

PLANNING COMMITTEE UPDATE SHEET

COMMITTEE DATE: 28th April 2021

APPLICATION NO.	TEAM LEADER	ITEM NO.	PAGE NOS.
19/00860/OULMAJ	Lyndsey Hayes	2	41-79

Great Eccleston Masterplan

As an update to paragraph 5.4.2 (page 44) of the main committee report, the Great Eccleston Masterplan Part 2 has now been approved by the Head of Planning Services under delegated authority. The approval of the Part 2 document means that there is now a complete masterplan for the allocation in line with the Local Plan requirement.

Updated Consultee Response

Since the publication of the committee report Lancashire County Council (LCC) have provided a revised indicative Education Contribution Assessment (Dated 13th April 2021) which identifies that at this particular point in time and assuming a development of 4 bedroom dwellings (as is standard practice where housing mix is unknown at outline stage), then a financial contribution towards 131 primary school and 43 secondary school places is required.

LCC intend to use the primary education contribution to provide additional primary places at the new primary school linked to Land West of Gt Eccleston (identified as part of the Local Plan) and/or Inskip St Peter's Church of England School. LCC intend to use the secondary education contribution to provide additional secondary places at Hodgson Academy and/or Millfield Science and Performing Arts College. These are the closest schools to the development that have space to accommodate an expansion.

Should the primary places be an extension to an existing school this equates to a contribution of £2,194,244.76. Alternatively should these places be provided at the new primary school (indicated on the approved Great Eccleston Masterplan) then this equates to a contribution of £2,605,951.56. The 43 secondary school places would equate to a contribution of £991,655.25.

In terms of the new school site, LCC would be seeking a 1 form entry primary school site and request that the maximum site size of 1.36 ha be provided.

The response also states that in the event a new school site is needed then where the demand is generated by more than one development or phase, it may be that one developer would be required to provide the school land to address the collective demand. This would require applicants to provide a contribution towards the cost of the school site land, proportionate to the size of their development. LCC would seek to work with the Council to ensure that such equalisation arrangements are established prior to the approval of any of the developments affected.

Officer Response:

Members are advised that this updated response would not change how the Section 106 agreement was drafted, which would impose a mechanism for the

precise contribution to be calculated at the time of any approval on the reserved matters application(s) when bedroom mix is known. In terms of a contribution towards the costs of the school site land, no such equalisation arrangements are in place and the Council does not consider this additional contribution request as being reasonable or in conformity with the CIL Regulations. It is suggested to amend condition 2 (below) to specify the amount of land required to be reserved for the new primary school.

Clarification in Section 9 of Report (Infrastructure provision and employment)

Paragraph 9.12 (page 55) of the main committee report documents that the application would secure the provision of the spine road linking from the A586 to Copp Lane and its timely delivery as an early phase of development would need to be secured through a Section 106 legal agreement. This would actually be secured by condition (condition 6 being relevant).

Amendments to conditions (amendments in bold and italics)

The following amendments are proposed to conditions 2, 5, 6 and 10, having been reviewed by officers, the applicant and the changes subsequently agreed by LCC Highways (where relevant):

- 2.(a) The total number of residential units to be provided on the site in the general locations shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan shall be up to 350;
- (b) No less than 1.0ha of land shall be provided on the site in the general location shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan for the development of employment uses within classes Class B1 (now Class E (g)), B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended);
- (c) No less than 2.43ha of land shall be reserved for the provisions of a Community Hub in the general location shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan comprising an A1 retail (convenience) store (now Classes E (a), (b) and (c)) and class D1 uses of a Village Hall (**up to 0.4ha of land**), a Medical Centre (**0.49ha of land**), and a Primary School (**1.36ha of land**), as per the Town and Country Planning (Use Classes) Order 1987 (as amended) unless written confirmation is provided in writing by the Local Planning Authority that some or all of this safeguarded land is no longer required;
- (d) The total amount of floor area to be provided for the retail (convenience) store specified within (c) above shall not exceed 400m² (gross).
- e) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2020 or Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any subsequent order amending or revoking and replacing that order, the units hereby permitted within (b) above shall only be used for the purposes of classes B1/B2/B8 (or class E(g) if that was to become the lawful use of any B1 use implemented) and the retail unit hereby permitted within (c) above shall only be used for the purposes of class A1 (convenience) retail (or class E(a) or F2(a) if that was to become the lawful use of the A1 use implemented), nor shall any mezzanine floor be installed in any of those units, without the express permission of the Local Planning Authority.

