

West Lancashire Borough Council

**Firwood Road
Draft Development Brief**

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WEST LANCASHIRE



LOCAL PLAN

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Executive Summary

Introduction & Purpose

This development brief has been produced to guide developers and investors in their proposals and planning applications for the future of the housing development site bounded by Firswood Road, Neverstitch Road, Slate Lane, and Ormskirk Road / Blaguegate land ("Firswood Road"), on the edge of Skelmersdale in the parish of Lathom South. This Brief is not a blueprint for development, but a set of principles that, when applied, will significantly contribute to the aim of creating a high quality, sustainable development of the site.

Vision

The Vision for the Firswood Road site is to develop the land in such a way as to complement the existing residential areas and to diversify the choice and range of housing to meet local needs.

Existing Site

The site comprises approximately 22 ha of land allocated for residential use, of which 18 ha are considered to be developable. The topography of the site is relatively flat with a slight change in level towards the eastern boundary. The site is currently accessed via Neverstitch Road and Firswood Road and connected between the two access points by Old Engine Lane, a minor road.

Opportunity

The site will deliver at least 400 new residential dwellings with an associated linear park and open space/landscaping; this will assist in meeting the housing requirement of the West Lancashire Local Plan 2012-2027 of 4,860 dwellings over the plan period.

Sustainability, in all its aspects, will sit at the core of all that is developed on the site.

Phasing

It is anticipated that the site will be brought forward in a complementary, rather than competing fashion, and this should be reflected in more detailed phasing programmes for the site.

Next Steps

This Brief will inform the nature and content of outline and reserved matters / full applications that come forward involving this site, and, once adopted, it will be a material consideration in the determination of such applications.

Introduction

Background

Firwood Road has been identified from as far back as the early 1990s as a site to assist in the longer-term delivery of housing for West Lancashire Borough Council. From 1992-2013, the site has been subject to a safeguarded land policy. However, in the new West Lancashire Local Plan 2012-2027 (“the Local Plan”), adopted in October 2013, the site has been judged necessary to meet the Plan’s housing targets, and has thus been allocated for immediate development.

As part of Local Plan policy RS1 Residential Development, several of the allocated housing sites, including the Firwood Road site, are required to have a masterplan/development brief produced to assist in the delivery of the site.

Purpose of the brief

This document sets the agenda for the development of Firwood Road as a residential development site. It promotes high quality design and a contextually sensitive approach to existing development and place-making. Development at Firwood Road will have a lasting impact on the surrounding area, thus it is important to achieve a high quality residential development at this location on the western edge of Skelmersdale, whilst maintaining a strong Green Belt boundary on Firwood Road. As it will be developers that will roll out the future development of the site, the purpose of this Brief is to help achieve a vision for the site by establishing appropriate design principles for the site. By preparing the Brief, the Council is establishing a strategic approach to site development.

The Local Plan envisages the delivery of Firwood Road for at least 400 residential dwellings along with access and associated landscaping and the provision of a linear park link to assist in the delivery of the proposed Ormskirk – Skelmersdale Linear Park.

This Development Brief therefore provides a design framework with principles and guidance, which should inform detailed design solutions, but it also recognises the importance of retaining flexibility to respond to changing market conditions and social and technical demands. The Development Brief includes illustrations to indicate how future development might look but these are not intended as prescriptive blueprints for the site, but as an indication of how the principles might be adhered to.

The Brief will provide guidance and a basis for review whereby future development proposals can be assessed against the Brief.

Using the Brief

The Brief is intended to be instructive, assisting any developers interested in the development of Firwood Road. It sets out an understanding of what is required and what is acceptable. The brief acts as a reference document and a platform for further detailed design and a single or suite of successful planning applications. It does not, however, provide all the information necessary to inform a successful development proposal. Consultation and dialogue with West Lancashire Borough Council, the local planning authority, will therefore be essential to achieve a full and detailed appreciation of the planning position and expectations for the site. This should be through the formal pre-application process.

Vision & Key Principles

The Vision is for development at Firwood Road to complement the existing residential areas close to the site, and to diversify the choice and range of housing to meet local needs.

The following principles set the expectations at a strategic level:

- A range of high quality, well designed, low carbon homes will be encouraged;
- The housing aspect of the development will need to include a good mix of housing types to meet all local needs, including 35% affordable and up to 20% to meet the needs of older persons. Cross over between the two types of provision may be acceptable subject to the needs at the time of development i.e. some of the affordable housing element may also count toward meeting the provision for the elderly. These requirements are in accordance with policies SP3, RS1 and RS2 of the Local Plan.
- Any new development to meet Code for Sustainable Homes Level 3 as a minimum standard for new residential development, rising to Level 4 and Level 6 in line with the increases to Part L of the Building Regulations;
- Access to public transport and walking and cycling provision will be improved within the development site and the surrounding areas;
- Sustainable Drainage Schemes (SuDS) will be provided to deal with existing and the future increase in surface water discharge; and
- Biodiversity - development will incorporate biodiversity and safeguard protected sites (species / habitats). Natural 'green' spaces and routes throughout the site will be provided for people and wildlife.

