTION AND LOCATION

2.1 The application site is part of an existing agricultural field approximately 1.24 hectare in size, to the south of Preston Road, Inskip. The site forms part of a site allocation (SA1/11) for housing in the Adopted Wyre Local Plan 2011-31 (WLP31). The site sits between land to the east and north east which is currently being developed for housing (55no. dwellings), and an existing primary school to the west. To the south are open agricultural fields.

2.2 The site benefits from outline planning permission for the erection of 30no. dwellings with all matters reserved (19/00348/OUTMAJ).

2.3 An application (20/00381/FUL) has been submitted concurrently with this application on land to the south of this reserved matters proposal seeking full planning permission for the creation of an area of Green Infrastructure (0.3 hectares) with associated operational development including a pond and boundary fencing. This would provide the supporting infrastructure for the 30 dwellings the subject of this application.

### **3.0 THE PROPOSAL**

3.1 This application seeks reserved matters consent for access off Preston Road together with matters of appearance, scale, layout and landscaping for the erection of 30 dwellings following outline approval 19/00348/OUTMAJ.

3.2 One access point is proposed off Preston Road into the northern boundary of the site which would then continue to a main spine road running north to south before curving round along the southern boundary.

3.3 The application proposes a total of 30no. dwellings with 21no. open market properties and 9no. affordable properties (30%). It is proposed that 5no. of the affordable units would be for affordable rent and 4no. would be shared ownership properties. The affordable units are the Artle House Type 2-bed properties, and the Eagley House Type 3-bed properties.

### **4.0 RELEVANT PLANNING HISTORY**

4.1 19/00348/OUTMAJ - Outline application for the erection of up to 30 dwellings (all matters reserved). Application permitted.

Relevant planning history (wider allocation):

4.2 17/00631/REMAJ - Reserved matters application for the erection of 55 dwellings with matters of access, layout, scale, appearance and landscaping to be determined (following outline approval 16/00481/OUTMAJ). Application permitted.

4.3 16/00481/OUTMAJ - Outline application for a residential development comprising up to 55 dwellings and a village shop, with associated infrastructure (all matters reserved). Application permitted.

Relevant planning history (land to south):

4.4 20/00381/FUL - Creation of an area of open space with associated operational development including pond and boundary fencing, in lieu of on-site provision in association with development approved by outline permission 19/00348/OUTMAJ for up to 30 dwellings. Application pending.

### **5.0 PLANNING POLICY**

#### **5.1 ADOPTED WYRE BOROUGH LOCAL PLAN**

5.1.1 The Wyre Local Plan 2011-2031 (WLP31) was adopted on 28 February 2019 and forms the development plan for Wyre. To the extent that development plan policies are material to the application, and in accordance with the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 the decision must be taken in

accordance with the development plan unless there are material considerations that indicate otherwise.

5.1.2 The following policies contained within the WLP 2031 are of most relevance:

- SP1 - Development Strategy
- SP2 - Sustainable Development
- SP8 - Health and Well-Being
- CDMP1 - Environmental Protection
- CDMP2 - Flood Risk and Surface Water Treatment
- CDMP3 - Design
- CDMP4 - Environmental Assets
- CDMP6 - Accessibility and Transport
- HP2 - Housing Mix
- HP3 - Affordable Housing
- HP9 - Green Infrastructure in New Residential Developments
- SA1 - Residential Development
- SA1/11 - Inskip Extension, Inskip

## 5.2 NATIONAL PLANNING POLICY FRAMEWORK 2019

5.2.1 The revised National Planning Policy Framework (NPPF) was published by the Government on the 19th February 2019. It sets out the planning policies for England and how these should be applied in the determination of planning applications and the preparation of development plans. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The policies in the 2019 NPPF are material considerations which should also be taken into account for the purposes of decision taking.

5.2.2 The following sections / policies set out within the NPPF are of most relevance:

- Section 2: Achieving sustainable development
- Section 4: Decision-making, paragraphs 47-50, and 54-55
- Section 8: Promote healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment

## 5.3 OTHER MATERIAL CONSIDERATIONS

### 5.3.1 WYRE SUPPLEMENTARY GUIDANCE NOTES

- Supplementary Planning Guidance Note 2: Trees and Development
- Supplementary Planning Guidance Note 4: Spacing Guidance for New Housing Layouts
- Supplementary Planning Guidance Note 9: Designing Out Crime
- Guidance for Applicants - Green Infrastructure in New Residential Developments (Policy HP9) (October 2020)

### 5.3.2 NATIONAL PLANNING PRACTICE GUIDANCE (NPPG):

The NPPG provides advice on the application of Government policy. Within the NPPG, the following sections are of most relevance:

- Design
- Flood risk and coastal change
- Healthy and Safe Communities
- Natural environment
- Open space, sports and recreation facilities, public rights of way and local green space

## **6.0 CONSULTATION RESPONSES**

### **6.1 INSKIP WITH SOWERBY PARISH COUNCIL: Objects to the application.**

6.1.1 Notwithstanding that the comments in respect of 20/00381/FUL are also applicable, these are exacerbated by the loss of a potential ribbon of green infrastructure, contiguous with that contained within the Ash Meadow and St Petersfield's developments to the east. The Parish Council would like to see that extended within the boundary (as designated in the Local Plan) of the development site under consideration. In the future it could form part of a potential pedestrian route to the school that was contained within a corridor of open space. That would provide an alternative access route to the school devoid of the associated traffic risks associated with its only current access point directly off the B5269. It would still satisfy the Greater Manchester Ecology Unit (GMEU) request that a biodiversity buffer is provided to the south of the site and that could present educational opportunities for the school.

