

# Planning and Affordable Housing Statement

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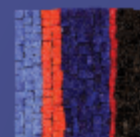
**53 Affordable Homes and associated  
works**

**Land at Rosemount Avenue  
Preesall  
FY6 0HB**

**Breck Homes Limited**

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**FEBRUARY 2024**



**mosaic**  
town planning

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# 1 Introduction

- 1.1 This Planning and Affordable Housing Statement accompanies an application for 53 dwellings and associated works on land off Rosemount Avenue, Preesall on behalf of Breck Homes Limited.
- 1.2 The development will be delivered by Breck Homes prior to its acquisition by Jigsaw Homes Group, a locally active Registered Provider.
- 1.3 This Statement will describe the proposals in more detail, along with the site and surroundings. It will then consider relevant planning policy, the evidence base and the planning history of the site, before providing an analysis setting out the planning issues relevant to the determination of the application. It concludes by confirming that the proposals constitute sustainable development in accordance with the Development Plan and should be approved without delay.
- 1.4 The application is submitted following a formal pre-application consultation process with Wyre Council (Ref: 23/00889/PREAPP) including a meeting on the 18<sup>th</sup> October 2023. These discussions were held with Tilia Homes; however, all feedback has been shared with Breck Homes and has been considered in the proposed scheme. In addition, informal feedback was received the Highway Authority on 7<sup>th</sup> February 2024, which has led to minor adjustments to the layout and site boundary.
- 1.5 The following plans and documents have been submitted as part of the application and should be read in conjunction with this statement:

## Plans

- P01 - Planning Layout (Breck)
- P02 - Materials Distribution Plan (Breck)
- P03 - Boundary Treatments Plan (Breck)
- P04 - Boundary Details (Breck)
- P05 - Car Charging Plan (Breck)
- P06 - Bird and Bat Box Plan (Breck)
- P07 - Street Scene Elevations (Breck)
- P08 - Site Location Plan (Breck)
- P09 - Tree Removal Plan (Breck)
- P10 - Site Sections (Breck)
- P11 - Slab Level Plan (Breck)

- P12 - Green Infrastructure Plan (Breck)
- P13 - Landscaping - Sheet 01 of 02 (Breck)
- P14 - Landscaping - Sheet 02 of 02 (Breck)
- P15 - Plot No. 03 (Breck)
- P16 - Plots 01-02-04-05-12-13-19-20-26-27-50- 51-52 & 53 (Breck)
- P17 - Plots 14-15-28-29-44-45-48 & 49 (Breck)
- P18 - Plots 16-17-30-31 (Handed) 46 & 47 (Breck)
- P19 - Plots 23-24 & 25 (Breck)
- P20 - Plot No. 18 (Breck)
- P21 - Plots 06-07-10-11-32-33-36-37-40 & 41 (Breck)
- P22 - Plots 08-09-21-22-34-35-38-39-42 & 43 (Breck)
- P23 - S38 Plan (Breck)
- P24 - Site Welfare Plan (Breck)
- Topographical Land Survey (SurveyEng)
- Drainage details (4 plans)

#### Documents

- Design and Access Statement (Mosaic)
- Flood Risk Sequential Assessment (Mosaic)
- Transport Statement (Eddisons)
- Framework Travel Plan (Appendix to Transport Statement - Eddisons)
- Preliminary Ecological Assessment (Ascerta)
- Arboricultural Impact Assessment (Ascerta)
- Habitat Regulations Assessment (Ascerta)
- Flood Risk Assessment (LDE)
- Phase 1 Geo-Environmental Investigation Report (IGE)

- Energy and Sustainability Statement (Breck)
- Adaptable Dwellings Statement (Breck)
- Construction Method Statement (Breck)
- Environmental, Dust and Surface Water Management Plan (Breck)
- Drainage Management and Maintenance (Breck)
- Highway Management and Maintenance (Breck)
- Sustainable Drainage Statement (Breck)
- Waste Management Strategy (Breck)
- GI Calculations (Breck)
- S106 Draft Heads of Terms (Breck)

## 2 The Proposals

2.1 The development description is as follows:

***“The erection of 53 affordable homes together with associated works including the formation of an internal access road, footpath link, landscaping, amenity open space, electricity sub-station and surface water pumping station.”***

2.2 The 53 dwelling development will consist of 100% affordable housing, delivered by Breck Homes and subsequently transferred to Jigsaw Homes Group, a locally active Registered Provider, upon completion.

2.3 The 53 dwellings will consist of bungalows and houses in the following mix:

- 15 x 2-bed 3-person bungalows (75 sqm)
- 17 x 2-bed 4-person houses (68 sqm)
- 11 x 3-bed 5-person houses (82 sqm)
- 10 x 4-bed 6-person houses (100 sqm)

2.4 This results in the following unit mix by bedroom:

- 32 x 2-bed (60%)
- 11 x 3-bed (21%)
- 10 x 4-bed (19%)

2.5 The proposed tenure split will provide 33 dwellings (62%) available for affordable rent and 20 dwellings (38%) for rent-to-buy. This tenure split is subject to change and a final split will be agreed upon through discussions between the applicant, Jigsaw Homes Group and Wyre Council to ensure that the development is tailored to the needs of the Borough’s residents.

2.6 The layout will feature a mix of bungalows and houses in a semi-detached arrangement other than two detached dwellings located on a corner plot by the site entrance and in the south-west corner. The built form will comprise a mix of 1 and 2 storeys, in line with the site’s surroundings.

2.7 The development will feature a built density of 35 dph which is broadly consistent with surrounding residential areas and is appropriate for a development of this kind within the settlement boundary. The proposed layout is responsive to the development pattern of its surroundings and as such, provides a smooth continuation of built form along Rosemount Avenue.

2.8 The homes will be of a traditional appearance and will be responsive to the design of surrounding residential properties. The properties will feature gable roofs and will be constructed from either red



or buff brick, dark grey concrete roof tiling, white uPVC windows, soffits and fascias, and black uPVC rainwater goods. The brickwork will include a decorative contrasting brick soldier course and plinth with other decorative features such as window headers and cills. Further details are contained within the Design and Access Statement.

- 2.9 The main access to the site for both pedestrians and vehicles will be a continuation of Rosemount Avenue which curves round to form a spine road running through the centre of the development. Most of the homes are distributed in a linear layout along this central spine road. At each end of this spine road is a turning head which serves a group of dwellings and allows for ease of vehicular access in and out of the site. This road will have a carriageway width of 5.5m and 2m footways on either side, therefore making the road eligible for adoption by LCC.
- 2.10 As well as the main site access from Rosemount Avenue, the layout also incorporates a footpath/cycle link which utilises a vacant strip of land between No. 66 and No. 68 Pilling Lane to the north of the site. This will be lined with a fence and planting to protect the privacy of the residents of these properties. The link will improve the permeability of the development and provides easy access to bus stops on Pilling Lane.
- 2.11 All 2- and 3-bed dwellings will have 2 off-street parking spaces and all 4-bed properties will have 3 spaces, in line with Wyre's Parking Standards. In response to comments received at the pre-app stage, these spaces will be arranged in a variety of groupings in front- and side-of-curtilage layouts and will avoid continuous runs of front-of-curtilage parking. In addition, each home will feature an accessibly located EV charging port to facilitate the transition towards electric vehicles.
- 2.12 Each dwelling features a private rear garden as well as landscaping to the front of properties to soften the street scene and create visual interest. There are areas of open space which will provide amenity value to both residents of the proposed development and nearby properties. A wildlife corridor has also been included running along much of the western border of the site, improving habitat connectivity.
- 2.13 Also provided in the proposed layout are a new surface water pumping station and electricity sub-station and a new pond within open space as part of a SuDS (sustainable drainage).

