

13 January 2020
20.01.13 Hollins Cross Pre-App



Housing & Development Control
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Dear Sir / Madam

**Housing & Development Control- Pre-Application Advice Request
Residential Development of circa. 224 Dwellings
Land south of the A646 Hollins Cross Farm, Burnley
Mr T. Kay-Shuttleworth**

Introduction

We write on behalf of our client, Mr T. Kay-Shuttleworth, to request formal pre-application advice in relation to the above site and to arrange a meeting to discuss the scheme for approximately 224 houses in more detail.

To assist you in forming a response, and in addition to this letter, please find enclosed:

- 1) A completed pre-application advice form
- 2) Indicative Masterplan (prepared by Nichol Thomas)
- 3) Flood Risk Assessment and Drainage Strategy (prepared by Hydrock)
- 4) Preliminary Ecological Appraisal (prepared by BWB Consulting)
- 5) Preliminary Geotechnical Report (prepared by Sirius)
- 6) Topographical Survey (prepared by SiteScan)
- 7) Site Access Options Appraisal (prepared by Hydrock)
- 8) Preliminary Archaeological Assessment (prepared by Salford Archaeology)

We request that input is sought from relevant Statutory Consultees in the formation of the formal response, to ensure the technical details of the proposal can appropriately be assessed.

The requisite fee of £695 inclusive of VAT has been paid direct to Burnley Council separately by cheque.

The Site

The site as shown on the enclosed Site Location Plan is situated to the south of the town of Burnley and is bound by Burnley Golf Club to the west, Woodplumpton Road to the east, New Road / Glen View Road (the A646) to the north, and Hollins Cross Farm to the south. The site extends to 8.65ha, is roughly rectangular in shape, and is currently in use as arable and pastoral agricultural land.

The site is immediately adjacent to existing dwellings south of the A646 and off Wilkie Avenue, with these and the wider area being characterised by two storey semi-detached residential buildings, with some detached



dwelling and short terraces. Aside from the golf course, the closest non-residential or agricultural land uses are a convenience food store and MOT centre, both 120m north-west of the site off Reynolds Street, and large format retail units 400m to the east, off Manchester Road.

The only vehicular access points to the site are agricultural, along a track off Wilkie Avenue to the north-west of the site, and a field gate off Woodplumpton Road to the east. The gate off Woodplumpton Road also provides access to the only public right of way crossing the site; footpath reference '12-6-FP 13' which continues westwards, passing south of the Hollins Cross Farm buildings.

Background

The site is under the ownership of Mr T. Kay-Shuttleworth (hereafter 'the Landowner') and was allocated in its entirety for residential development within the recently adopted Burnley's Local Plan.

The Landowner has consistently supported the release of the site for development throughout the Local Plan process and continues to support the delivery of a residential-led development in this location. The landowner now wishes to progress the development of their land and intend to submit a planning application in the medium term.

Planning History

There is no planning history available in relation to the land outlined on the Site Location Plan. The only immediately adjacent applications relate to householder developments to properties on Glen View Road but are not considered to be of relevance to this proposal.

Planning Policy / Principle of Development

The Development Plan for the site comprises Burnley's Local Plan 2012 – 2032 (adopted in 2018), and the National Planning Policy Framework, adopted in February 2019. There are no Supplementary Planning Documents adopted by Burnley Council of relevance to either this site or the development proposal.

Given the recent adoption of the Local Plan it is considered to carry full weight in the planning balance, and we are not aware of any material change in circumstance which renders any element of the Local Plan out of date.

Policy SP2 of the Local Plan sets out a need for 3,880 dwellings to be delivered across the Plan period, with site allocations to provide for 1,798 of these. This allocation (which is one of the largest) therefore forms a critical component of that requirement.

Policy SP4 sets out that Burnley is a Principal Service Centre and can support large scale, major residential schemes.

Policy HS1 is of specific relevance, setting out the housing site allocations for the Local Authority, including an indicative site capacity. An extract of Policy HS1: Housing Allocations is set out overleaf.

Policy HS1: Housing Allocations:

<i>In order to meet the requirement of Policy SP2, the following sites, as identified on Policies Map [sic], are allocated for housing development.</i>				
<i>Site Ref</i>	<i>Name</i>	<i>Greenfield/Brownfield</i>	<i>Site Area (Ha)</i>	<i>Indicative Number of Dwellings</i>
<i>[...]</i>				
<i>HS1/2</i>	<i>Hollins Cross Farm</i>	<i>Greenfield</i>	<i>8.65</i>	<i>184</i>
<i>[...]</i>				
<i>Development on these sites will be acceptable in principle for housing development and will be required to be delivered in accordance with the following specific requirements together with the requirements of other relevant policies set out elsewhere in this Plan:</i>				

The full text and supporting information for allocation HS1/2 are appended to this letter in full. The site specific policy requirements are however:

- 1) *A mix of dwelling types, including a minimum of 40% 4+ bedroomed detached and 30% 3+ bedroomed detached or semi-detached houses will be expected;*
- 2) *Vehicular access should be from a single point onto New Road. Contributions may be sought for off-site highway improvement work in the vicinity;*
- 3) *No vehicular access will be permitted from Woodplumpton Lane;*
- 4) *Protected Species have been recorded on the site which also includes Priority Habitat (lowland fen). An ecological survey will be required to accompany any planning application which addresses these issues in accordance with Policy NE1;*
- 5) *Appropriate landscaping and boundary treatment should include screening to the southern boundary to reduce the impact on the wider landscape. New planting on the site will need to accord with Policy NE3; and*
- 6) *The presence of known heritage assets (Medieval and earlier) within close proximity of the site would suggest some limited potential for unknown archaeology of local-regional significance and suitable provision will need to be made for archaeological desk based assessment and field evaluation consistent with Policy HE4; and any further investigation or recording works that may be necessary as a consequence of development.*

Policy HS1 refers to an ‘*indicative number of dwellings*’ and specifically ‘around’ 184 dwellings for this site.

It is important to note that Policy HS1 states that the delivery of ‘around’ 184 homes on this site is indicative only.

Through the Local Plan consultation and adoption process this site has already been assessed as being sustainable and suitable for residential development. The housing allocation means that the principle of residential development has been established as set out in Policy HS1. As such, development of the site for residential uses as demonstrated on the indicative masterplan would clearly accord with this policy position.

The Proposal

Advice is sought in relation to the following:

- 1) Highway access off the A646 (New Road); and,
- 2) Development of around 224 dwellings.

It should be noted that the layout is indicative only to demonstrate how the site could be brought forward. The illustrative layout (reference M4655sk02) sets out 224 dwellings (comprising detached, semi-detached, and short terraces), site access, estate roads, public open space, landscaping and attenuation ponds.

The indicative proposal for 224 units, which whilst slightly higher than the indicative stated capacity of the site, equates to a density of circa 26 dwellings per hectare. It is noted that the supporting information to the policy states that lower density housing would be preferred to create a better housing mix and enable some landscaping. Policy HS3 establishes that “*as a minimum, developments should seek to achieve 25 ph*” and the proposal is therefore in accordance with the Council’s aspirations for low density development.

The house types have been arranged to include 40% 4+ bed houses, and at least 30% 3+ bed units, in accordance with Policy HS1/2. Around 10% of the proposed units are three storey properties at appropriate locations. The layout takes into account the need for a single residential access point off the A646, inclusion of a landscape buffer to the south of the site, appropriate attenuation pond capacities, and Public Open Space to the north-east of the site and soft landscaping throughout.

The accompanying reports have appropriately assessed the site based on the type and scale of development proposed. The Transport Note has tested the site up to 250 dwellings, to ensure a robust approach,.

Suitability for Residential Development

While the principle of residential development has been established, a number of technical reports have been undertaken to demonstrate the deliverability of this site. All reports are submitted with this application however a summary of the key findings and impacts on deliverability are set out in turn below.

Flood Risk and Drainage

The Flood Risk Assessment and Drainage Strategy identifies that the site lies within flood zone 1 with a **low** risk of flooding. The site is therefore considered to meet the flood risk requirements of the NPPF in terms of sequential and exception tests.

We note that some surface water has previously been present to the north of the site, however the drainage strategy identifies that this can appropriately be mitigated without an impact on adjacent land through the use of attenuation ponds and surface water sewers. The indicative layout takes these into account to demonstrate how the features can be accommodated on site.

The reports to date therefore demonstrate that the site is in a suitably flood resistant location that can be drained appropriately without impact on third party land or the safety of persons residing on, and accessing, the site. There are therefore no known issues relating to flood risk and drainage that would preclude residential development of the site.

Ecology

A Preliminary Ecological Appraisal has been undertaken to assess designations, habitats, amphibians, flora, fauna, bats, birds, water vole and otter potential on the site. This assessment has identified the potential for habitats of principal importance, breeding birds at both ground and arboricultural levels, foraging land for bats, and great crested newts during certain periods as a result of off-site water bodies.

As a result, a suite of detailed ecological surveys at appropriate times of the year are proposed to confirm the presence of any of these ecological species. It is not however considered at this stage that there are any ecological constraints that would prevent the site from coming forward for residential development.

Ground Conditions

The desktop geo-environmental report identifies that there is a **low to moderate** risk of ground contamination, and there is a risk of hazardous ground gases being present as a result of historic coal mining and made ground, however radon protection for the development is not required.

A Phase II intrusive survey is recommended in accordance with British Standard guidelines including trial pits, boreholes, contamination testing and ground gas monitoring. It is however considered at this stage that there are no ground condition constraints that would prevent the site from coming forward for development, however the intrusive investigations would confirm any contamination present and appropriate foundation design.