6.1.2 The Parish urges that the design principle established by the Create Homes developments by reserving the southern extremities of the site(s) for green infrastructure purposes be followed. Failure to do so would allow for a visually unacceptable 'hard' development to spread in a southerly direction.

6.1.3 There is concern about the siting of predominately two-storey dwellings to the western edge of the site that abuts the school which is single storey. Given the siting of the school building, set back from the B5269 with an open field to the fore, those dwellings sited forward of the school building will be prominent.

6.1.4 Approaching from the west the rear elevations on plots 8-14 would provide an undesirable visual impact and be detrimental to the character of the village. A softer treatment could be provided by siting one and a half storey properties in this location, also providing more privacy to those accessing/using the school.

6.1.5 The Parish Council acknowledges a Grizedale design on plot 7 and hopes this principle is expanded on along the whole of the western boundary.

### **6.2 LANCASHIRE COUNTY COUNCIL (HIGHWAYS):**

6.2.1 No objections to the proposed site access and proposed internal highway and are of the opinion the development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

6.2.2 In respect of site access LCC Highways are of the opinion that the shown site access is acceptable. The shown sight lines are acceptable for this size and scale of development, based on the guidelines in Manual for Streets, and observations on site. The sight lines are fully achievable over the exiting adopted highway and as such a planning condition is not required to protect the sight lines. The proposed

geometry of the site access is to prescribed design standards for this size of development for all highway users.

6.2.3 In respect of sustainable links (LCC) Highways are of the opinion that the existing footpaths leading to the site are suitable for this rural location. Condition 11 of outline planning application 19/00348/OUTMAJ, requires the applicant provides a system of street lighting for the full frontage of the site with Preston Road to ensure the new access is suitably illuminated and provides pedestrians with a desirable route to walk to and from the site. No further improvements are recommended.

6.2.4 In respect of internal highway layout (LCC) Highways are of the opinion that the layout and car parking conforms to current guidelines. The planning department is advised to consider the impact on highway amenity for refuse collection and fire appliance access.

6.2.5 In respect of future highway adoption considerations (LCC) Highways are of the opinion that the internal highway layout is to an acceptable adoptable layout for adoption under section 38 of the 1980 Highways Act.

6.2.6 Highways recommend conditions be attached in relation to timely construction and adoption (or agreement of other management arrangements) of the estate roads and parking areas; a Construction Management Plan; timely construction of site access; and removal of permitted development rights for conversion of garages.

### 6.3 UNITED UTILITIES:

6.3.1 No objections, the flood risk assessment submitted is acceptable, and the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

### 6.4 GREATER MANCHESTER ECOLOGY UNIT (GMEU):

6.4.1 No evidence of protected species was found at the outline stage. These surveys are still valid. No further information or measures are required. Nesting birds matters are covered by condition 8 of the outline permission. No further information or measures is required.

6.4.2 The matter of Enhancing the Natural Environment is covered by condition 9 of the outline permission, with detail not required until prior to commencement. It is noted a landscape plan has been provided that is in line with requirements of the condition, though still lacking detail on species and management.

6.4.3 It is noted that some of the proposed nest boxes have been placed on the new native trees. These trees will not be large enough to locate such bird boxes. They should therefore be relocated to a more appropriate location. However this information is not required now as it is a matter for the condition on the outline.

6.4.4 Additional comments received that the amended landscape plan has moved the bird boxes from the new trees and provided planting details. Whilst bird boxes are located on southern elevations, there is a caveat that this is to be agreed with the ecologist and if under the eaves there should not be an issue with overheating of the box. The tree planting is primarily native within the wildlife area. There are no longer any concerns relating to these landscape proposals which could be conditioned as part of any permission.

## 6.5 WBC HEAD OF ENGINEERING SERVICES (DRAINAGE):

6.5.1 First response: No objection in principle, however confirmation is required that United Utilities are prepared to adopt SuDS infrastructure, including attenuation pond, as part of S104 agreement.

6.5.2 Second response: No objection.

## 6.6 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (PARKS DEVELOPMENT OFFICER):

6.6.1 The site is within walking distance of an existing play area that caters for a wide age range. It is not considered the open space indicated on this site would be suitable for a LAP, however it is currently proposed to be a wildflower meadow. Consideration should be given to more formal green amenity space/natural play.

## 6.7 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (TREE OFFICER):

6.7.1 Can confirm the appropriateness of details in relation to existing trees and hedgerow to be retained, and, new trees and hedgerows (including associated schedule and specifications). Queries whether any details have been submitted about what will happen about replacement of any failed stock.

## 6.8 WBC HEAD OF PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY (WASTE MANAGEMENT):

6.8.1 Originally responded that access for a refuse collection vehicle will not be an issue as there is a turning head between plots 26 and 27. A number of properties will not cause a collection issue as they can present directly on the kerbside at the front of their own property. However, some presentation points which will have to be introduced due to communal access/driveways, and therefore hard standing surfaces should be considered as presenting bins weekly could cause damage to grass.