### **Affordable Housing**

- 2.14 The proposed development will be 100% affordable, with an indicative tenure split proposed of 33 dwellings (62%) made available through affordable rent and 20 dwellings (38%) available through rent-to-buy.

2.15 The Council has advised that it will ensure that 30% of dwellings are required to be affordable by means of a Section 106 Agreement, notwithstanding the intention of Jigsaw that all properties will be affordable.

### **Developer Contributions**

2.16 As a 100% affordable scheme which is dependent on grant funding, the scheme can only withstand limited developer contributions whilst remaining viable. Notwithstanding this fact, the applicant will consider commuted sums / inclusion within a S106 agreement for the following:

- NHS Healthcare
- Education Contribution (Primary and Secondary) payable to Lancashire County Council subject to an identified need
- 30% Affordable Housing Provision on Site – as per wording agreed with Wyre Council on recent application 23/00338/FULMAJ
- Green Infrastructure Payment – in lieu of full provision on site (see submitted ‘GI Calculator’ and later sections of this Statement)

### **Pre-application Engagement – Wyre Council**

2.17 Formal pre-application discussions were held between Tilia Homes and Wyre Council (Ref: 23/00889/PREAPP) in advance of the submission of this application, including a meeting on the 18<sup>th</sup> October 2023. The content of this pre-application process has been shared with Breck Homes in advance of the preparation of the submitted scheme. These discussions covered matters including principle; highways; design, layout and residential amenity; public open space; trees, landscape and ecology; affordable housing and housing mix, flood risk and drainage; and financial contributions.

2.18 Key feedback received on the scheme as proposed at the pre-app stage by Tilia Homes can be summarised as follows:

#### Principle

- Residential development is supported in principle, subject to compliance with other plan policies.

#### Highways

- Provision of 3 off-street parking spaces should be incorporated into the layout for all 4-bed dwellings whilst avoiding continuous runs of frontage parking. Dwellings should be fitted with EV charging points where practical.

#### Design and Layout

- Parking spaces behind rear boundaries is not encouraged.
- Prominent side elevations should contain appropriate architectural detailing whilst avoiding unacceptable overlooking impacts.
- A separation distance of 21m will generally be required where dwellings face front-to-front or rear-to-rear.
- Building lines should be uniform where possible. Differences in heights should be graduated to avoid stark contrasts between plots.
- Materials that reflect the traditional appearance of the surrounding area will be supported.

#### Public Open Space

- An off-site contribution to make up any shortfall against the requirement set out in HP 9 is likely to be supported in this case.

#### Trees / Landscaping / Ecology

- Loss of existing trees and hedges should be avoided where possible. More favourable consideration will be given to a scheme incorporating retained and new landscaping with native planting.

#### Housing Mix / Affordable Housing

- The split of 2/3/4-bedroom homes at the pre-app stage accords with the SHMA illustrative mix and would be supported.
- At least 20% of dwellings should be of a design which is suitable or adaptable for people with restricted mobility.
- The tenure split should be based on the latest available evidence of need and will be negotiated on an individual basis.

#### Flood Risk and Drainage

- Due to the site's location in Flood Zone 3, a Flood Risk Assessment and Drainage Strategy must be submitted. The Sequential and Exception Test should also be applied and formally demonstrated.

#### Other Matters

- Education and Healthcare contributions may be sought by LCC Education or Fylde & Wyre NHS.

2.19 The applicant has taken these comments on board and the submitted scheme is responsive to this feedback. Notable areas of the scheme which respond to the above comments are outlined throughout this statement.

**Pre-application Engagement – Highway Authority**

2.20 Informal comments were received from Glen Robinson of Lancashire County Council on 7<sup>th</sup> February 2024. He recommended that:

- the red edge be amended to avoid a gap between the site and the extent of adoption within the new development at Rosemount Avenue.
- the connection to Pilling Lane be a footway / cycleway lit by street lighting and offered for adoption.
- parking/turning at plots 49 and 50 be adjusted

2.21 The submitted site layout reflects this feedback.

### 3 Site and Surroundings

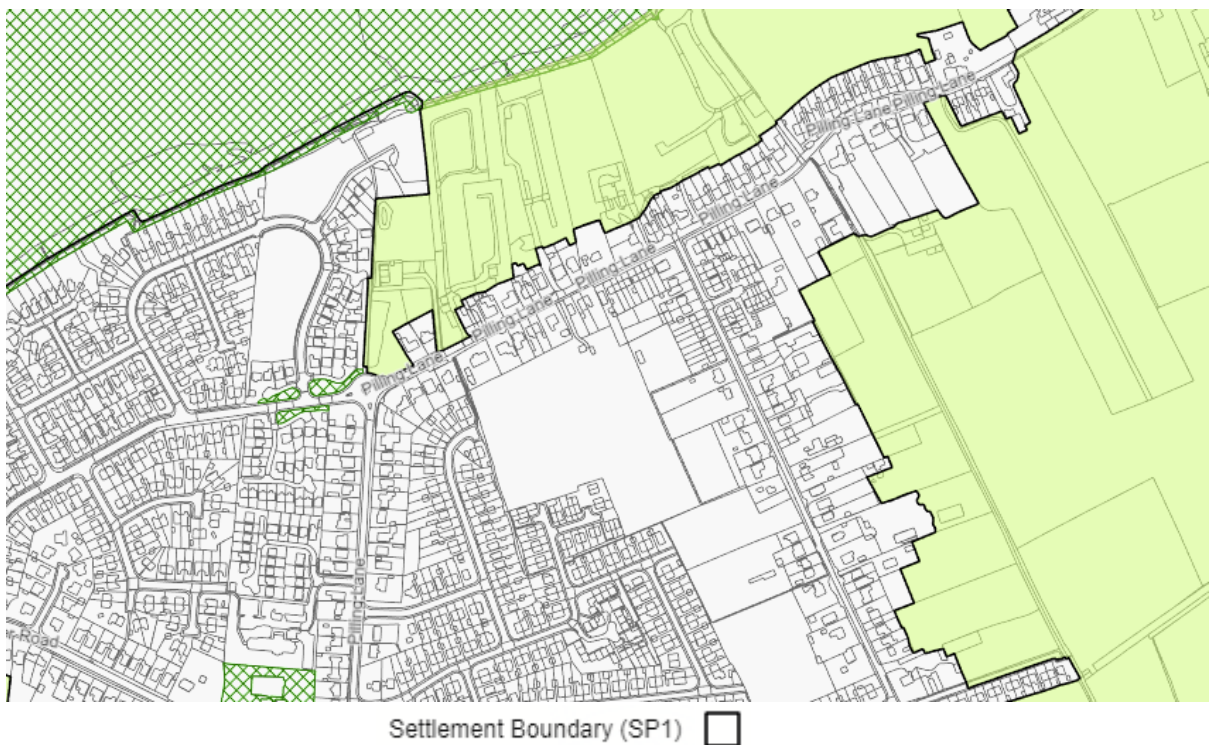
- 3.1 The application site is a 1.53 ha area of semi-improved grassland which is gently undulating in terms of topography. The site comprises a poor semi-improved field with dense scrub, tall ruderal vegetation and trees scattered throughout the site interior. There are sections of hedgerow which make up a proportion of the site perimeter to the north and south of the site.
- 3.2 Historic satellite imagery suggests that a portion of the site was previously used as agricultural land, but it is evident that this use ceased more than 15 years ago, and the site has been vacant since.
- 3.3 The site is roughly rectangular in shape if excluding the area of land which will accommodate the footpath/cycle connection to Pilling Lane. The site is bound on its shorter sides to the south and north by residential properties on Pinewood Avenue and Pilling Lane respectively. To the west is a recently substantially completed housing development by Lovell Homes which will provide 42 dwellings and extend Rosemount Avenue northward. To the east are several areas of open land which adjoin the rear gardens of residential properties fronting Rosslyn Avenue.
- 3.4 The residential development of the adjacent site to the west has changed the character of the site's surroundings and leaves the site as a logical parcel of land to accommodate infill development.
- 3.5 The application site is located in a predominantly residential area in the rural settlement of Preesall. The site is set back approximately 300m from the seafront at the shortest point, with a caravan park located between the two. Local scale services are available within the continuous built-up area of the Preesall and Knott End. The closest sizeable settlement is the town of Fleetwood, located approximately 2km west of the site on the opposite side of the river Wyre. Further afield, Blackpool is situated approximately 12km southward of the site down the coast and Preston is located around 25km inland to the south-east.
- 3.6 The entire site is located in Flood Zone 3, indicating a high probability of fluvial flooding, however, the site benefits from flood defences less than 300m away which reduce this probability. This is analysed in greater depth in the submitted Flood Risk Assessment which is summarised later in this statement.
- 3.7 There are no assets of heritage importance affecting the proposals. The closest heritage assets are two Grade II listed buildings in Preesall, neither of which will be impacted by the proposed development.
- 3.8 The settlements of Preesall and Knott End are easily accessible from the site on foot and by bicycle, providing access to local scale services including Knott End & Preesall Pre-School, Huckleberry's Nursery, Over Wyre Medical Centre, Preesall Park and Community Sports Centre, Preesall and Knott End Youth Club, a Co-op food shop and several hot food takeaways within a 10-minute walk. Further

