

## **ACTIONS RELATING TO MATTER 5: CHORLEY HOUSING ALLOCATIONS**

### **Action 42: HS2.36 - Provide a detailed note on the site regarding access to the site, topography and yield**

#### **Background**

The site forms part of a wider existing Safeguarded Land allocation in the adopted Chorley Local Plan under Policy BNE3. As set out in Policy BNE3, these areas of Safeguarded Land are safeguarded for future development needs beyond the plan period. All areas of Safeguarded Land have therefore been considered for allocation in the CLLP through the SHELAA process. This part of the Safeguarded Land allocation was also promoted through the CLLP process by the landowner for housing development.

#### **Access**

Under Stage 1(b) of the SHELAA, an initial survey of the sites being considered for allocation was undertaken to identify those that are potentially suitable for development, and which warrant further detailed assessment at Stage 2 of the SHELAA. A desk based and on-site survey of each site was undertaken to assess the suitability of the site for development, this included identifying whether there was a potential access to each site. There are several potential access points to this site from the Delph Way/Cross Keys Drive estate, therefore the site was taken forward to Stage 2 of the SHELAA for a more detailed assessment.

Under Stage 2 of the SHELAA, the access of each site being considered for allocation was assessed in more detail. The Highways Team at Lancashire County Council (LCC), as the Highways Authority, undertook these assessments to establish if a suitable access to each site could be achieved. For this site they did not raise any concerns regarding achieving a suitable access.

Through the SHELAA assessment, information provided by the site promoter, and CLLP consultation responses, five potential access points to the site have been identified. These are shown on the map below and the Council's view on each is provided.



## Entrance 1

The site promoter has suggested this as a potential access. Access would be via the driveway of the property at the end of the cul-de-sac which is in the ownership of the site promoter. As seen on the photos, the driveway is a sufficient width to provide a suitable access to the site, and a replacement driveway could be provided within the new development to the side of the property. LCC Highways have confirmed in their response to Action Point 41 that this access may be suitable in principle, subject to necessary changes/improvements.





## Entrance 2

This access point is considered to be wide enough to provide a suitable access to the site provided the playground is relocated within the allocation. Chorley Council is responsible for the maintenance of this playground. LCC Highways have confirmed in their response to Action Point 41 that this access may be suitable in principle, subject to necessary changes/improvements.