6.8.2 Further response received following submission of Waste Collection Plan comments that the majority of plots have sufficient access, but plots 1-7 and 28-30 are proposing that the collection staff walk on the privately owned communal driveway to collect a bin, which is not something the collection team can accept, as we operate a kerbside collection service and do not enter private land to collect waste containers, so collection points at the mouth of the communal driveway would have to be introduced.

## 6.9 WBC HEAD OF ENVIRONMENTAL HEALTH AND COMMUNITY SAFETY (CONTAMINATION):

6.9.1 The comments on application 19/00348/OUTMAJ requiring a contaminated land condition are relevant to this application.

## **7.0 REPRESENTATIONS**

7.1 Eight letters of objection have been received to this application. The issues raised can be summarised as follows:

Location and housing need:

- The village will become overcrowded.
- Inskip is not a city or a town. It is in the countryside.
- The local plan details expansion of Inskip during the life of the plan 2011-2031, not increased supply in 2020.
- The cumulative effect of the three major development (85 dwellings on the allocation) without supporting infrastructure is a detriment to the village and against the intention of the local plan.
- There is no need for housing for sale or rent. Houses that have been built on the Create Homes development (opposite) have not been sold.
- People who have already moved in to the new houses already have a for sale board outside.

#### Highway matters and parking:

- Volume of traffic particularly at peak times creates road safety issues for children/parents and carers attending the school.
- The existing road network is inadequate to serve the community.
- This additional housing stock will add to road safety issues.
- Concerns about dangerous and inconsiderate parking during construction.
- No hardstanding for vehicles waiting to unload or for contractors vehicles which is essential given proximity to the school and visibility is limited west of the school entrance even when no vehicles are parked.
- The speed of traffic on Preston Road is a concern. There is no traffic calming.
- The Developer's Vehicles need to be banned from parking on the road west of Inskip School because of the blind bend at Lodge Cottages which is a dangerous section of road due to traffic speed.
- The Create Homes development caused major damage to the roads, pavements, and verges, as well as blocking road drains. This damage was reduced only when a hard-standing area was made part way through the second phase.
- The development creates a new significant Health and Safety risk for children and adults by introducing a high risk of collisions between vehicles and children, and between vehicles in the vicinity of the Inskip Primary School.
- The access onto Preston Road is 25 metres from the Primary School entrance. Preston Road is filled with parked cars in the drop-off, pick-up times. This will coincide with the exit from this development of vehicles leaving for work
- There will be friction between new residents and parents/carers of children for the school parking outside houses.
- Sightlines for drivers of the site will be in both directions by the parents' cars, and at the same time young children will be crossing the development road exit.
- The development will add further parking problems with pick up/drop off of pick at the school.
- Insufficient parking. There will be surplus vehicles including those of visitors parking on the pavements including those of Preston Road. The plans indicate two car park slots per house maximum, with some having only one car park slot and many do not have garages.
- Many of the houses have shared access to their properties and garages. This is a recipe for acrimony between neighbours and litigation.

#### Services and transport:

- The bus service is too infrequent to facilitate going to work outside the village (limited employment locally) and there are no shops.
- Car ownership is a necessity.

Pollution:

- Increased noise, dust, dirt and pollution will affect the school pupils.
- It seems there has been no communication with the school or Local Education Authority about health and safety implications from the development

Amenity:

- Plot 27 is too close to existing properties and garages.
- Large trees planned to go into the gardens of plots 27-30 should be changed to small trees to stop blocking of sunlight and autumn leaves cluttering gardens (of existing properties).

Other matters:

- It is questioned what livestock will eat in summer and winter
- The field has been
- used by a local farmer for growing of potatoes

7.2 A letter has been received from the Inskip C of E School Board of Governors objecting to the application. The concerns raised in the letter relevant to this particular application can be summarised as follows:

- The developers failed to integrate the 'open space' at the design stage whilst at the same time maximising housing floor space within the existing allocated boundary and that this has been to the significant detriment of the design, layout, density and aesthetics of the whole development.
- The erection of 5 x 2 storey 3 bed mews and 4 x 2 storey 2 bed mews (as per their siting outlined in the development plan), raises both aesthetic and privacy/safeguarding issues given that the proposed properties will overlook the school (which is single storey).
- Children's rights to privacy are enshrined in Human Rights legislation and it is concerning that the applicant has not taken this into account when siting the 2 storey dwellings on the Western Boundary adjacent to the school. The privacy of the schools' pupils would be compromised.
- The proposed access point for the housing development is in too close proximity to the entrance to the school. There is concern for the safety of school children parents and guardians caused by vehicular access to and from the new housing development. Already farm tractors and large delivery vehicles constitute a relatively high percentage of the traffic on this road which causes a visibility issue.
- At busy periods Preston Road becomes a one lane road when parents park their cars on one side to drop off and collect children. Getting children in and out of cars at these times is already dangerous. The development will make matters even worse.
- The entrance to the development site is also in too close proximity to the Pinfold Lane junction, which it is understood is ear-marked for a local convenience store. The developments entrance, as proposed, would not be safe for either pedestrians or traffic.
- Concerned about the dangers posed to school children as they are walking up the main pathway to school during the period that construction works would be carried out.