services such as a library, two pubs and several food outlets are available in the rest of the Preesall / Knott End area.

- 3.9 The proposed footpath link will provide easy access to bus stops on Pilling Lane which are served by the #529 bus, running between Preesall and Galgate. There are ferry services running every half hour between Knott End and Fleetwood providing a convenient connection between the two settlements.
- 3.10 The site is also well connected to the road network. The nearby A588 connects the site with Hambleton, Poulton-le-Fylde and Blackpool to the south, as well as linking with the A585 in Skippool towards Preston and Blackburn. The A588 also runs north-east towards Morecambe and Lancaster, providing access to junction 33 of the M6.

**Local Plan Designation**

- 3.11 The site is designated as within the Settlement Boundary of the Knott End / Preesall built up area in the Wyre Local Plan 2011-2031 Policies Map, as shown below.



*Figure 1: Extract taken from Wyre Local Plan 2011-2031 Policies Map*

## 4 Planning History

4.1 Whilst there are no recorded planning applications on the development site itself, the following applications relate to the parcel of land adjoining the site to the west and are of relevance to the proposals.

- 20/00634/REMMAJ: *“Reserved matters application for the erection of 42 residential dwellings (following outline application 16/00010/OUTMAJ)”* - Approved 27<sup>th</sup> May 2021
- 16/00010/OUTMAJ: *“Outline application for the erection of 44 dwellings with detailed approval for access only (all other matters reserved)”* - Approved 13<sup>th</sup> July 2017

4.2 Following reserved matters approval in 2021, the majority of the scheme has been completed at the time of writing and some of the properties are now occupied.

## 5 Planning Policy and Evidence Base

### National Planning Policy Framework (December 2023)

5.1 The following excerpts are of relevance to the proposed development:

- Paragraph 8 describes the 3 objectives of sustainable development: economic, social and environmental;
- Paragraph 11 states that the presumption in favour of sustainable development means ***“approving development proposals that accord with an up-to-date development plan without delay; where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:***
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*
- Paragraph 60 states that ***“To support the Government’s objective of significantly boosting the supply of housing, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.***
- Paragraph 63 advises that the ***“size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies”*** including older people and those who require affordable housing.
- Paragraph 83 states that to promote sustainable development in rural area, housing should be located where it will enhance or maintain the vitality of rural communities: ***“Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services”.***
- Paragraph 131 states that high quality, beautiful and sustainable buildings and places are fundamental to what planning should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and be supported by communities.

5.2 As well as the above excerpts, the following sections are of relevance:

- Section 8: Promoting healthy and safe communities
- Section 9: Promoting sustainable transport



- Section 14: Meeting the challenge of climate change, flooding and coastal change, in particular paragraphs 165-175 (Planning and flood risk)
- Section 15: Conserving and enhancing the natural environment

## Local Policy and Policy Guidance

- 5.3 The local development plan for Wyre consists of the Wyre Local Plan 2011-2031. Policies directly relating to the proposals are outlined below.

### Wyre Local Plan 2011-2031

- SP1: Development Strategy

***“2. The spatial approach in this Local Plan is one of sustainable extensions to the towns and rural settlements in accordance with the settlement hierarchy below, with settlements higher up the hierarchy, where possible, taking more new development than settlements lower down the hierarchy.***

***New development is required to be of appropriate type and scale to the character of the settlement in the hierarchy unless specifically proposed by other policies in this Local Plan.”***

*The settlement hierarchy identifies Knott End / Preesall as a Rural Service Centre, where along with Great Eccleston, Hambleton and Catterall, 1,626 homes are to be delivered across the plan period.*

***“4. New built development will take place within settlement boundaries defined on the adopted Policies Map, unless development elsewhere in designated countryside areas is specifically supported by another policy in the Local Plan. Development within settlement boundaries will be granted planning permission where it complies with the other policies of this Local Plan.”***

- SP2: Sustainable Development

***“2. All development in Wyre should be sustainable and contribute to the continuation or creation of sustainable communities in terms of its location and accessibility.***

...

***6. Development proposals must demonstrate how they respond to the challenge of climate change through appropriate design and by making best use of resources and assets, including the incorporation of water and energy efficiency measures through construction and operational phases and the reuse and recycling in construction both in the selection of materials and management of residual waste.”***

- SP7: Infrastructure Provision and Developer Contributions

***“6. Where a financial contribution is required the level of the financial contribution will take into account the total contribution liability incurred by the development arising from all policy and site specific requirements. The overall level of contribution required will allow developments to remain viable, wherever this is compatible with securing essential works that are fundamental to the acceptability of the proposal.”***

- SP8: Health and Wellbeing

***“1. The Council will support development which promotes healthy communities and will promote the health and well-being of local communities. Development should help maximise opportunities to improve quality of life and to make it easier for people in Wyre to lead healthy, active lifestyles.”***

- CDMP1: Environmental Protection

***“1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:***

***a) Will be compatible with adjacent existing uses or uses proposed in this plan and it would not lead to significant adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants or users of the development itself, with reference to noise, vibration, odour, light, dust, other pollution or nuisance.”***

- CDMP2: Flood Risk and Surface Water Management

***“2. Development will be required to demonstrate that:***

***a) It will not be at an unacceptable risk of flooding; and***

***b) It would not lead to an increased risk of flooding elsewhere; and***

***c) It would not adversely affect the integrity of tidal and fluvial defences or access for essential maintenance and emergency purposes.***