The Site & Context

The site

Firwood Road comprises a total of 22 ha of formerly safeguarded land which has been released through the Local Plan 2012-2027 for residential development. The site is enclosed by relatively high density 30 – 40 dwellings per hectare residential development to the east, lower density development 15 - 20 dwellings per hectare to the south and south west corner; employment to the north and open agricultural Green Belt to the west. The existing access to the land is via Neverstitch Road and Firwood Road

Site context

The site is situated to the west of the built up area of Skelmersdale, and lies within Lathom South Parish. The site is located approximately 2 kilometres to the west of Skelmersdale town centre.

The site is bounded to the north by an established belt of trees. These act as a buffer to the employment site behind, which is dominated by two very large distribution warehouses.

To the east and south are the established residential neighbourhoods of Blaguegate, Chapel House and Pennylands (“Old Skelmersdale”) comprising properties fronting Ormskirk Road and various residential roads serviced off Clayton Street. The general styles of these dwellings are mixed 19th and 20th century detached/semi detached properties.

The land to the west of the Firwood Road site comprises open Green Belt land and agricultural holdings and Firwood Road acts as a natural boundary to the development site. To the south western corner of the site is a small cluster of lower density residential dwellings. These properties comprise mainly large post war dwellings with varying architectural details and a range of single and two storey properties.

The route of the former railway between Old Skelmersdale and Ormskirk travels across the site from south east to west, exiting the site in the west under an old bridge on Firwood Road.