## **8.0 CONTACTS WITH APPLICANT/AGENT**

8.1 Various. Including discussions relating to housing mix, play area contributions, and layout requirements of SPG4.

## **9.0 ISSUES**

9.1 The main issues in this application are as follows:

- Principle of development
- Housing mix
- Affordable housing provision
- Access and internal highway layout matters
- Scale
- Layout and impact upon residential amenity
- Appearance
- Landscaping
- Green infrastructure and play area provision/contributions

### Principle of development

9.2 The site is part of the Inskip Extension Allocation (Policy SA1/11) and the principle of development for housing has been established through the allocation policy and the extant outline permission 16/00625/OUTMAJ. As determined at outline stage the site is Grade 3 agricultural land which is classed as moderate quality and therefore the proposal would not lead to the loss of high value agricultural land. Matters of principle including flood risk and drainage, highway capacity and impact on the highway network, contamination, amount of affordable housing required, and impact on existing infrastructure were also considered at outline stage and therefore cannot be revisited here. This reserved matters application follows the parameters of the outline permission in terms of the amount of development. Whether the proposal complies with specific policy requirements and conditions on the outline application are discussed in the following sections of this report.

9.3 Policy SA1/11 sets out a number of Key Development Considerations (KDC's) for the whole allocation. KCD1 and KDC6 requires land immediately west of the school be used for an extension to the school if required, and there would be no conflict with this requirement.

### Housing mix

9.4 Policy HP2 of the WLP31 requires that developments provide an appropriate mix in terms of size, type and tenure of housing to meet the identified need in the borough and local market demand to accord with the most recent Strategic Housing Market Assessment (SHMA). The Policy also requires that developments exceeding 20 dwellings should make provision for at least 20% of dwellings on site to be designed to be adaptable to meet the needs of older people and people with limited mobility. Condition 15 on the outline permission requires the housing mix in the reserved matters application to satisfy Policy HP2. As originally submitted the proposal did not comply with this requirement as too few smaller units and too many four bedroom properties were proposed. A revised housing mix has since been proposed which has not altered the layout but instead altered the house types within the plots. The housing mix now equates to 30% 2 bedroom properties (9 units), 46% 3 bedroom properties (14 units), and 23% 4+ bedroom properties (7 units) which is now in general accordance with the SHMA evidence and in turn the policy

requirement. In addition to bedroom numbers it is also acknowledged the house types include bungalow properties, terraced, semi-detached and detached dwellings to help widen the overall choice.

#### Affordable housing provision

9.5 The S106 Agreement for the outline permission secured the provision of 30% affordable housing on-site. The total number of affordable units proposed is 9no. units. Five of these would be for affordable rent and 4no. would be shared ownership properties. The affordable units would be proposed on plots 13-15 on the western boundary, and plots 20-23 in the centre of the site. The location of the plots split by the internal access road and integrated with the open market properties is acceptable. It is also considered that the scheme would be tenure blind as the same house types would also be open market properties. Overall it is considered the amount, type and tenure of the affordable units would be acceptable and compliant with Policy HP3 of the WLP31

#### Access and internal highway layout matters

9.6 Paragraph 109 of the NPPF states that development should only be refused on transport grounds where the residual cumulative impacts of development are severe. The wider implications of the proposed development such as impact upon highway capacity and the strategic highway network were considered at outline stage and considered acceptable. The matter of access is a consideration as part of this current application. The application proposes a new access off the southern side of Preston Road. The access would be off-centre of the site frontage, more towards the west than the east. The access would then lead into a main spine road which would run directly southwards through the site and then bend eastwards within the site to serve further properties. Objectors have raised concerns about the location of the access and proximity of the access to the school, with specific concerns about highway safety both from the development itself when completed and during construction, health and safety of children and parents/guardians, and parking concerns giving rise to highway safety issues.

9.7 LCC Highways have been consulted on this application. They have no objections to the proposed site access and internal highway and are of the opinion the development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. They have also stated that the shown sight lines are acceptable for the size and scale of this development, based on the guidelines in Manual for Streets, and their observations on site. Whilst objections have been received citing highways safety and parking concerns the Local Highways Authority as the professional body has raised no objections. They have however requested a number of conditions (listed in section 6.2 of this report). The requirement for a Construction Management Plan (CMP) condition would help address the concerns of objectors however this was imposed on the outline permission and so is not necessary to repeat. The matter of conversion of garages is considered later in this section. Other conditions are deemed appropriate and it is suggested these are imposed. In addition condition 11 on the outline permission requires the provision of street lighting for the full frontage of the site to ensure the new access is suitably illuminated and provides pedestrians with a desirable route to walk to and from the site.

9.8 The Local Highway Authority have provided comments that the internal highway layout conforms to current guidelines and would be suitable for adoption. They suggest the planning department considers suitability of the layout for fire

appliances and refuse vehicles. Generally a twin-axle refuse vehicle has a similar manoeuvring requirement to a fire appliance, with the latter falling under building regulations. The Council's waste management team raise no concerns about turning provision for the refuse vehicles. Waste storage areas are also considered generally acceptable. However as there are outstanding concerns about collection issues with the suggestion that some presentation points may need to be introduced at the mouth of private driveways then a condition is suggested requiring a waste management plan to be submitted and agreed.

9.9 WLP31 (Appendix B) sets out parking standards requiring a maximum of 2no. parking spaces for 2 and 3 bedroom properties, and 3no. spaces for 4no. bedroom properties. LCC Highways have stated that the parking layout conforms to current standards. The revised plans show that each property would be provided with a minimum of 2no. external parking spaces, with some of the four bedroom properties having 3no. external spaces. The proposed garages are sufficient sizes to be used as parking spaces if required by inhabitants of the dwellings. Therefore as every dwelling would be provided with a minimum of 2no. parking spaces it is considered that sufficient off road parking spaces would be provided, and that a condition removing permitted development rights for conversion of the garages is not necessary or reasonable in this case.