***3. Where development is proposed in areas at risk of flooding, unless specifically proposed in this Local Plan, it must be demonstrated that the Sequential Test has been applied and there are no reasonable available alternative sites at lower risk, considering the nature of flooding and the vulnerability of the development.***

***4. Subject to passing the Sequential and, where required, the Exception Test as set out in national policy and guidance, development will only be permitted in flood risk areas where appropriate mitigation and/or adaption measures are proposed to reduce the likelihood and / or impact of flooding.”***

- CDMP3: Design

*“Development will, in particular, be assessed against the following criteria:*

*a) All development must be designed to respect or enhance the character of the area and minimise energy consumption having regard to issues, including density, siting, layout, height, scale, massing, orientation, landscaping and use of materials. Where possible and appropriate recycled materials should be used.*

*b) Development will be required to create or make a positive contribution to an attractive and coherent townscape both within the development itself and by reference to its integration with the wider built environment having regard to the pattern and design of internal roads and footpaths in respect of permeability and connectivity, car parking, open spaces, landscaping, and views into and out of the development.*

*c) Development must not have an unacceptably adverse impact on the amenity of occupants and users of surrounding or nearby properties and must provide a good standard of amenity for the occupants and users of the development itself.*

*d) Development must create safe and secure environments that minimise the opportunities for crime and promote community safety.*

*e) Adequate provision must be made in all new developments to enable the effective and efficient management and removal of domestic or commercial waste.*

*f) Development must, where appropriate, ensure that vehicular access is provided to the boundary with any adjacent land so that the ability to develop such land is not prejudiced or prevented.”*

- CDMP4: Environmental Assets

*“1. Development proposals should, where possible:*

*a) Provide enhancements in relation to the environmental assets in this policy; and*

*b) Seek to minimise or eliminate net environmental impact.*

*2. Development will be required to be accompanied by proposals to mitigate the overall environmental impact and maximise further opportunities to improve the environmental outcomes. Where mitigation measures are not considered adequate, appropriate on or off site compensation measures will be sought to off-set the environmental impact of the development.*

*3. Development will be permitted where, following implementation of any required mitigation, there is no unacceptable impact on environmental assets or interests, including, but not limited to, green infrastructure, habitats, species, soils, water quality and resources and trees and hedgerows.”*

- CDMP6: Accessibility & Transport

***“1. Development will be permitted provided it meets the requirements of the Core Development Management Policies and it has been demonstrated that:***

- a) Land safeguarded for transport and highway improvements in the Local Transport Plan, Fylde Coast Highways and Transport Masterplan and any other scheme or strategy by the Highways Authority and Highways England is not compromised;***
- b) Road safety and the safe, efficient and convenient movement of all highway users (including bus passengers, refuse collection vehicles, the emergency services, cyclists and pedestrians) is not prejudiced;***
- c) Safe and adequate vehicular, cycle and pedestrian access to and from, and circulation within, a proposal site would be provided;***
- d) Appropriate provision is made for vehicular access, off-street servicing and parking in accordance with the Council’s standards set out in Appendix B unless it is demonstrated to the satisfaction of the Local Planning Authority in consultation with the Local Highways Authority that different provision is justified taking into account local circumstances;***
- e) Where appropriate, access by public transport is catered for either by providing for bus access into the site where appropriate, or by ensuring that safe and convenient access exists to the nearest public facility;***
- f) Measures are included to encourage access on foot, by bicycle and public transport and reduce car reliance;***
- g) The needs of people with disabilities and older people are fully provided for, including those reliant on community transport services;***
- h) Developments adjacent to or affecting railway lines, including resulting in a material increase or change of character of the traffic using a rail crossing of a railway, should ensure that there will not result in an adverse impact on the operational safety of the railway network; and***
- i) Corridors which could be developed as future transport routes (e.g. disused railway lines) are not prejudiced.***

***2. Development which includes parking provision shall also make appropriate provision where practical for standard charge Electric Vehicle Recharging (EVR) points.”***

- HP1: Housing Requirement and Supply

***“There is a minimum housing requirement of 296 net additional dwellings per annum between 2019 and 2031.***

***Between 2011 and 2031, the Local Plan will deliver a minimum of 7,384 net additional dwellings, of which, 5,192 will be on allocated sites in policies SA1, SA3 and SA4.”***

- HP2: Housing Mix

***“1. New housing development will be required to widen the choice of housing types available in Wyre.***

***2. Proposed developments should provide an appropriate mix in terms of size, type, tenure of housing, to meet identified housing need and local market demand that accords with the most up-to-date Strategic Housing Market Assessment and Rural Affordable Housing Needs Survey.***

***3. In order to help meet the needs of an ageing population and people with restricted mobility, at least 20% of dwellings within developments of 20 dwellings and above should be of a design suitable or adaptable for older people and people with restricted mobility. Where housing for older people and people with restricted mobility is provided as part of a larger scheme, this should, where appropriate, be located within the scheme in the most accessible location for services and facilities.”***

- HP3: Affordable Housing

***“2. New residential development of 10 dwellings (net) or more will be required to contribute towards meeting the identified need for affordable housing in accordance with the table below.”***

The table identifies a target of 30% affordable housing provision for greenfield sites in Knott End / Preesall.

***“4. The size, type, mix and tenure of affordable dwellings provided shall be negotiated on a case by case basis having regard to the most up-to-date Strategic Housing Market Assessment, Rural Affordable Housing Needs Survey and the requirement of national policy and national planning guidance, including First Homes.”***

- HP9: Green infrastructure in new residential development

***“1. Residential development resulting in a net gain of 11 dwellings or more will be required to make appropriate provision of sufficient high quality Green Infrastructure for its residents in accordance with the typologies and standards where relevant as set out below:***

***2. Based on the ‘Total Green Infrastructure Requirement’ the Council will determine the most appropriate type(s) and means of open space provision, having regard to:***

***a) the need to create functional and meaningful green infrastructure spaces;***

*b) the most up to date assessment of green infrastructure requirements and provision;*

*c) the location and character of the site; and*

*d) the type of residential development proposed.*

*3. Green Infrastructure should be provided on site. Where appropriate, the Council will accept a financial contribution towards improving the quality and accessibility of nearby existing green infrastructure in lieu of on-site provision.*

*4. Where Green Infrastructure is provided on site developers must provide details of its long term management such as the establishment of a management company.”*

## Evidence Base and Other Guidance

### Housing Monitoring Report October 2023

- 5.4 The table below shows the calculation using the Standard Method of the minimum local housing need in Wyre between 2021 and 2031. The calculation arrives at a figure of **296** homes per annum as a minimum requirement.

*Table 1: Standard Method Calculation of minimum local housing need in Wyre from 2021 - 2031.*

	Total projected household growth (2021 – 2031)	2590
Step 1	Average annual household growth	259.0
	Median workplace – based affordability ratio (2020) <sup>3</sup>	6.29
	Adjustment factor	1.1431
Step 2	Adjustment to take account of affordability (259 x 1.1431)	296.06
	<b>Minimum annual local housing need</b>	<b>296</b>

- 5.5 Chapter 6 of the Report reveals that since 2011, there has been a shortfall in delivery of **58** homes against the identified requirement. This means that whilst the deficit is relatively minor, there has been an under-delivery of homes across the Borough in the past 12 years.