Topography

The accompanying Topographical Survey illustrates that the site slopes gently at a consistent gradient with a total drop of only 23m over the 440m from the south-western corner of the site to the north-eastern corner adjacent to the A646.

The only area where existing site levels would reduce residential development lies immediately west of Woodplumpton Road where the site drops down to meet road level. This area however only amounts to 3% of the site area and as such there are no topographical constraints to residential development of this site.

Archaeology

Salford Archaeology (University of Salford) have undertaken an Archaeological Assessment of the site to identify any archaeological potential. The assessment identifies the possibility of post-medieval or medieval activity to the north of the site, and numerous crop marks most likely associated with historic field boundaries.

Pre-nineteenth century remains are relatively rare within the local areas, and as such would be of local significance if present. Further surveying, including geophysical and trenching will be required, with remains encountered being subject to evaluation and mitigation measures, as ground-breaking associated with building foundations would impact on any remains present.

Overall the likelihood of archaeological remains being present is considered to be **low**, and appropriately worded conditions attached to any future consent could sufficiently mitigate this risk. We therefore do not consider that the archaeological potential would prevent residential development at the site.

Transport

The Transport Note has assessed the existing transport provision and highway network, the trip generation of the proposed development and impacts on the local transport networks. The testing has been carried out based on the site delivering up to 250 units to ensure a robust approach.

The report concludes that that a single priority 'T' junction off New Road will appropriately provide vehicular access with suitable viability splays without detrimental impacts to the local highway network at peak morning and evening times. This main access junction is to comprise a 5.5m wide carriageway with 2m wide pavements on either side, connecting to the existing pavement on the southern side of the A646 and maintaining the existing grass verge between the pavement and the carriageway.

The site is also served by a high number of bus routes on the A646. In total, there are 7 bus stops located within 400m and 20 located within 800m of the northern edge of the site. In addition the closest train station, Burnley Manchester Road, is located a 6 minute cycle or 22 minute walk from the site access point.

It is therefore considered that there are no transport issues that would preclude the site from coming forward for residential development of this scale.

Conclusions

As detailed above, in the context of the housing allocation, the landowner wishes to progress the development of their land and intend to submit a planning application in the medium term. The landowner considers that their land has the ability to deliver much needed housing, in accordance with the allocation and this will contribute towards Burnley Council meeting its housing delivery targets.

We trust that the above is sufficient to enable this pre-application to be registered. We particularly welcome the opportunity for feedback/input from other technical consultees, including Highways, Drainage, Ecology and Environmental Health.

We look forward to hearing from you at the earliest opportunity to arrange a meeting to discuss the proposals in more detail.

Should you have any questions please do not hesitate to contact either Jonathan Ainley or Duncan Wenham at these offices.

Yours faithfully,

Savills

A handwritten signature in cursive script, appearing to read "Savills".

Savills Planning
Savills (UK) Limited

Appendix 1:

Burnley's Local Plan (July 2018) Extract

HS1/2 – Hollins Cross Farm	
Housing Delivery	The site is acceptable for around 184 dwellings.
<p>Additional and Site Specific Policy Requirements and Design Principles</p> <ol style="list-style-type: none"> 7) A mix of dwelling types, including a minimum of 40% 4+ bedroomed detached and 30% 3+ bedroomed detached or semi-detached houses will be expected; 8) Vehicular access should be from a single point onto New Road. Contributions may be sought for off-site highway improvement work in the vicinity; 9) No vehicular access will be permitted from Woodplumpton Lane; 10) Protected Species have been recorded on the site which also includes Priority Habitat (lowland fen). An ecological survey will be required to accompany any planning application which addresses these issues in accordance with Policy NE1; 11) Appropriate landscaping and boundary treatment should include screening to the southern boundary to reduce the impact on the wider landscape. New planting on the site will need to accord with Policy NE3; and 12) The presence of known heritage assets (Medieval and earlier) within close proximity of the site would suggest some limited potential for unknown archaeology of local-regional significance and suitable provision will need to be made for archaeological desk based assessment and field evaluation consistent with Policy HE4; and any further investigation or recording works that may be necessary as a consequence of development. 	
<p>Supporting Information</p> <ol style="list-style-type: none"> 1) This is a prominent greenfield site in the open countryside. A scheme of high quality is expected in line with Policy SP5 and lower density detached housing preferred not only to increase/ provide quality and choice, but lower density development would provide greater opportunity for landscaping, planting and minimising impact. 2) Lancashire County Council Highways has advised that access via Woodplumpton Lane would not be considered appropriate as there is no footway provision. 3) Contributions may be sought for off-site highway improvement works in the vicinity, both to Glen View Road and for traffic management works to the A646 and Manchester Road signal junction as development is likely to have cumulative impacts on this junction. 	