#### Scale

9.10 The NPPF and the NPPG state that good design is a key aspect of sustainable development and that new development should contribute positively to making places better for people. Policy CDMP3 of the WLP31 is also concerned with securing high quality design.

9.11 The dwellings would be a mixture of two storey properties and 1 ½ storey properties. Bungalows are proposed as the Grizedale House Type and these would have a full ground floor of accommodation and a half floor of accommodation above. The nearest existing dwellings around the site, which are mainly to the east, with some to the north-east, are predominantly two storey in height. There are occasional smaller single storey bungalows within those nearest existing developments. The existing school to the west is single storey height.

9.12 The applicant was asked to reduce the density and massing of the properties on the western boundary as the vast majority were proposed to be two storey terraced and semi-detached properties. The applicant has provided amended plans. A bungalow is proposed on the north west corner of the site closest to Preston Road, and three detached bungalows would also be on the western boundary adjacent to the school. The two storey properties have been moved into the centre of the site as opposed to being adjacent to the school. This is an improvement as a lower scale and density along this edge would be more in keeping with the school height and edge of settlement character. It is considered that the proposal is therefore acceptable in terms of density. In terms of scale the provision of the majority of two storey properties and some 1 ½ storey properties on the site is considered acceptable. Two storey dwellings would sit along the site frontage, but also be located adjacent to existing two storey properties to the east. This would be in keeping with the height of existing nearby dwellings. Overall the scale, density, and type of the proposed dwellings is considered to be acceptable, and it is considered the proposal would comply with Policy CDMP3.

#### Layout and impact upon residential amenity

9.13 Policy CDMP4 states that development will be expected to incorporate existing trees and hedgerows into the design and layout of schemes where possible unless their loss is essential for development to go ahead and is supported by evidence. Policy CDMP3 requires layout of developments to respect the character of the area, and to integrate with the wider built environment having regard to design of matters such internal roads and permeability, open space, and car parking. Policy CDMP6 also requires that appropriate provision is made for vehicular access and car parking. Policy CDMP1 requires that development will not lead to significant adverse impact upon amenity, which includes impact from noise.

9.14 It is considered that a layout with houses fronting Preston Road and then predominantly fronting the main roads through the site is acceptable and would ensure properties do not turn their back on roads resulting in blank walls in the most public locations within the sites and so that there is surveillance of people and vehicles. The gardens of the properties would be to the rear of each plot. Overall it is considered the overall layout of the site is acceptable.

9.15 The proposed layout has been considered against SPG4, and the spacing required between plots within the site, and existing properties outside the site. An amended plan has addressed initial concerns and it is now considered there are sufficient separation distances between all of the proposed properties to comply with SPG4.

9.16 One of the objections raises concerns about the proximity of properties on the eastern side of the site with existing residential properties and garages. In particular in relation to Plot 27. The SPG4 sets out that rear to rear elevations, front to front elevation and front to rear elevations should be at a distance of 21m of a dwellinghouse. Side to rear elevations should be at least 13m distance. Plot 27 would be sited further south of the nearest existing residential property with no elevations directly facing that existing property. The side elevation of plot 27 would be 10.8m away from the garage of the nearest existing residential property, however the separation distances do not apply to outbuildings. Other proposed properties on the eastern side of the site would have rear elevations facing towards the side elevations of existing properties. The required distance in this scenario is 13m, and the proposed dwellings would be between 25m and 27m away from the nearest elevations of the existing dwellings. Therefore the existing and proposed dwellings would be suitably distanced from each other and compliant with policy requirements.

#### Appearance

9.17 The dwellings are proposed to be constructed in a mixture of red brick walls and red brick and render walls. Those constructed of part brick and part render would be brick walled at the lower section and rendered in champagne coloured k-render at first floor level. Cills and headers would be constructed in buffer colour cast stone. Roofing for all plots would be grey Marley smooth roof tiles. Boundary brick walls to properties would be constructed of brick to match that used on the associated dwelling (dwarf brick base with timber panels to 2.1m height), and fencing boundaries for each dwelling would be 1800mm high close boarded timber with timber posts and gravel board to the base.

9.18 Existing dwellings and buildings in the area are constructed of brick, or render, or a mixture of both. Occasional buildings are constructed of stone walls. Most buildings in the area are constructed with grey slates or tiles to the roofing. Therefore it is considered that the materials proposed would be appropriate to the existing built form of the area. Subject to conditions securing this detail, the

appearance of the proposed dwellings and related garages would be acceptable and the proposal would comply with Policy CDMP3 of the WLP31.

#### Land levels

9.19 Land levels are a matter that can affect the appearance of a site. Plans have been submitted providing details of the existing and proposed land levels and the finished floor levels of the dwellings. The proposed plans demonstrate that the land levels at the front of the site would be raised by between 15cm and 20cm. These alterations to the land levels at the site frontage are considered to be minimal and would not make the development frontage overly dominant or visually unacceptable.