### Wyre Addendum 3: OAN Update (September 2017)

- 5.6 Paragraph 6.33 provides a summary of the findings of the assessment for affordable housing need in the Borough:

*“The calculation indicates an annual need for 134 affordable homes over the next five years, with this level of provision assumed to clear the backlog while meeting newly arising need during this period. This takes account of the sizeable pipeline of affordable housing which could be delivered within the next five years, which would be sufficient to clear the backlog and contribute towards meeting newly arising need but would necessitate a significant uplift in recent levels of affordable housing delivery. Beyond this initial five year period, an estimated 189 affordable homes will be needed annually in the borough.”*

5.7 In terms of the size of affordable homes required, paragraph 6.33 also states that:

*“the greatest need exists for smaller affordable homes in Wyre, although a need for affordable homes of all sizes is expected over the long-term.”*

#### **Fylde Coast SHMA – Wyre Addendum 3 Supplementary Note (May 2018)**

5.8 On the size of all homes which are required in the Borough, paragraph 41 states:

*“there will be a need for all sizes of new homes in Wyre over the plan period. Specifically it identifies an approximate breakdown of:*

- *7% 1-bedroom properties*
- *31% 2-bedroom properties*
- *43% 3-bedroom properties*
- *18% 4+ bedroom properties”*

5.9 It is noted in paragraph 44 however, that whilst the figures above provide *“a valuable overall indication of the broad mix of housing which may be required across the borough”*, it is recommended that *“housing policies are not overly prescriptive in directly basing the requirements for the sizes of homes on individual sites on the illustrative mix presented above.”*

#### **Wyre Council Position Statement on the Supply and Delivery of Affordable Housing in accordance with adopted policies in the Wyre Local Plan 2011-2031 (September 2022)**

5.10 On the future supply of affordable housing in Wyre, the report finds that *“1,441 affordable dwellings are projected to be delivered on allocated and non-allocated sites between 2022/23 and 2031.”*

## 6 Analysis

### Principle

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The ‘presumption in favour of sustainable development’ at paragraph 11 of the NPPF means: ***“approving development proposals that accord with an up-to-date development plan without delay”***.
- 6.2 The development site is located within the settlement boundary of Preesall, where **Policy SP 1** states that new development ***“will be granted planning permission where it complies with the other policies of this Local Plan”***. This position was reaffirmed in the Council’s pre-app response which confirmed that residential development would be supported in this location in principle, subject to passing the sequential and exception tests, and compliance with other Local Plan policies.
- 6.3 The number of dwellings has been reduced in line with feedback from pre-app discussions with the Council, ensuring that the proposed development will be of an appropriate scale and type to the character of Preesall as required by **SP 1**. The proposed scheme will not constitute an overdevelopment of the site.

### Housing Delivery

- 6.4 The proposed scheme would contribute to the delivery of homes in the locality and across the borough. Local Plan **Policy SP 1** requires a total of 1,626 new homes to be delivered in Rural Service Centres including Knott End / Preesall across the plan period. The proposed development would deliver 53 of these homes within the settlement boundary and reduce any future need for urban expansion to accommodate these homes.
- 6.5 In Wyre as a whole, **Policy HP 1** identifies an annual requirement of 296 additional homes up to 2031. In the period since 2011, there has been a minor shortfall in delivery of 58 homes against identified targets. The 53 homes delivered by the proposed scheme would make an important contribution to meeting the annual delivery requirement moving forward without reliance on the delivery of large-scale allocated housing sites.

### Affordable Housing Provision

- 6.6 **Policy HP 3** requires new greenfield residential development of 10 or more dwellings to provide 30% of units as affordable housing. This should be provided on site outside of exceptional circumstances. As a 100% affordable scheme, the proposed development will greatly exceed this requirement,



providing 37 more affordable homes than would be required on a market-led housing scheme. This will make an important contribution to meeting identified affordable housing need in Wyre.

- 6.7 The 2017 SHMA Addendum 3 outlines that from 2022 onwards, there will be a minimum annual requirement of 189 new affordable homes across the Borough. Meeting this need will require a three- to four-fold increase in the average annual delivery of 49 affordable homes seen in Wyre from 2004 to 2017.
- 6.8 In the Council's September 2022 Position Statement on the Supply and Delivery of Affordable Housing in accordance with adopted policies in the Wyre Local Plan 2011-2031, it states that **"1,441 affordable dwellings are projected to be delivered on allocated and non-allocated sites between 2022/23 and 2031"**. If the annual need of 189 affordable dwellings per annum identified in the SHMA Addendum 3 is applied over this same period, this equates to a requirement for 1,701 new affordable dwellings, resulting in a projected deficit of 260 affordable homes. It is therefore evident that there is a requirement for more affordable housing delivery across Wyre in the near future in order to meet the needs of its population.
- 6.9 The proposed scheme would contribute to reducing this deficit of affordable homes and meeting the needs of the Borough. Furthermore, as a 100% affordable scheme, it does not rely on cross subsidy from market housing to ensure its delivery. This is subject to the development being completed by March 2026 to utilise allocated Homes England grant funding, which will require a start on site in summer 2024.

#### **Flood Risk Sequential and Exception Tests**

- 6.10 In line with paragraphs 165-171 of NPPF, a Sequential Assessment was carried out and has been submitted alongside this Statement to confirm that there are no suitable and reasonably available sites within the borough subject to lower flood risk which could accommodate the development. This assessment confirms that all comparator sites falling within the +/- 10% buffer of site area and capacity in the Borough were discounted at the first stage, with justification for each. It is therefore evident that there are no suitable and reasonably available sites within the Borough in areas of lower flood risk which could accommodate the development.
- 6.11 As the proposed scheme is classed as more vulnerable development and is located in Flood Zone 3a, the exception test must also be applied. Paragraph 173 of NPPF outlines the two criteria which must be met in order to pass the test. Part a) states that the development must provide sustainability benefits to the community which outweigh the flood risk and part b) requires the development to be safe for its lifetime, without increasing flood risk elsewhere.

6.12 With reference to part a), the site will be managed by Jigsaw to provide 100% affordable housing and will result in 53 affordable dwellings compared with the policy requirement for only 16. As set out in paragraphs 6.7 and 6.8 above, a sustained increase in affordable housing delivery compared with historic rates is required. The provision of a sufficient number and range of homes is an important aspect of social sustainability as referred to in paragraph 8 of NPPF and paragraph 83 makes it clear that the identification of opportunities for villages to grow and thrive is another aspect of sustainable development. Given the mitigation measures proposed in the submitted Flood Risk Assessment, these sustainability benefits for the community will outweigh flood risk.

6.13 Part b) of the Exception Test is considered in the submitted FRA:

- The design will incorporate mitigation measures (see Section 5 for details) to keep future residents and their properties suitably protected from the risks associated with tidal flooding
- The site is afforded protection from sea defences along the coastline of Morecambe Bay, with a breach of the defences highly unlikely. The defences offer standards of protection for 100 years and 200 years;
- The site is affected by tidal flooding and the addition of a development will not displace flood water and flood storage is not required, unlike if the site were to be affected by fluvial flooding;
- Minimum floor levels will be set above predicted defended flood levels, this demonstrates that all proposed residential development is “acceptable” in line with relevant guidance; and
- Safe refuge will be available at first floors within the residential properties

### **Conclusion on Principle**

6.14 The principle of development is established by **Policy SP1** which states that due to the site’s location within the settlement boundary of Preesall / Knott End, new development will be granted permission where it complies with other Local Plan policies. The Council has reaffirmed that residential development at the application site would be fundamentally acceptable in principle.