[NB: the transitional arrangements allowed by the Town and Country Planning (Use Classes) Order 2020 mean that the use classes specified by this condition are those applied for when the application was made]

Reason: To ensure the development delivers appropriate housing and employment growth whilst ensuring the uses are provided in the right location on the site and will not undermine the vitality and viability of nearby centres in accordance with Policies SP1, SP2, HP1, EP1, EP5 and SA1 of the Wyre Local Plan (2011-2031) and the approved Great Eccleston Master Plan.

5. No development shall commence until a phasing programme for the whole of the application site to include the approved residential, green infrastructure, employment **land** and community hub, has been submitted to and approved in writing by the Local Planning Authority. **The** development shall be carried out in accordance with the approved phasing programme unless an alternative programme has otherwise been submitted to and approved in writing by the Local Planning Authority.

Reason: To define the permission and in the interests of the proper development of the site and to ensure the timely delivery of supporting infrastructure in accordance with **the provisions of the approved Great Eccleston Masterplan (Parts 1 and 2)**, policies SP7, CDMP3, EP1 and SA3/3 of the Wyre Local Plan (2011-31).

6. **Prior to, or simultaneously with the submission of any reserved matters application(s) relating to layout, a scheme and programme for the construction, and subsequent offer to the local highway authority for adoption, of the internal spine road between the A586 and Copp Lane, together with the access roads to the 1ha of employment land and to the 2.43ha Community Hub as identified of the approved - Drawing No. MA/GE/PP/01 Rev A - Parameters Plan and the approved Great Eccleston Masterplan Part 1, shall be submitted to and be subject to the approval, in writing, of the local planning authority. These internal roads shall be constructed in accordance with the approved scheme(s) and programme(s) to an adoptable standard.**

Reason: *In order to ensure that there is adequate and early connectivity to the existing highway network and to ensure that the designated areas of employment land and Community Hub are accessible and available to be developed at an appropriate stage of the overall site development in the interests of highway safety and sustainability and in accordance with the provisions of the approved Great Eccleston Masterplan (Parts 1 and 2) and Policies EP1 and SA3/3 of the Wyre Borough Local Plan 2011-2031.*

10. **Where any reserved matters application is submitted relating to layout on the part of the site which is located to the south of public right of way network (2-13-FP11) and east of the main spine road, the submitted details must provide for a continuous primary access road comprising a 5.5 metre wide carriageway and a footway 2 metres wide on each side of the carriageway from the spine across extending to the eastern site boundary as shown on the approved Drawing No. MA/GE/PP/01 Rev A - Parameters Plan (**and to link to any similar road on the other side of the boundary if permitted or existing at the time the details are submitted**). Prior to, or simultaneously with the submission of any such reserved matters application, a scheme and programme for the construction of this road and subsequent offer to the local highway authority for adoption shall be submitted to and be subject to the approval, in writing, of the local planning authority. The said primary access road shall thereafter be constructed to an adoptable standard for its entire length up to the site**

boundary. This primary access road shall be maintained and remain open and unobstructed at all times.

Reason: To ensure that the development provides appropriate ***and timely connections*** and sustainable linkages to neighbouring development and the wider highway network ***to enable the full development of site allocation SA3/3 and in accordance with the approved Great Eccleston Masterplan (Parts 1 and 2),*** Policy CDMP3 of the Wyre Local Plan (2011-31) and the National Planning Policy Framework.