9.20 In the area around plots 11 and 12 on the western edge of the site the finished floor levels of the properties would be a maximum of 50cm higher than the existing land levels, and on the eastern side of the site plot 28 would have a finished floor level 96cm higher than the existing land level. However this would mean that one specific area of the site would be raised to ensure all of the properties across the centre of the site would be at the same land and finished floor level. The land would be raised by just over 1m to site plots 24 and 25 which are further south into the site. However although the land levels would be raised, these properties would be no higher than the properties proposed on the western boundary of the site, and only marginally higher than existing land levels of the western site boundary. Therefore overall it is considered the changes to the land levels would not result in unacceptable harm to the visual amenities and appearance of the area.

#### Landscaping

9.21 The applicant has submitted a soft landscaping scheme. The Council's Tree Officer approves of the soft landscaping proposed, stating that the landscape /ecological management plan and landscape proposal robustly cover the full requirements of a scheme of this proportion. He has queried whether any details have been submitted about replacement of any failed stock, however the Council's standard condition requires any failed stock within 7 years of planting would have to be replaced. Overall the proposed soft landscaping proposed for this reserved matters application is considered acceptable. Condition 14 of the outline permission requires details of the management and maintenance of the GI and all communal areas within the site. Therefore it is not necessary to repeat this condition. Details of the soft landscaping to the land to the south is considered in more detail as part of that separate application.

9.22 In terms of hard landscaping the applicant has submitted a materials layout plan and a Materials Sheet which details that roads to be adopted would be constructed with black tarmac, as would pavements, and unadopted roads (private shared drives) would be constructed with tarmac with hot rolled red fleck within it. Private driveways for each plot would be constructed with brindle (red brick) block paving, and paving flags around the dwellings would be buff in colour. The use of tarmac to internal roads is typical of modern housing estates, and is required to afford suitable access and adoptable standards. The proposed hardstanding materials are considered acceptable in this case as the brick block paving and tarmac with red flecks would break up the extent of tarmac within the site and help to add interest to the appearance of the site. This can be secured by a condition.

#### Green infrastructure and play area provision/contributions

9.23 A condition was attached to the outline consent requiring the provision of green infrastructure (GI) in accordance with Policy HP9. The GI requirement for this reserved matters scheme is 0.28 hectares. 0.3 hectares is proposed which satisfies the policy and outline condition, however this is located outside of the land with outline permission, as such a concurrent application (20/00381/FUL) has been submitted seeking full permission for this area of GI with associated operational development including a pond and boundary fencing. This application on its own, therefore, does not comply with Policy HP9 and would therefore only be considered acceptable if the associated application for the area of Green Infrastructure is also approved and carried out concurrently with this development. This can be controlled by an appropriate condition.

9.24 It is considered that the approach to the provision of GI can be supported in this case. Although it would be outside the extent of the housing allocation in designated countryside, there is presently no physical boundary between the southern edge of this site and the additional land to the south so no obvious encroachment (an assessment of visual impact is outlined below in this report and also in the concurrent 20/00381/FUL application). As it would involve no land-take within the allocation it would enable 30 units to come forward on the allocation which, together with the 55 units permitted to the east and north-east, would enable delivery of the full allocation capacity of 85 units whilst still retaining sufficient land to the west for the school expansion if required.

9.25 KDC2 of policy SA1/11 mentions the provision of on-site open space, and formal and informal play, as well as tree planting and pedestrian and cycle connectivity where possible outside the site. As well as this Policy HP9 states that the most appropriate types of open space provision need to be determined, and open space should be meaningful in order to make an important contribution to the health and wellbeing of communities. As the site is within walking distance of an existing play area close to St. Peter's Church in the centre of Inskip that caters for a wide age range, and which has recently been upgraded, it is considered that future occupants of the development should be encouraged to use this play area to help achieve community cohesion rather than having a small stand-alone play area towards the rear of the site. Furthermore, visually it is considered that informal GI in the form of a soft natural/semi natural landscaping buffer to the south of the development adjoining countryside beyond would be more appropriate. As the application proposes the required amount of GI and there is no identified need to upgrade existing GI in the village, there is no GI contribution required in lieu of on-site provision. The delivery of this GI could be conditioned to come forward simultaneously with the construction of the dwellings. Overall the proposal is considered to comply with the aims of KDC2 and Policy HP9 of the WLP31.

#### Other matters

9.26 Contamination - Whilst the Environmental Health Officer has responded that the same conditions are relevant to this reserved matters application, as the conditions are already on the outline permission it is not necessary to repeat them.

9.27 Ecology - The impact upon ecology was assessed at outline stage and no evidence of protected species was found at the site. Conditions were attached to the outline application in relation to nesting birds and ecological enhancement. GMEU have been consulted on this application and have confirmed that the surveys from the outline application are still valid. They have noted that the initial landscaping plans provided showed nest boxes on the new trees but that these trees will not be large enough to locate the bird boxes. Whilst this is not a matter for the reserved

matters application as the enhancement measures are dealt with by the outline condition, nevertheless revised landscape plans with this reserved matters application have been provided to demonstrate that bird boxes will be provided on the dwellings themselves rather than the trees in order to reflect this advice.