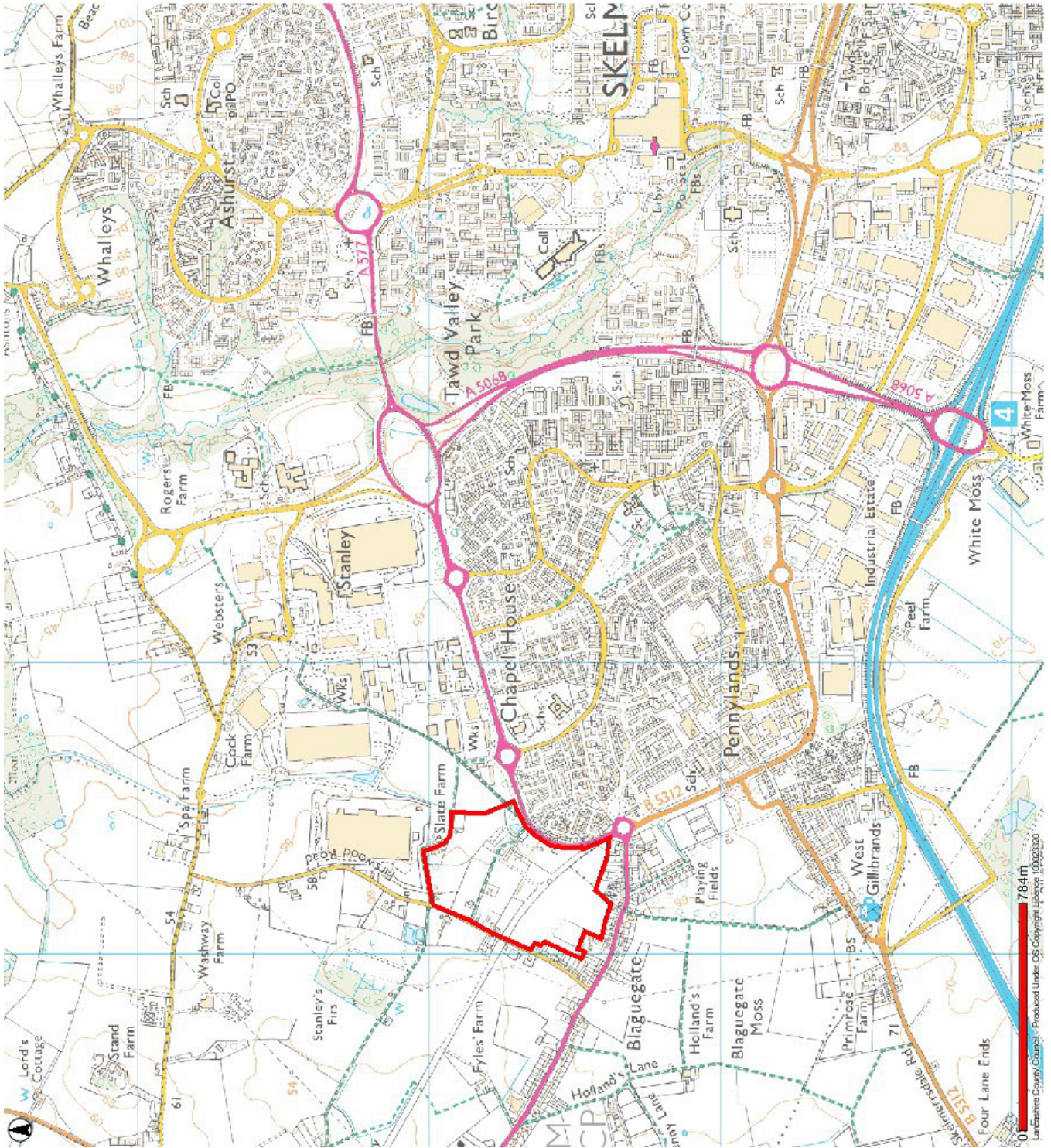
Wider Site Context

With regards to open space the nearest facilities are located at Skelmersdale Football Club, Cricket Club and Blaguegate Playing Fields. The nearest primary schools are Brookfield Park and St Richards Catholic Primary Schools, slightly further away from the site are Glenburn Sports College (Secondary School) and Lathom High School Technology College. Located approximately 2km metres away (as the crow flies) is Skelmersdale Town Centre with a range of shops and facilities within the Concourse Shopping Centre. The nearest health, facility Sandy Lane Health Centre, is located in the Sandy Lane Local Centre.

Existing uses and topography

The site consists of fields used as arable and pasture. The topography of the land is relatively flat; there is a slight slope of less than 5 metres falling from west to east in the far north eastern corner in the vicinity of Slate Farm.

Context Plan



Technical Constraints

Historic Environment

As far as West Lancashire Borough Council is aware, there are no archaeological constraints which would preclude the development at Firwood Road. However, applicants will be required to consult with Lancashire County Council's Scheduled Monument Register regarding any designations on the development site.

Located on the site is a historic Powder Hut, a 19th century explosives store for the Lathom Colliery. The developer will be required to undertake a significance or heritage report for the Powder Hut and will ultimately be encouraged to retain this nominated locally listed feature in order for the historic role of the site to be reflected in the new development.

Ecology

Firwood Road maintains a habitat relatively typical of that of the surrounding area which would be thought to have low species diversity. During the Local Plan Publication consultation, representors referred to a number of habitat species on the site including barn owls; a full investigation of the presence of protected species, and proposals for mitigation, will be required as part of any planning application on the site.

Located to the north east boundary of the Firwood site, in close proximity to Sandwash House Farm lies an ecology standing advice zone. It is thought there could be potential breeding habitats located in this area and further investigation will be required through a Phase 1 Ecology Survey to accompany any future planning application.

Tree Preservation Order ref: TP (WLBC 31 2004) applies to part of the site; the TPO covers a mixed woodland area, mainly consisting of Birch, Oak and Hawthorn with some Ash, Swallow, Sycamore, Rowan, Holly and Wild Cherry which could hold potential for the roosting of bats.

The HRA undertaken as part of the Local Plan states that whilst the site supports grassland and/or arable habitat which may meet the basic needs of qualifying bird species, it is surrounded by existing residential and employment uses and divided by linear belts of shrubs and trees. Early engagement with the Ecology Section of Lancashire County Council is advised.

The line of the former railway running west to south-east across the site is designated on the Local Plan Policies Map as a wildlife corridor.

Flooding

Firwood Road is located within Flood Zone 1, which indicates that the site is at low risk of flooding. However a small section of land along the north eastern boundary to the east of Slate Farm is prone to surface water flooding. This area of land already accommodates a drain which will be required to remain open; subsequently areas of flooding will need to be addressed in this area. The constraints map overleaf shows a number of areas that are subject to surface water flooding.

Drainage and Sewerage

At present there are currently no public surface water sewers serving the Firwood Road site. On site SuDS will be required to manage surface water drainage to attenuate to a Greenfield run off rate. Early engagement with Lancashire County Council, the Lead Flood Risk Authority is required.

Noise

Due to the proximity of the employment area to the north of the site, it is important to consider noise and vibration measurements. The site is also bounded by Neverstitch Road (A577). Given the frequency of traffic running along this boundary, the land to the east would potentially have a slightly increased risk of noise.

Noise mitigation for the properties which fall within a higher noise level, for example to the north of the site or along the eastern boundary, will need to be considered in the design layout of the site and incorporate appropriate building fabric and installation of localised acoustic fences where required.

Contamination

There are two seams of coal under the land at Firswood Road, one shallow, one deep. Initial indications are that the existence of the coal under the site will not compromise development to any significant extent, taking into account land stability issues, and the need to consider sterilisation of any workable coal deposits. It has not yet been possible to carry out a detailed ground condition survey, but the site is located within a Coal Mining Development area, and a number of mine entries have been located along Old Engine Lane and in the vicinity of Slate Farm identified by a red cross on the plan below. The site also contains high risk development areas along the eastern boundary, which are identified by hatching. Any developer/applicant will need to engage with Lancashire County Council with regards to the minerals safeguarding area to the north of the site.

Landscape

The site is within the Skelmersdale Landscape Character Area, (Landscape Character SPD) but is not located within, or near to, an Area of Landscape Historic Importance. The only tree constraints are located on the north eastern boundary at the junction of Old Engine Lane and Neverstitch Road. Vegetation runs along all of the boundaries and the dismantled railway line, which adds character to the defensible landscape of the urban area.

Transport

There is capacity within the highway network to accommodate the anticipated traffic generated by the proposed 400 dwellings, with limited highway improvements.