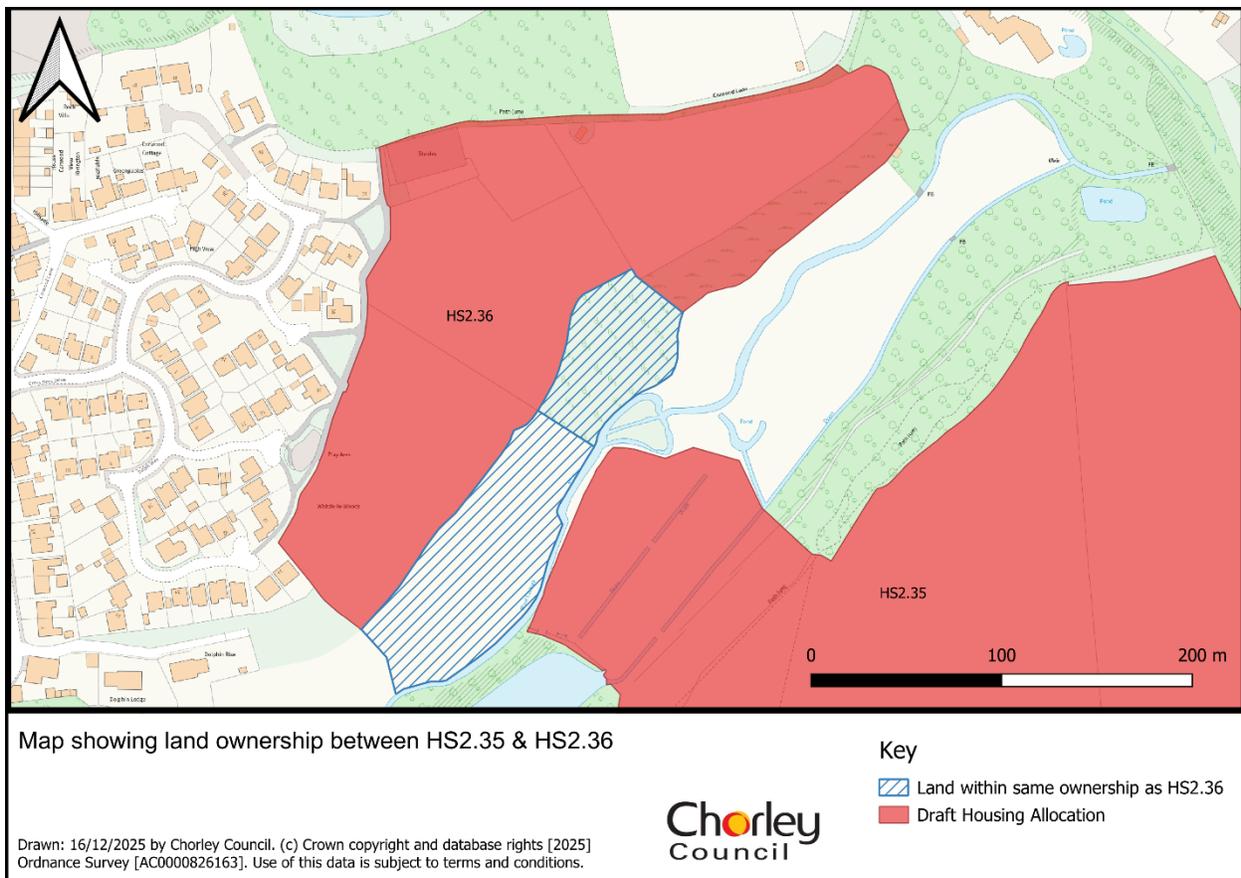


## Entrances 3 and 4

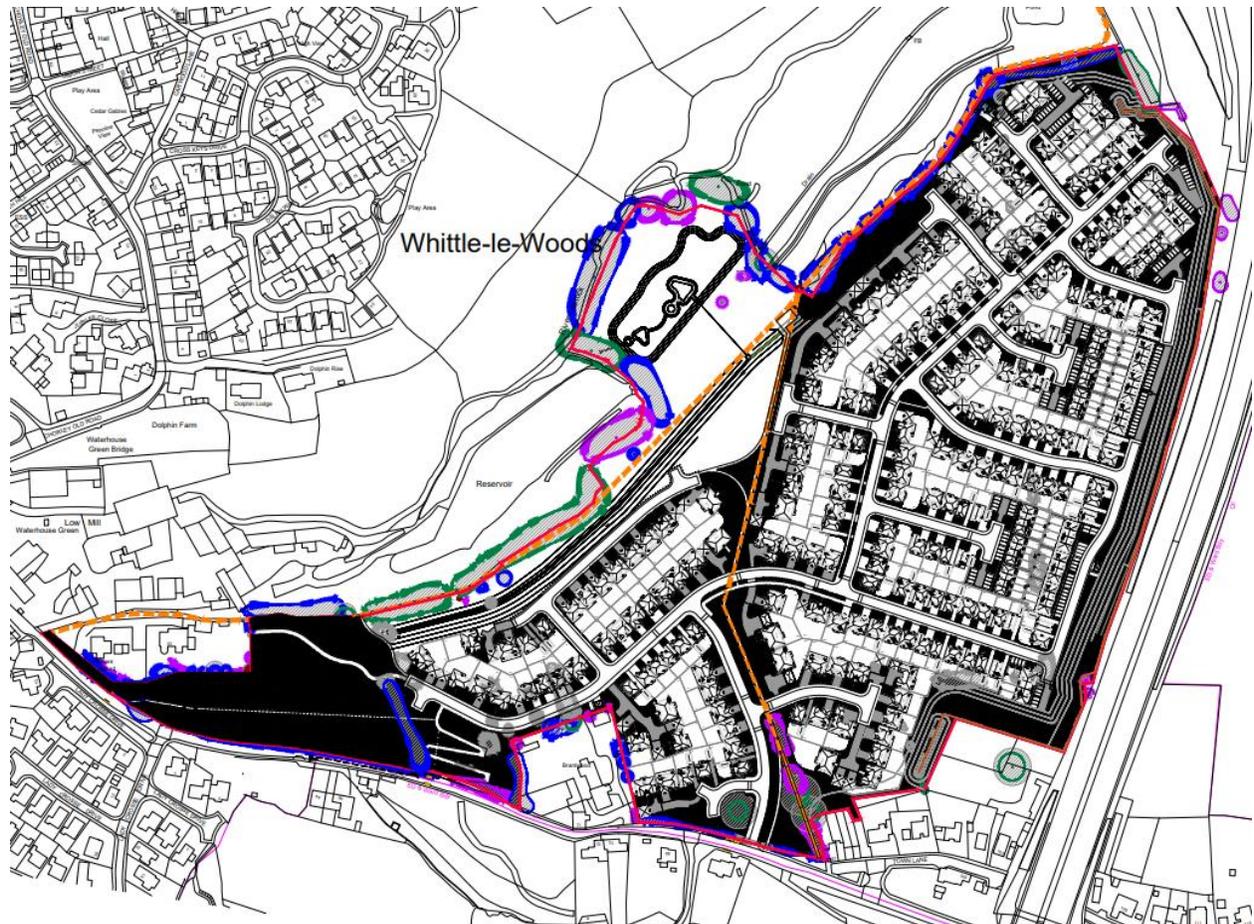
These are not considered suitable vehicular access points to the site as they are not wide enough, but they could provide pedestrian access.