9.28 Drainage - The matter of drainage was considered at outline stage, and there are drainage conditions on the outline permission. Condition 5 requires the applicant to submit drainage details prior to or simultaneously with any reserved matters application. The applicant has submitted a discharge of condition application which includes drainage details, and has provided the same plans as part of this reserved matters application for information. The Council's Drainage Engineer has responded to both applications that he has no objections in principle but that confirmation is required that United Utilities are prepared to adopt the SuDS infrastructure, including the attenuation pond. United Utilities have responded raising no objection to the application and urging the applicant to engage with them over a detailed drainage design, to be submitted as part of the adoption agreement. UU have also confirmed that they cannot state at this stage whether the SUDS feature would be adopted as they would have to wait for a S104 Agreement to be submitted to them and consider the details. Even if UU did not wish to adopt the SuDS feature then there is the option for this to be privately managed. In any event this is not a matter for this reserved matters application as the outline condition requires details of drainage management arrangements to be submitted. An informative can be attached to this effect as a reminder to advise the applicant of the need for a S104 Agreement.

## **10.0 CONCLUSION**

10.1 The proposal would generally comply with the parameters of the outline permission, and the access, layout, scale, appearance and landscaping of the proposal are considered to be acceptable subject to conditions. In this case whilst the layout does not include green infrastructure provision, and therefore fails to comply with Policy HP9, this is proposed to be provided on adjacent land to the south as proposed in the concurrent application before members, with its timely delivery to be secured by a Grampian condition. Not providing the GI within the site enables the delivery of 30 units, which helps to deliver the housing capacity figure in the allocation and Wyre's overall housing target. The impact in particular visual of providing this GI is considered in the concurrent application.

## **11.0 HUMAN RIGHTS ACT IMPLICATIONS**

11.1 ARTICLE 8 - Right to respect the private and family life has been considered in coming to this recommendation.

11.2 ARTICLE 1 - of the First Protocol Protection of Property has been considered in coming to this recommendation.

## **12.0 RECOMMENDATION**

12.1 Grant reserved matters approval subject to conditions.

### **Recommendation: Permit**

#### **Conditions: -**

1. (i) No dwelling hereby approved shall be occupied unless and until the area of land the subject of planning permission ref: 20/00381/FUL has been enclosed on the eastern, southern and western boundaries in order to be separated from the wider

agricultural land and left with an open northern boundary so that it is encompassed within the residential development site hereby approved;

(ii) No more than 19 dwellings hereby approved shall be occupied unless and until, all of the green infrastructure and associated operational development / works approved under planning permission ref: 20/00381/FUL have been completed in full and made available for use.

Reason: To ensure that the necessary green infrastructure required to support this development is provided in a timely manner in accordance with Policy HP9 of the Adopted Wyre Local Plan 2011-2031.

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the Planning Application received by the Local Planning Authority on 05.05.2020 including the following plans/documents:

- Drawing No. 105 Rev G (Site Plan Proposed)
- Drawing No. 116 (Single Garage Plan and Elevations)
- Drawing No. 117 (Double Garage Plan and Elevations)
- Drawing No. 121 Rev A - 3B5P House Plans and Elevations (Eagley Type 2)
- Drawing No. 123 Rev A - 3B5P House Plans and Elevations (Eagley Type 4)
- Drawing No. 125 - 2B4P House Plans and Elevations (Artle Type 1)
- Drawing No. 130 Rev 1 - 2B4P Bungalow Plans and Elevations (Mearley Type 1 -BR+r)
- Drawing No. 131 Rev A - 3B6P House Plans and Elevations (Bradshaw Type 2)
- Drawing No. 135 Rev A - 4B7P House Plans and Elevations (Pendle Type 1)
- Drawing No. 136 Rev A - 4B7P House Plans and Elevations (Pendle Type 2)
- Drawing No. 146 Rev A - 3B5P Bungalow Plans and Elevations (Grizedale Type 3)
- Drawing No. 150 Rev A - 4B6P House Plans and Elevations (Sabden Type 2)
- Drawing No. 160 Rev A - 5-Bed House Plans and Elevations (Whitewell Type 1-BR)
- Drawing No. 170 Rev A - 3B5P House Plans and Elevations (Irwell Type 4)
  
- Drawing No. 001704 JPL ZZ XX DR D 2001 Rev P09 Proposed Access Road and General Arrangement

The development shall be retained hereafter in accordance with this detail.

Reason: For the avoidance of doubt and so that the Local Planning Authority shall be satisfied as to the details.

3. The development shall be carried out strictly using those materials specified on the approved document titled 'Materials Tracker by btp Architects, Project Name Preston Road Inskip, Job No. 3548', unless other minor variations are submitted to and approved in writing by the Local Planning Authority after the date of this permission and before implementation.

For the avoidance of doubt all walls and roofing to garages, and boundary walls, shall be constructed of materials to match those used on the associated host dwelling to which the garages and boundary treatments serve.



Reason: To safeguard the visual amenities of the locality and in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31).

4. The boundary treatments shown on plan No. 109 Rev A (Boundary Plan and Details) shall be installed before the associated dwelling(s) hereby approved are first occupied and shall thereafter be retained and maintained.

Reason: For the avoidance of doubt and in the interests of residential amenity to secure private curtilage and in the interests of the appearance of the site and locality in accordance with Policy CDMP3 of the Adopted Wyre Borough Local Plan 2011-2031 (WLP31).

5. Prior to first occupation of any dwelling hereby approved the off-site works of highway improvement [namely, new site access] shall be provided, unless an alternative timetable for implementation is submitted to and approved in writing by the Local Planning Authority, in which case the site access shall be provided in accordance with any alternative approved timetable for implementation.