The main access to the Firswood Road development site should be taken off Neverstitch Road. Minor access points may be located on Firswood Road (there should be no major access from this narrow lane). These vehicular access points are in accordance with Manual for Streets 2 guidance.

Bus stops are located along Neverstitch Road and Ormskirk Road/Blaguegate Lane, with services running to and from Ormskirk, Southport, Liverpool and Skelmersdale Town Centre.

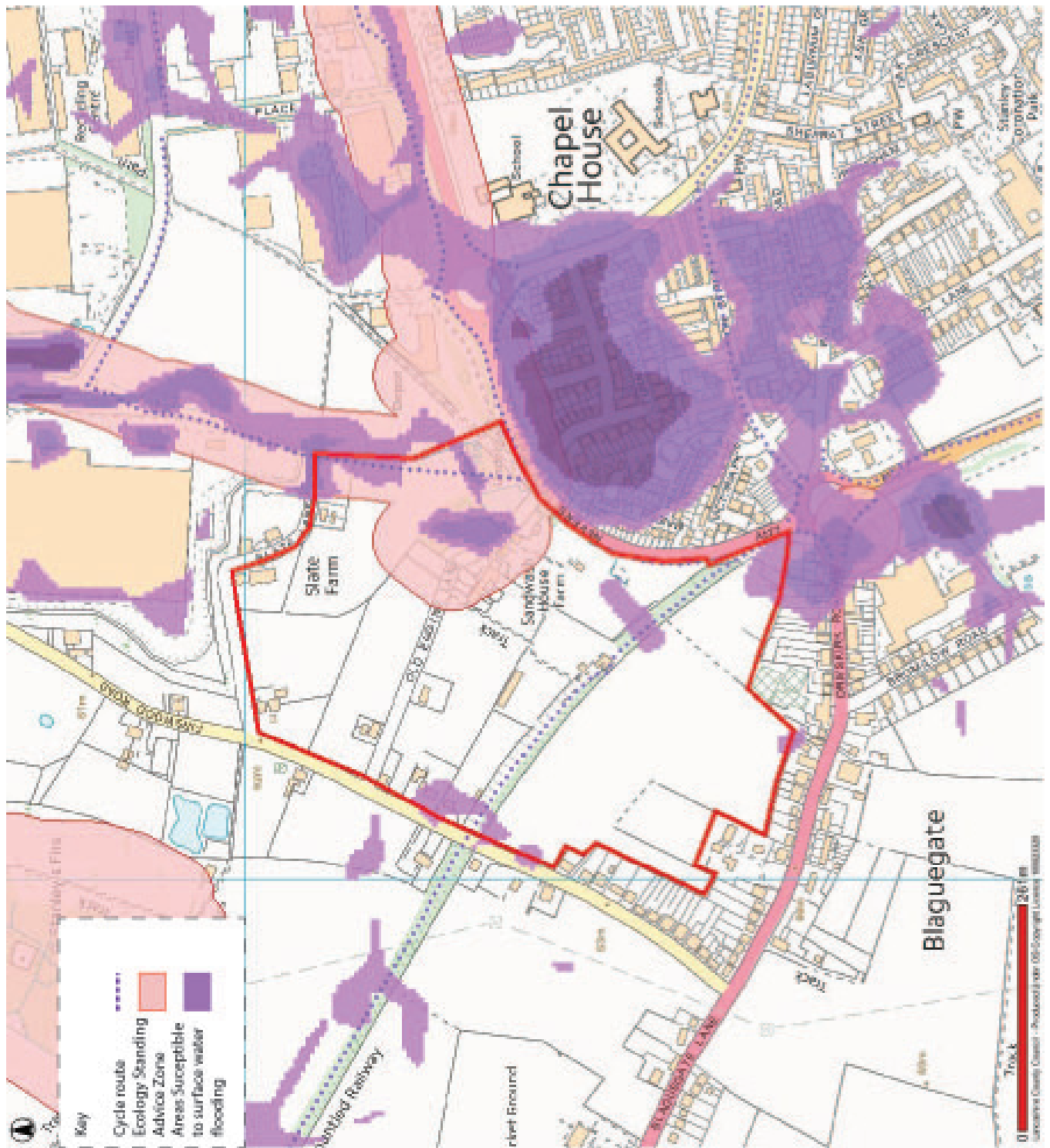
The site is surrounded by a number of existing cycle routes including the Southern Loop and the existing dismantled railway line which dissects the site. Footpaths 8-1-FP-26, 8-1-FP-24 and 8-2-FP-101 are located on the site on along the boundary of the site.

Utilities

An existing 11kV overhead line crosses the site; however it is thought that this can be diverted underground, by the developer during site construction, subject to the electricity provider's authorisation.

Gas, water, electricity and telecommunications can be provided to the development site, without adversely impacting on the provision of services to the wider community.

Constraints Plan



Policy Context

Policy Context

Planning policy should be referred to in respect to the future of the development of the site; however it is not appropriate for this brief to repeat the content of guidance and policies, but to guide developers, investors and their design teams to operate within the context of appropriate national and local policy guidance. There is an obligation on design teams to establish the policy context and the elements of their proposal in addition to the requirements of this brief. The main policies are summarised below:

National Planning Policy Framework

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking.