## Entrance 5

This has been suggested as an access point by both the site promoter and through representations made to the Regulation 19 consultation by local residents. This would involve access to the site being provided through the housing development on HS2.35 and via the small area of land between the two allocations. This area of land is shown on the map below and is in the same ownership as site HS2.36.



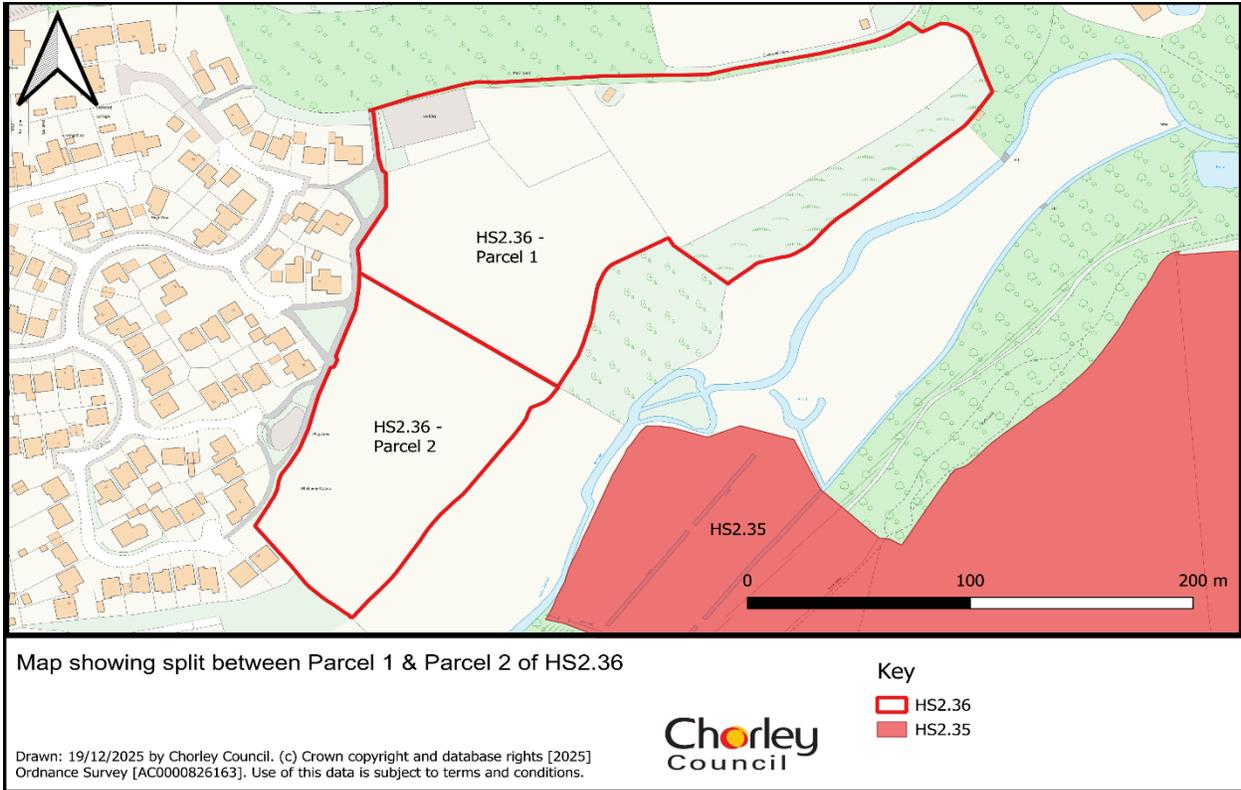
A full planning application on HS2.35 has been approved subject to a s106 agreement, and the site layout below shows there are potential access points from the north of this development to HS2.36. There would however need to be a bridge crossing the River Lostock which is set in a valley. The site promoter would need to assess the viability of this option and consult with the Environment Agency regarding whether this is an acceptable/feasible option.