6.15 As the site is located in Flood Zone 3, the sequential and exception tests must also be passed to demonstrate that the site is appropriate for residential development. Both tests have been passed as demonstrated above and in the submitted Sequential Assessment.

6.16 The scheme will contribute to meeting housing delivery needs in the locality and across the Borough, helping to deliver the required 296 homes per annum and address the limited shortfall of housing delivery since the beginning of the plan period.

- 6.17 As well as meeting general housing delivery requirements, the development will play an important role in delivery enough affordable housing to meet the needs of Wyre’s population. This will aid in meeting the annual required target of 189 homes and help to prevent the projected deficit of 260 affordable homes from materialising.
- 6.18 It is evident that the proposed development is suitably located, meets the necessary tests and will make an important contribution to meeting housing delivery targets and affordable housing needs across Wyre. The proposed development should therefore be supported in principle by the Council.

### Dwelling and Tenure Mix

- 6.19 The proposed dwelling and tenure mixes are responsive to local need and will provide a diverse housing offering catering to the needs of several different groups. Local Plan **Policy HP2** advises that *“Proposed developments should provide an appropriate mix in terms of size, type, tenure of housing”*. In order to be appropriate, this mix should take account of the most up-to-date SHMA.

#### Dwelling Mix

- 6.20 The most relevant and up-to-date figures regarding the need by dwelling size are given in the Fylde Coast SHMA - Wyre Addendum 3 Supplementary Note May 2018. These are shown in the table below, compared against the dwelling mix which has been proposed for the scheme.

*Table 2: Proposed dwelling mix by bedroom compared against the indicative need identified in the Fylde Coast SHMA – Wyre Addendum 3 Supplementary Note May 2018*

	<i>1-bed</i>	<i>2-bed</i>	<i>3-bed</i>	<i>4+-bed</i>
<i>Indicative Need</i>	7%	31%	43%	18%
<i>Proposed</i>	0%	60%	21%	19%
<i>Proposed (excl. Bungalows)</i>	0%	45%	29%	26%

- 6.21 In response to input from Jigsaw Homes Group regarding their experience of need in the locality, the scheme provides a significant proportion of bungalows which are tailored to the needs of older or less mobile residents. As the indicative housing mix by bedroom outlined in the SHMA is for a typical housing development, this specialist provision is excluded from the housing mix in the third row of the table.
- 6.22 When comparing the proposed housing mix excluding the provision of specialist housing, it is evident that the proposed mix by dwelling size is broadly in line with the identified indicative need figures

from the SHMA Addendum 3 Supplementary Note. The main area of deviation between the two sets of figures is a slightly larger proportion of 2-bed homes, with an associated lower proportion of 3-bed homes. This is reflective of the need outlined in the SHMA Addendum 3 which states that ***“the greatest need exists for smaller affordable homes in Wyre”***, providing rationale for the significant share of 2-bed properties.

- 6.23 It must also be noted that as outlined in the SHMA Addendum 3 Supplementary Note, the above figures should be achieved by residential development in the Borough as a whole, rather than by each individual scheme. There is always likely to be a degree of variance between schemes based on factors specific to the proposed scheme, the site and the locality and that Councils should avoid ***“directly basing the requirements for the sizes of homes on individual sites on the illustrative mix presented above”***.
- 6.24 The submitted Adaptable Dwellings Statement sets out how properties will be suitable and easily adaptable to the needs of elderly or less mobile residents. The 15 bungalows on site are particularly suitable, as all essential facilities are at ground floor level. This meets the requirement of **Policy HP2** which dictates that a minimum of 20% of dwellings on schemes of 20 dwellings or more must be suitable and adaptable for older people and people with restricted mobility. This ensures that the dwellings provided are able to cater to the needs of several different groups in society.

### **Tenure Mix**

- 6.25 Policy HP3 specifies that the tenure of affordable housing will be negotiated on a case-by-case basis according to relevant evidence. As noted earlier, the indicative tenure split proposed is of 33 dwellings (62%) made available through affordable rent and 20 dwellings (38%) available through rent-to-buy.
- 6.26 It is important to note that the numbers of both affordable rent and rent-to-buy units will both exceed the total number of affordable dwellings which would be expected on a market housing-led scheme of this size. Therefore, whilst the applicant and Jigsaw will have regard to the Council’s preferences, the scale of provision for these tenures should be given significant weight in the determination of the application.

## **Development Management Considerations**

### **Design & Layout**

- 6.27 The homes are of a traditional design in terms of style, materials and colour palette and reflect the appearance of residential properties in the site’s immediate surroundings, as well as the style of housing which dominates the settlements of Preesall and Knott End. The design of the homes is also responsive to the appearance of the homes featured in the adjacent development which was granted reserved matters approval under application 20/00634/REMMAJ. This ensures that the proposed

development will remain harmonious with its surroundings in terms of design once construction of this site is complete.

- 6.28 The design of the scheme meets the requirement set out in **Policy CDMP 3** which states that development should *“respect or enhance the character of the area”*, having regard to issues such as *“density, siting, layout, height, scale, massing, orientation, landscaping and use of materials”*.
- 6.29 The materials used throughout are typical of the settlement and give the dwellings a traditional appearance. The Council confirmed in its pre-app feedback that materials reflecting the traditional appearance of the surrounding area will be supported. The dwellings will be constructed from a mixture of dark red and buff brick, with dark grey roof tiles, black uPVC rainwater goods and white uPVC windows and doors. Brick detailing features such as soldier course window headers and cills and brick bands running across the façade are included to provide visual interest and create an attractive street scene.
- 6.30 The development will comprise a mix of 2-storey houses and bungalows, each of which will feature a pitched roof and usable loft space. This will reflect the dwelling profile of the locality which is comprised predominantly of houses, bungalows and static park homes. The development will therefore be of an appropriate scale and massing to its surroundings.
- 6.31 The layout reflects the suburban-style pattern of development seen in the settlement. The scheme will provide 53 homes on the 1.53 ha site resulting in a density of 35 dph. This makes efficient use of the site in terms of housing delivery whilst respecting the character and development pattern of the settlement.
- 6.32 The layout implements uniform building lines where practical. The spine road of the development deviates from a straight line at either end of the site in order to ensure that appropriate interface distances are maintained whilst providing spacious rear gardens. This means that there are a small number of plots where building lines deviate from uniform and side elevations are prominent. In these locations, corner house types have been used to avoid prominent blank elevations and retain an attractive street scene.
- 6.33 The Council outlined at the pre-app stage that a minimum separation distance of 21m will be required where dwellings face rear-to-rear or front-to-front. This has been respected in the proposed layout where the closest interface distances of this nature are 21.97m. Front- or rear-to-side separation distances are 13.0m as a minimum. This ensures that the privacy and residential amenity of existing and future residents is protected by avoiding any unacceptable overlooking impacts.
- 6.34 Each of the dwellings will have the appropriate number of off-street parking spaces in compliance with Wyre’s parking standards. This comprises 2 parking spaces for 2- and 3-bed dwellings, and 3 spaces

for 4-bed dwellings. These spaces have been integrated into the development in an arrangement that avoids spaces behind the rear boundary or continuous runs of front-of-curtilage parking.