The NPPF supports growth of areas to supply new homes, stating that this can be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns.

Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Development should:

- Function well and add to the overall quality of the area,
- Have a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit,
- Accommodate development whilst creating and sustaining an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks,

- Respond to the local character and history, whilst reflecting the identity of the local surroundings and materials, and not preventing or discouraging appropriate innovation,
- Create safe and accessible environments where crime, disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Be visually attractive as a result of good architecture and appropriate landscaping.

Local Planning Policy

The West Lancashire Local Plan 2012-2027 was adopted by Council on 16th October 2013, following receipt of the Inspector's Report in late September 2013. Policy RS1 allocates Firwood Road for residential development to assist in the delivery of 4,860 homes across the Borough over the period 2012-2027.

The following policies of the Local Plan are the most relevant to development at Firwood Road:

- GN3 Criteria for Sustainable Development
- RS1 Residential Development
- RS2 Affordable Housing
- IF2 Enhancing Sustainable Transport Choice
- IF3 Service Accessibility and Infrastructure for Growth
- IF4 Developer Contributions
- EN1 Low Carbon Development and Energy Infrastructure
- EN2 Preserving and Enhancing West Lancashire's Natural Environment
- EN3 Provision of Green Infrastructure and Open Recreation Space
- EN4 Preserving and Enhancing West Lancashire's Built Environment, Cultural and Heritage Assets

Design Guidance

Developers, investors and their design teams should also be aware of design best practice and this should be referred to in the preparation of proposals for this site.

Particular attention should be paid to the WLBC Design Guide SPD 2008; in addition, reference should also be made to national guidance such as Building for Life 12 (Design Council CABI 2012).

Open Space SPD

The Open Space SPD is designed to provide more detailed guidance on the District Council's approach to the protection and enhancement of existing open space and the provision of additional open space and associated facilities as part of new housing developments, this document should be referred to in the production of any planning application for the site.

Design Principles & Objectives

Design Principles

The following design principles underpin the proposals:

- To integrate development and support community cohesion, new homes should link to the existing residential neighbourhood to the east of the site,
- A transitional zone should mediate between the residential development, the Green Belt to the western boundary and the employment uses to the north; and
- The existing landscape including topography and dismantled railway suggest an opportunity for a linear park (connecting to the proposed Ormskirk – Skelmersdale Linear Park) and public open space, each with its own distinctive character responding to the landscape.

Firwood Road is expected to deliver at least 400 dwellings with a minimum requirement of 1.4 sqm per bedroom of each dwelling for on site provision of public open space. This figure is correct at the time of writing this development brief; please refer to the most up to date requirements in the Open Space SPD.

Character Areas

The Character Area Plan illustrates that the site is located within an existing arable farming area, displaying typical characteristics of field margins, tree and hedge planting and ponds. The hedging provides an opportunity as a framework for development. Typical of this character area are the meandering roads which serve the adjacent communities. Character areas draw on the unique landscape and physical form of the existing site.

The eastern site boundary features existing vegetation which creates a strong and defensible boundary to the site. Ormskirk Road acts as the outer periphery road for Skelmersdale and a gateway for Skelmersdale from Lathom.

Appropriate landscape treatments within the development can be used to strengthen the existing boundary and to create a strong defensible boundary to the urban area.

A variety of housing styles and densities of development can be found in the area immediately surrounding the Firwood Road site. The proposals for Firwood Road should complement and reflect the most successful elements of building character and distinctiveness, including building scale, massing and height. Appropriate development on the site will be in the region of 2 to 3 storeys, in the form of mews, semi-detached and detached dwellings. Building density should be lower towards the south and west in order to respect the existing residential properties and Green Belt. Higher density development should be located to the eastern section of the site, ground conditions permitting.