## Topography

It has been suggested by local residents through Regulation 19 responses that development of the site will be difficult due to the topography. The Council is of the opinion that the topography would not significantly constrain the site.

The topography varies across the site. For the purposes of assessing the topography of the site, it has been split into two parcels as identified below.



### Parcel 1

This parcel covers the northern part of the site. There is a paddock in the north west corner that is flat, as shown on the photo below.



Directly south of the paddock, the land slopes from north to south as can be seen on the photos below which are taken from the footpath running along the western boundary of the site. The land has a rise of 15 metres over a run of 120 metres. This is a slope of 12.5% ( $\text{rise} \div \text{run} \times 100$ ) which is considered a moderate slope. Generally, slopes over 20% are considered steep.



## Parcel 2

This parcel covers the area to the south of the allocation. The land slopes from west to east. Beyond the allocation, there is a steep valley adjacent to the River Lostock. The photos below are taken from the footpath running alongside the western boundary of the site. The land has a rise of 15 metres over a run of 90 metres. This is a slope of 16.7% ( $\text{rise} \div \text{run} \times 100$ ) which is considered a moderate slope. Generally, slopes over 20% are considered steep.



The gradients identified for the two parcels above do not represent a physical constraint that would preclude development, and there is no national or local planning policy that establishes that these gradients are unacceptable. Sloping sites of this nature are routinely and successfully developed across the country using standard and well established design and construction techniques. These include stepped foundations and terraced layouts.

The site promoter has advised that a housebuilder has surveyed the topography of the site and deemed it suitable and viable and they have requested first refusal on the purchasing of the land. There is therefore no evidence to demonstrate that the site is not deliverable due to its topography.

### **Yield**

It is accepted that the topography may affect the yield of the site. An analysis of recent development in the borough built on moderately sloping land has identified an average density of 23 dwellings per hectare on these sites. If applied to this site, the yield would reduce from 102 dwellings to 87 dwellings.

### **Contamination**

The Inspectors did not request further information regarding potential contamination of the site, however following further correspondence submitted to the Inspectors by Mr William Taylor, the position is clarified below.

As discussed at the Matter 5 hearing session, and as set out in the SHELAA site profile for this site (SHELAA Appendix 5 (H014c), site profile 53, pages 161-163), the Council consulted with the Environment Agency on this site. They advised there is no evidence of contamination but there is a possibility that contamination from the adjacent landfill has migrated via groundwater. They also advised that there is no evidence to say that the site is unsuitable for housing, but any future planning application will need to be supported by a comprehensive desk study, site investigation and (if necessary) remediation strategy to demonstrate that any contamination arising from off-site sources can be satisfactorily managed to avoid impacts on controlled waters and human health.

### **Conclusion**

The information provided above identifies that there are potential suitable access points to the site, the topography will not significantly constrain the site and there is no evidence of contamination. The site therefore meets the definition of developable in the

NPPF. It is identified in the housing trajectory as coming forward later in the plan period i.e., not within the five year period from adoption.

As suggested above, the yield could be reduced to 87 dwellings (23dph) to reflect the densities achieved on recent developments in the borough on sloping land.

### Alternative option

LCC Highways advised there are two access points to the site that are suitable in principle. These are both located to the south of the allocation. If the Inspectors have concerns regarding the amount of development to be accessed via these access points, an alternative option is to just allocate the land to the south of the allocation, which is directly adjacent to these two access points (Parcel 2 on the map below). This part of the site is 1.1 ha and if a density of 23dph is applied, the yield of the site would be 25 dwellings.