- 6.35 Each of the dwellings has a spacious rear garden and landscaping to the front of properties. This softens the street scene and breaks up plots in a natural way, creating an attractive environment at street level. There are also areas of public open space throughout the scheme and a wildlife corridor skirting the western edge of the site.
- 6.36 Appropriate boundary treatments are used throughout, with a mixture of feathered edge timber fencing of 1.5m or 1.8m height, 1.2m high timber post and rail fencing and 0.6m high timber knee rail fencing. This provides a suitable level of privacy and enclosure both between plots and between the application site and its surroundings.
- 6.37 **Policy SP 8** of the Local Plan states that the Council will support development which *“promotes healthy communities and will promote the health and well-being of local communities”*. The scheme includes a cul-de-sac style road which will only accommodate vehicular traffic for access of the dwellings. There are also gentle chicanes in the road at either end of the development which will further reduce vehicle speeds. This will create a safe and pleasant environment which is conducive to walking and cycling. In addition, the proposed scheme includes a footpath/cycle link to Pilling Lane which improves the permeability of the development. Combined with the sustainable town-centre location of the development, the scheme encourages and facilitates active transport and accords with **SP 8**.

### Highways

- 6.38 A Transport Statement and Residential Travel Plan have been produced by Eddisons Transport Planning on behalf of the applicant.
- 6.39 The **Transport Statement** presents and assesses relevant information regarding the traffic and transport planning aspects of the development proposals. The report draws the following conclusions:
- The proposed development can be adequately accessed and serviced in a safe and efficient manner via an extension of Rosemount Avenue.
  - The site is located close to a number of day-to-day amenities within the area, reducing reliance on the private car.
  - The site benefits from being located in close proximity to bus stops which provide services that are ideally placed to cater for the needs of the new residents.
  - The site is accessible by rail with Poulton-le Fylde rail station located a short bus journey away.

- The impact of the proposals has been assessed using the TRICS database and the assessments undertaken have shown that the proposals will have a negligible impact and will not give rise to any highways related issues.
- The car parking provided on the site would adequately be able to accommodate the parking demand likely to be generated by the proposals.
- The highway network in the vicinity of the site does not have an unduly poor safety record and there are no reasons why this would be worsened as a result of the development proposals.

6.40 The report demonstrates that the development is appropriate in transport terms having regard to the requirements set out in **Policy CDMP6**. It concludes by confirming that ***“there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds”***.

6.41 The **Residential Travel Plan** details the proposed measures which will be implemented at the development in order to promote sustainable modes of travel and reduce private car dependency. The below measures will be implemented, more information on each is detailed in the report.

- Appointment of Travel Plan Co-ordinator
- Resident's Travel Pack
- Travel Awareness and Information
- Promotion of Lift Share Scheme
- Encouraging Walking/Cycling
- Encourage Home Working and Delivery Services
- Encouraging Travel by Public Transport
- Marketing and Promotion

6.42 The above measures will be implemented by an appointed Travel Plan Co-ordinator who will ensure that the Travel Plan is operating effectively.

6.43 As noted earlier, the Highway Authority has made informal comments about the proposals, and the minor changes requested have been incorporated into the site layout. It is therefore apparent that there can be no objection to the proposed development on highway grounds.

### Flood Risk

- 6.44 A Flood Risk Assessment has been produced by RSK Land and Development Engineering Ltd (LDE) to establish the flood risk associated with the proposed development and to propose suitable mitigation, if required, to reduce the risk to an acceptable level.
- 6.45 The proposed development site lies in an area designated by the EA as Flood Zone 3. Flood risk at the site from all notable sources is summarised below:
- Tidal: Medium
  - Fluvial: Very Low
  - Surface Water: Very Low to Low
  - Groundwater: Low
  - Sewers and Reservoirs: Very Low
  - Other sources: Very Low
- 6.46 The development will incorporate a surface water drainage system, the details of which have been submitted alongside this application, to mitigate against any risk of surface water flooding. The only source of flooding which poses a considerable potential risk is tidal flooding, for which the following mitigation measures are recommended:
- The finished floor levels of the development should be set at a minimum height of 5.93m AOD, 300mm above the modelled 1 in 200 year plus climate change flood event up to the year 2125. The submitted plan 'P11 - Slab Level Plan' demonstrates that this has been adhered to throughout the development.
  - A number of flood resistance and resilience measures are outlined in Section 5.5 of the Report which help to either prevent flooding or minimise damage caused by flooding.
- 6.47 The Report arrives at the conclusion that subject to appropriate mitigation, ***“the development of the site should not be precluded on flood risk grounds”***.

### Site Drainage

- 6.48 Arrangements for drainage maintenance and management are set out in the submitted letter from Breck Homes dated 30<sup>th</sup> January 2024, to be read in conjunction with Engineering Appraisal proposals produced by LDE. In addition a Sustainable Drainage Statement is provided, which considers the various options by which this can be achieved and concludes that the provision of an on-site pond is appropriate.



### Ecology

- 6.49 The application is accompanied by a **Preliminary Ecological Appraisal** which presents the findings of a desk study and biological records search, as well as a site walkover survey. The Report presents the findings of the appraisal including an evaluation of habitats on site and the potential for protected species to be using the site.
- 6.50 The site comprises a poor semi-improved field encroached with dense scrub and tall ruderal vegetation. Sections of species poor hedgerow border the northern and southern site boundaries and scattered trees are present throughout. Dry ditches lie adjacent to the western, eastern and southern site boundaries.
- 6.51 The site provides habitat for nesting birds, badger, hedgehog, amphibians and bats, the majority of which will be lost to the proposals. However, as the habitats are small in area and not of high ecological value, their loss can be mitigated for through recommendations which include:
- Trees judged to have bat roost potential will require soft felling in the presence of a licensed ecologist.
  - Sensitive lighting should be used to protect light-sensitive species.
  - Production and implementation of a Construction Environmental Management Plan (submitted with this application)
  - Implementation of a badger and hedgehog RAMS and an amphibian RAMS (see section 5.2 of report).
  - Precautionary check for invasive species prior to works commencing.
  - Enhancing the site for species through appropriate landscape planting that includes native, species rich hedgerows, trees and areas of wildflowers plus provision of integrated bat and bird features within newly constructed buildings.
  - Production of a Management Plan to ensure the long-term commitments to manage the planting, protection and enhancement of biodiversity in and around a new development site.
  - Vegetation clearance or pruning should be undertaken outside of the nesting bird season (1<sup>st</sup> March to 31<sup>st</sup> August Inclusive) to avoid any impact on breeding birds. Or a nesting bird check undertaken by a suitably experienced ecologist should be undertaken immediately prior to works commencing.

- 6.52 The report concludes that subject to the above recommendations being followed, the loss of habitats on site can be mitigated for and the proposals will not adversely affect the ecological value of the wider area.
- 6.53 As well as measures to mitigate the ecological impact of the development, the following enhancement measures are recommended:
- Provision of 6 bird boxes and 6 bat features attached to retained trees or integrated within new houses.
  - Landscaping to provide a food and shelter resource for wildlife, together with a relaxed mowing regime and establishment of wild flowers.
- 6.54 The applicant will enter into further discussions with the Council in relation to the Biodiversity Net Gain during the determination period. In the meantime, an ecology pond has been incorporated into the open space and a wildlife corridor is provided to the western boundary.
- 6.55 A **Habitat Regulations Assessment** is also submitted. It is concluded that the project will have no adverse effect on the integrity and conservation objectives of the relevant identified European designated sites for nature conservation either alone or in combination with other projects. Mitigation or preventative measures such as Homeowner's Pack and site signage can be secured by planning condition.