Movement

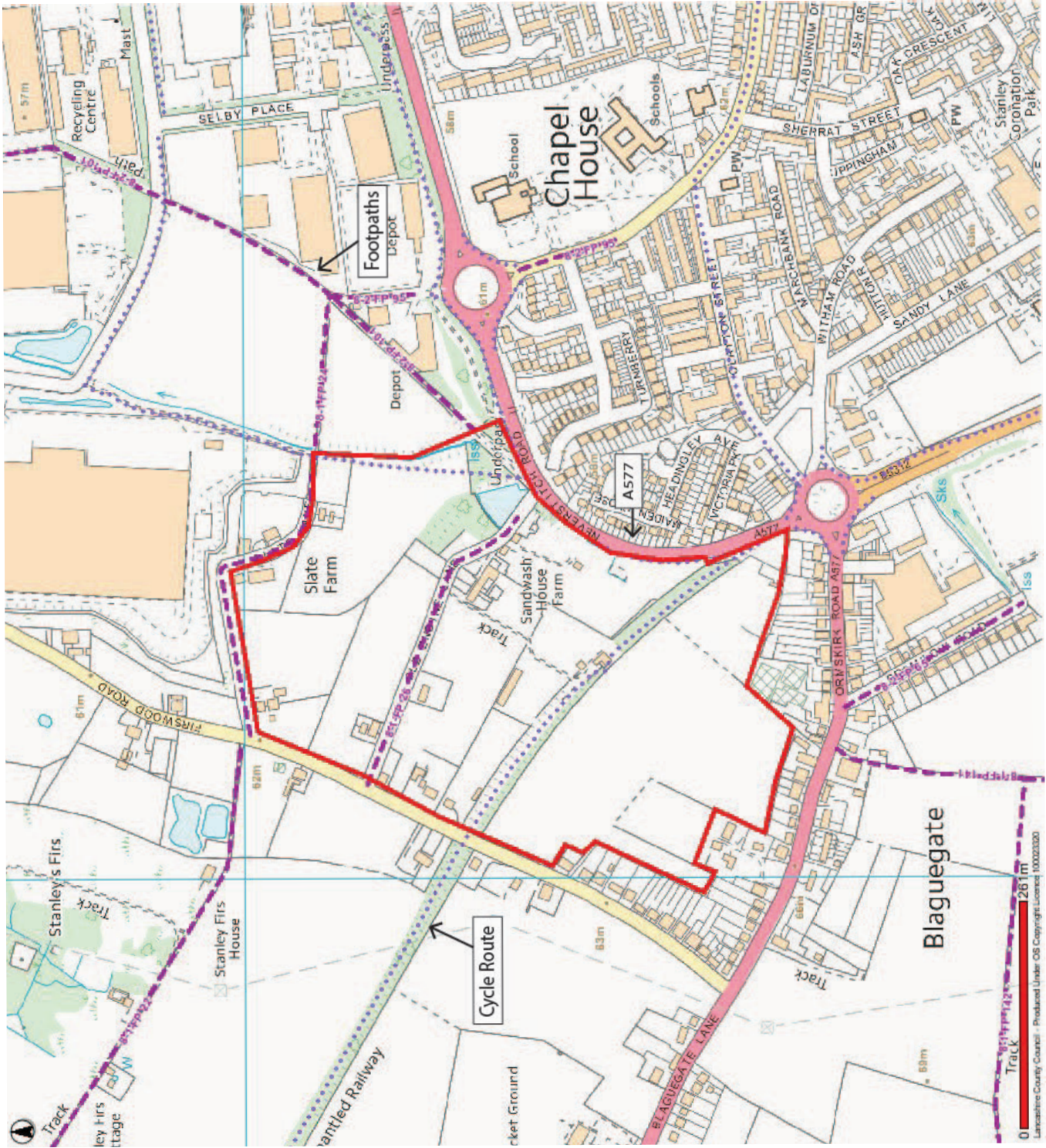
A Movement Plan addresses movement around the site, including provision for pedestrians, cyclists, public transport, and motorists in presenting a hierarchy of street types prioritising different movements. It presents an opportunity opening this site to public access and linking it into the existing residential community to the east.

The cohesive connection of existing and new communities will aid access to public transport and increase and support opportunities for walking and cycling.

A main access point from Neverstitch Road, with a number of secondary access points from Firwood Road is achievable, without impacting upon the existing traffic flows.

There are a number of public footpaths located within or connecting to the development site including footpaths 24, 26 and 101.

Movement Plan



Key Landscape Elements

The countryside in West Lancashire is well known for contributing to a green Lancashire. The landscape setting for the development will play a key part in retaining a strong landscape character.

The West Lancashire Local Plan outlines some of the open space standards for new development.

An approach including a variety of Green Infrastructure opportunities should be embraced and located appropriately for:

- Driving character and memorable identity,
- Access,
- Recreation and Facilities,
- Biodiversity,
- Symbiotic relationships with the built form, where development is proposed; and
- Promoting links, where appropriate, to the broader landscape offer.

The design of Green Infrastructure should specifically:

- Consider native planting for biodiversity in the first instance;
- Limit the use of paved surfaces to locations whose function determines their necessity. Porous surfaces should always be considered in the first instance;
- Promote on-site water attenuation including grey water recycling within the development;
- Include elements of a Sustainable Drainage System, including ponds, ditches, swales and wetlands as appropriate. These need to be considered with new habitat creation in mind;
- Add Green Infrastructure to the built form. Features such as green roofs, green walls, balconies and roof terraces could be considered;
- Pay careful attention towards the provision of gardens, which can add to the overall Green Infrastructure objectives around reducing flood risk and promoting biodiversity, but their function could be tackled separately; and
- Include multi-functional open spaces which allow flexible uses and long term adaptability.

Reducing Climate Change

The UK climate is changing as a result of human activity. Across the country, winter rainfall has increased in recent years and summer rainfall has decreased. There has been an increase in average temperatures and mean sea level has risen. Climate projections are telling us that we will experience hotter drier summers, warmer wetter winters, disruption in usual weather patterns and more frequent or intense weather events (e.g. heat waves, droughts, and flooding) and continued rising sea level. This is likely to have an adverse impact on people, agriculture, water quality and availability, biodiversity, human health, buildings and infrastructure, public spaces, soils and the economy. It is important that any development will take into account sustainable design and construction methods, whilst meeting the Code for Sustainable Homes requirement as set out in policy EN1 of the West Lancs Local Plan 2012-2027 and through the use of renewable energy. It is encouraged that District Heat Generation is investigated for this development site.