Reason: In order to ensure the timely delivery of the necessary highway works in the interests of highway safety in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

6. a) Prior to the first occupation of any dwelling, the proposed arrangements for future management and maintenance of the roads/ footways/ cycleways within the development shall be submitted to, and approved in writing by, the Local Planning Authority. These details shall include a plan showing areas of highway proposed for adoption by the Local Highway Authority and any areas proposed for private management.

(b) Should the plan required by (a) show that any highway within the estate would be privately managed, details of a Road Management Plan to detail how those sections of highway would be maintained in perpetuity, such as a private management and maintenance company to be established if applicable, shall be submitted to and approved in writing by the Local Planning Authority. The highway shall thereafter be maintained in accordance with the approved management and maintenance details or until such time as an agreement has been entered into under section 38 of the Highways Act 1980.

(c) Should the plan required by (a) show that any highway within the estate would be proposed for adoption by the Local Highway Authority, those roads/ footways/ cycleways shall be made up to, and retained thereafter to, the Local Highway Authority's Adoptable Standards.

Reason: To ensure that all highways, footways and cycleways will be maintained to a sufficient standard by either the Local Highway Authority or by a site management company in accordance with Policy CDMP6 of the Wyre Local Plan (2011-31).

7. (a) The new estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any other development takes place within the site, and shall be further extended before any other development commences fronting the new access road.

(b) No dwelling hereby approved shall be first occupied until the new estate road(s) affording access to those dwelling(s) has been constructed in accordance

with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level.

(c) In the event that the new estate road is not proposed for adoption by the Local Highway Authority then details of their road construction (surface materials and depth) and highway infrastructure (footways, street lighting, drainage) shall be submitted to, and approved in writing by, the Local Planning Authority. No dwelling hereby approved shall be first occupied until the new estate road(s) affording access to that dwelling has been constructed in accordance with the approved details.

Reason: To ensure that satisfactory access is provided to the development site, that the road surfaces are visually acceptable, that the private roads are of sufficiently adequate construction to support any loading applied to them to enable effective waste management and emergency services access, and that the necessary infrastructure is provided in the interests of highway safety in accordance with Policies CDMP3 and CDMP6 of the Wyre Local Plan (2011-31).

8. Notwithstanding the definition of development as set out under section 55 of the Town and Country Planning Act 1990 (as amended) and the provisions of Parts 1 and 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification);

(i) no works shall take place that would preclude the use of the driveways hereby approved for the parking of cars; and

(ii) no hard boundary treatments (fences, walls, pillars, gates, or railings) shall be erected forward of a property elevation facing a road other than those shown on submitted plan No. 109 Rev A (Boundary Plan and Details); and

(iii) no areas of soft landscaping to the front of properties shall be removed to make provision for additional car-parking, without planning permission being granted by the local planning authority.

Reason: To ensure that the Local Planning Authority has control over any future development in order to ensure the estate retains its open plan character in the interests of residential and visual amenity in accordance with the provisions of Section 12 of the NPPF and Policy CDMP3 of the Wyre Borough Local Plan 2011-2031 (WLP31).

9. The development hereby approved shall not be first occupied or brought into use until the parking / turning area(s) shown on the approved plan Drawing No. 105 Rev G has been laid out, surfaced and drained. The parking / turning area(s) shall not thereafter be used for any purpose other than for the parking and manoeuvring of vehicles.

Reason: To ensure that adequate off road parking is provided to serve the development in the interests of highway safety and in accordance with the provisions of Policy CDMP6 of the Wyre Local Plan (2011-31).

10. The proposed hard and soft landscaping works shall be carried out in accordance with the approved details as shown on drawing No.s 101 Rev F (Landscape Layout), and 201 Rev E (Planting Plan), and the document titled 'Materials Tracker by btp Architects, Project Name Preston Road Inskip, Job No. 3548', prior to first occupation or first use of any part of the development or otherwise

in accordance with a programme agreed in writing by the Local Planning Authority and shall thereafter be retained and maintained.

Any trees or shrubs planted in accordance with this condition which are removed, uprooted, destroyed, die, or become severely damaged or seriously diseased within 7 years of planting, or any trees or shrubs planted as replacements shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the site is satisfactorily landscaped in the interests of visual amenity and ecology in accordance with Policies CDMP3 and CDMP4 of the Wyre Local Plan (2011-31) and to ensure compliance with the Wildlife and Countryside Act 1981 and section 15 of the National Planning Policy Framework.

11. Prior to any of the dwellings hereby approved being first occupied details of the location of waste collection points, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then proceed in full accordance with these approved details.

Each dwelling shall be provided with a refuse storage point before the associated dwelling is first occupied and shall thereafter be retained.

Reason: In order to ensure that waste is properly provided and managed for each property within the site in the interests of visual and residential amenity in accordance with the provisions of Section 12 of the NPPF and Policy CDMP3 of the Adopted Wyre Borough Local Plan 2011-2031 (WLP31).

12. Notwithstanding the provisions of Schedule 2 Part 1 Classes A-D of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification), the dwellings on plots 13-15 hereby approved shall not be altered or extended, without planning permission.

Reason: To ensure that the Local Planning Authority have control over any future development of the dwellings in the interests of preserving the character and amenity of the area and the residential amenity of occupants / neighbours of these particular plots in accordance with Policy CDMP3 of the Wyre Local Plan (2011-31).