### Trees

- 6.56 The **Arboricultural Impact Assessment** which has been submitted with this application identifies the impact of the proposed development of the site on trees, both within and immediately adjacent the site.
- 6.57 The development will require the removal of a number of trees and has the potential to indirectly impact retained trees.
- 6.58 The erection of protective fencing in advance of the commencement of the development, as well as arboricultural site supervision where works are proposed within and immediately adjacent root protection areas to safeguard root systems will provide sufficient mitigation for the potential impact of the development on retained trees.
- 6.59 Compensation for the impact of the development on trees, together with landscape and biodiversity enhancements can be achieved by way of the following:

- The planting of trees, shrubs and where applicable hedges as part of a comprehensive landscape scheme to replace any vegetation lost and to integrate the development into the wider landscape; and
- The use of a mixture of native and ornamental species within planting schemes, where those species are suited to the site and local landscape.

### Public Open Space / Green Infrastructure

- 6.60 The site is an infill plot within the settlement of Preesall and is of modest size for residential development. In order to be consistent with the surrounding pattern of development, form an appropriate continuation of Rosemount Avenue, and create an efficient use of land, the site is constrained in terms of the area which can be assigned to providing on-site public open space.
- 6.61 The Council provided the applicant with the most up-to-date GI Calculator which has been used to determine the following figures. Based on the proposed accommodation schedule, the Calculator confirms that 0.44 ha of open space would need to be provided on-site for the scheme to comply with **Policy HP 9**. The site layout includes areas of amenity open space, however, due to site constraints there remains a shortfall against this requirement.
- 6.62 Whilst **HP 9** encourages the provision of open space on site, it also concedes that where appropriate, the Council will accept a financial contribution towards off-site provision. In this case, the Council's pre-app response outlined its position that to make up the shortfall in on-site provision, a financial contribution towards improving facilities at Preesall Park which is located less than 200m from the site is likely to be supported in this case.
- 6.63 The calculations revealed that 0.19 ha of GI is provided on site, resulting in a 56% deficiency against the identified requirement of 0.44 ha. Applying the Council's figure of £1,965 per resident to the assumed population of the scheme gives a total contribution sum of £218,350 if the scheme provided no GI / POS on site. As such, when applying the proportional deficiency to this total contribution sum, the GI Calculator produces a contribution sum of **£122,276** to account for the shortfall in on-site provision. The applicant is willing to make this contribution in lieu of on-site provision due to the size constraints of the site.

### Ground Conditions

- 6.64 A Phase 1 Geo-Environmental Investigation was undertaken at the site in order to assess probable ground conditions and identify potential sources of contamination, as well as carry out a risk assessment and inform further investigations which may be required.
- 6.65 The main findings of the report are as follows:

- There is a **Low to Moderate** risk to human health identified, based on feasible contaminative linkages. The risk to controlled waters is deemed **Very Low to Low**.
- Ground gas risk for the site is deemed **Low** and no ground gas monitoring is considered necessary.
- Ground investigation works should be undertaken to determine the ground conditions with a greater degree of certainty.
- If any visual or olfactory evidence of contamination is encountered at any stage, the Local Authority EHO and the Environment Agency should be contacted immediately.

### **Energy and Sustainability**

- 6.66 The submitted Energy and Sustainability Statement produced by Breck Homes details the key measures which have been incorporated into the scheme in relation to energy and sustainability. The key points can be summarised as follows under the below subheadings.
- 6.67 Energy Efficiency: The development will be constructed in accordance with Building Regulations Approved Document Part L 2022 (Conservation of Fuel and Power) and the current Standard Assessment Procedure – SAP 10 will be used to assess energy use and associated CO2 emissions.
- 6.68 Enhanced Fabric Specification: An enhanced fabric specification will be used for the construction of all dwellings, which includes:
- Fully insulated 150mm wide cavities to external walls.
  - Improved U values for glazed elements.
  - Constructive details used for thermal bridging etc.
- 6.69 Ultra Low Emission Boilers: Potterton Assure combi boilers will be installed to all dwellings, which have an 'A' efficiency rating for both space and water heating. In addition, homes will be fitted with intelligent heating controls and, where appropriate, dual zone space heating systems, providing residents with greater control and encouraging energy savings.
- 6.70 Renewable Technology: All properties will be installed with high efficiency solar PV panels in quantities dictated by SAP 10 calculations, reducing the building's electrical energy grid load and contributing to a reduction in the operational cost and CO2 emissions of the dwellings.
- 6.71 SuDS: An accompanying SuDS statement is submitted with the planning application which demonstrates the proposals comply with drainage hierarchy requirements in respect of surface water. The findings of this SuDS Statement are summarised elsewhere in this Statement.

- 6.72 It is evident that several measures have been included in the scheme in order to reduce energy usage and improve the sustainability of the proposed development. This meets the requirements set out in **Policy SP 2**.

### **Presumption in Favour of Sustainable Development**

- 6.73 Paragraph 11 of NPPF outlines a presumption in favour of sustainable development which meets the economic, social and environmental objectives of sustainable development as set out in paragraph 8. The proposals satisfy each of these objectives as will be detailed below.

#### **Economic**

- 6.74 With regard to the economic objective, housebuilding plays a significant role in creating and supporting employment. This includes people directly employed by developers and their contractors, as well as employees supported in the wider supply chain and in the wider economy through the spending power of housebuilder, contractor and supply chain firm employees.
- 6.75 Housebuilding also delivers economic benefits for local authorities through financial receipts generated in the form of New Homes Bonus payments and ongoing Council Tax. Occupants of the homes will provide long-term support for existing local services and facilities, as well as provide demand for the establishment of new services and facilities with Knott End and Preesall.
- 6.76 The provision of affordable housing will contribute to the diversity of the housing stock and help to attract and retain a labour force to the benefit of local employers.

#### **Social**

- 6.77 The provision of 53 affordable dwellings will contribute to the overall need for housing delivery in Wyre, as well as the specific need for affordable housing delivery to meet the demand which has been identified in the SHMA.
- 6.78 The appropriate mix of dwelling tenures, sizes, and types, including a healthy provision of accessible bungalows, will ensure that the development caters to the needs of different groups of society.
- 6.79 The financial contribution for Green Infrastructure to be utilised in a local park will benefit residents and the wider community.

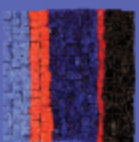
#### **Environmental**

- 6.80 The development will make efficient use of under-used land within the settlement boundary, in an accessible location which will benefit from sustainable means of transport. The proposed pedestrian and cycle link will reinforce this.

6.81 The application is supported by a series of technical reports which demonstrate that flood risk, drainage, ground conditions and ecology have been thoroughly assessed and that the site is capable of being developed in a sustainable manner subject to appropriate planning conditions.

## 7 Conclusion

- 7.1 The proposals will lead to the provision of much-needed affordable dwellings on under-used land in a sustainable location within the settlement boundary. The involvement of Jigsaw Homes will ensure that all 53 dwellings will be affordable, a substantial benefit in comparison when just 16 affordable properties would normally be required on a development of this size. In particular, the development will satisfy identified need through the inclusion of 15 bungalows amongst the 20% adaptable dwellings proposed, which will be particularly suited to the needs of elderly residents.
- 7.2 It has been evidenced in this statement that the proposals mutually comply with the 3 objectives of sustainable development as outlined in NPPF. As such, the proposed scheme constitutes sustainable development and should be treated with a presumption in favour of approval without delay as per paragraph 11 of the Framework.
- 7.3 It should be noted that funding is in place from Homes England to secure a start on site in summer 2024, to enable completion by the end of March 2026 to satisfy the terms of grant funding. Breck Homes look forward to working proactively with the Council to achieve this timetable.



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