Urban Design Opportunities

The site offers a significant opportunity to deliver much needed residential development in West Lancashire over the plan period to 2027, enhancing the Skelmersdale residential offer. A well considered internal layout will open up the site whilst minimising the impact on the wider community.

The site is located on the edge of the urban settlement and already displays landscaping boundaries to the west reducing the impact upon the Green Belt. The dismantled railway running west- south east across the site provides a valuable opportunity for the delivery of a key section of the proposed linear park from Skelmersdale to Ormskirk. The creation of the linear park in this location is not resolute; however there is significant existing tree planting and wildlife corridor designation following the dismantled railway, therefore providing an opportunity.

It is also noted that a concentration of constraints is present in the North East, around the existing waterbody and TPO's. This offers an opportunity for habitat/ recreation provision. The existing watercourse in the north eastern corner of the site will assist in the creation of SuDS. The site allows for landscaping to be located on the boundaries adjoining the Green Belt, thus again reducing the visual impact to the surrounding areas.

Development Requirements

Quantum and mix of development

Development on Firswood Road is proposed to deliver 400 dwellings, of which 30% will be affordable, and 20% will be for elderly people, associated public open space provision and, if required ancillary retail floor space to support the development, such as a newsagent, hairdressers and hot food takeaway. Any retail development must not have a negative impact on the viability of the nearby Sandy Lane Local Centre.

The allocation of affordable homes and elderly provision is determined by policies RS1 and RS2 of the Local Plan. This requirement of 30% affordable homes and 20% for the elderly has been derived from the housing needs study for West Lancashire.

With regards to the provision of elderly accommodation, it should be located in a suitable walking distance to shops and modes of public transport. The typical perception of elderly persons' accommodation is bungalows or sheltered housing. However, this need not be the case, and such types of development are not always appropriate, e.g. from a density point of view. Elderly persons' housing could simply be individual private dwellings that contain features designed specifically for the elderly (as opposed to Lifetime Homes, which are able to be adapted to suit older or disabled people). The provision could also be met through a large Extra Care Facility or other purpose built elderly accommodation. Applicants are advised to consult with The Housing Strategy and Development Programme Manager, 01695 585244 jonathan.mitchell@westlancs.gov.uk for further information.

Any subsequent application or applications will be required to attend a Places Matter design review panel, at the applicant's expense.

Sustainability requirements

Most sustainability rating systems, including the Code for Sustainable Homes and BREEAM, are benchmarked against business-as-usual in the construction industry rather than against the global environmental measures that must be considered if sustainability is to be addressed adequately, namely:

- Ecological footprint - the productive land and sea required to provide for our consumption (such as cropland, fisheries and forestry) and to deal with our wastes (e.g. forests to absorb carbon dioxide),
- Greenhouse Gas footprint - carbon dioxide plus other gases such as methane and nitrous oxides); and
- Planetary boundaries – a set of critical natural systems including carbon, phosphate and nitrogen cycles which must be kept within boundaries for a 'safe operating space' for the planet.

These measures involve consideration of a wide range of behaviours, systems and institutional arrangements beyond simply the design and performance of new building stock.

The required minimum design standards for Firswood Road are, to achieve the Code for Sustainable Homes Level 3 as a minimum standard for new residential development, rising to Level 4 and Level 6 in line with the increases to Part L of the Building Regulations.

Open space public realm requirements

The site once developed will need to provide usable greenspace. The indicative layout in this Brief shows this along the dismantled railway and to the north east of the site around the existing pond to the advantage of what is already on the site in these locations. The greenspace is to be multifunctional by creating appropriate buffers between the proposed housing and the open countryside beyond the site to the west.

Areas of greenspace, roads and non built development will need to be strategically located on the Firswood Road site following site investigations that will accompany any subsequent planning application.

Open space will need to develop a relationship with the proposed landscape treatments, seeking to preserve a semi-rural character and maximise wildlife value within the open spaces throughout the development.

The location of the Linear Park and informal amenity space should carefully consider:

- Access standards and connections to the green grid,
- Physical and visual amenity,
- The design of the built form, should not leave left over spaces; and
- The management and maintenance of the open space.

Firswood Road is expected to deliver at least 400 dwellings with a minimum requirement of 1.4 sqm per bedroom of each dwelling for on site provision of public open space. This figure is correct at the time of writing this development brief; please refer to the most up to date requirements in the Open Space SPD.

Transport access and servicing requirements

There is the ability to have a number of access points entering the site, but the primary access will be via Neverstitch Road, with secondary access points located along Firswood Road.

The design of all streets should comply with the Chartered Institution of Highways and Transportation's Manual for Streets 2.

Streets should be designed to encourage suitable behaviour from those who use them, particularly from drivers, through appropriate street design rather than simply relying on speed limits.

All streets should be fronted by development.

The pedestrian, cycle and public transport networks should be complete as soon as is practicable to encourage travel by these

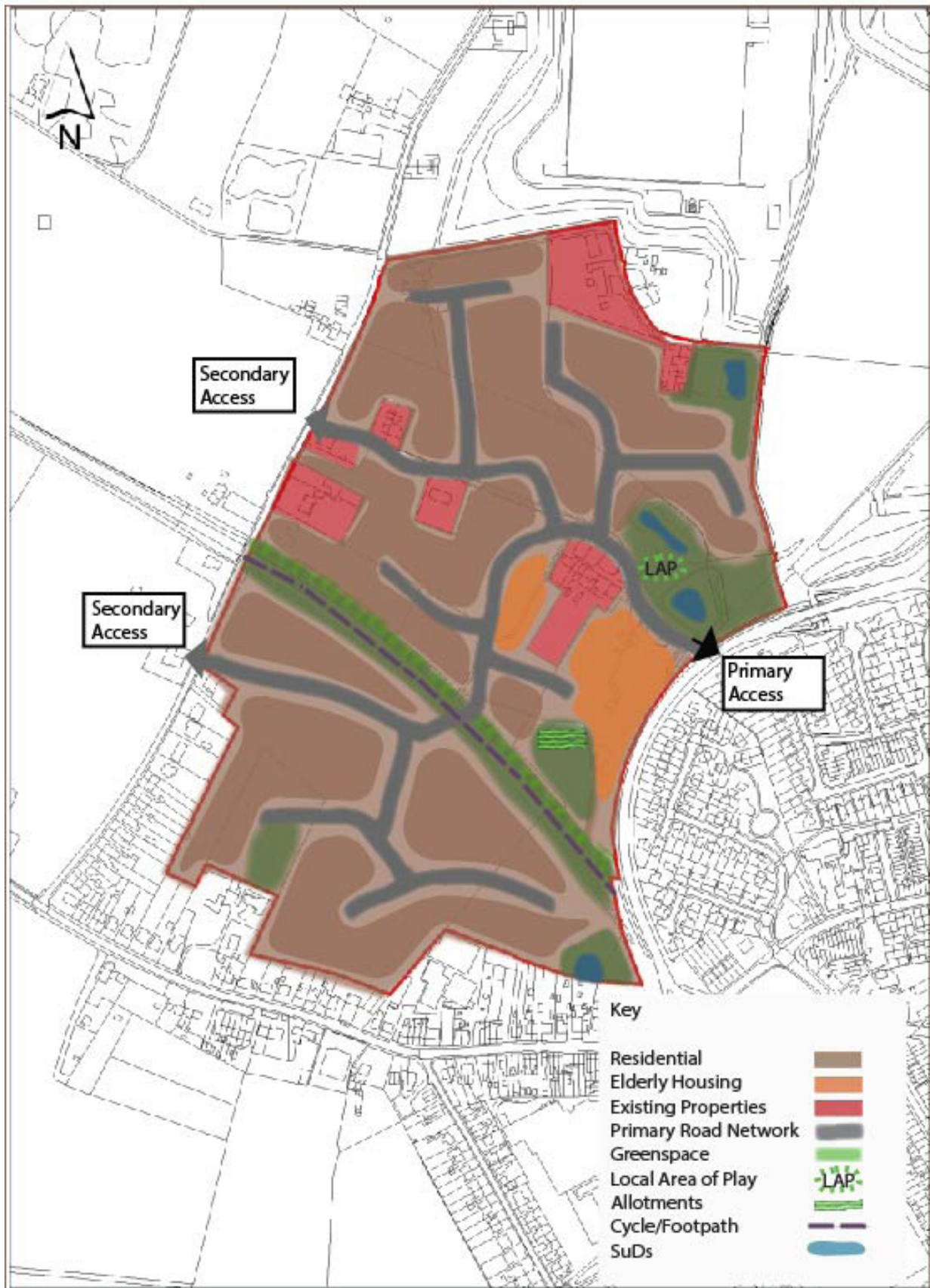
There should be no single solution for the location of car parking spaces, but on plot car parking with a preference for side drives is the preferred method, while parking to the rear of properties should be a second resort. Car parking provision should be calculated using West Lancashire's Car Parking standards set out in Appendix F of the Local Plan. Attention is to be drawn to the requirement for Electric Car Charging Points (Policy IF2), each dwelling is required to provide a charging point and communal parking areas should provide at least 1 space for charging or a 10% of spaces on site, whichever is the greater.

Land Use

The land use plan demonstrates that the site can be broken up into a number of areas respecting the character and surroundings of the site. It is proposed that through these respective areas the development comprises:

- Residential areas;
- Public open space and play equipment;
- Small retail area;
- SuDS; and
- Landscaping boundaries.

Land Use Plan



Development Process

Outline of potential planning obligations

Planning obligations are sensitive to the overall site viability assessment, development mix and quantum. They could also be significantly affected by the site constraints, underground utilities, and variables that are not yet known. The list below is prepared as a guidance to inform the detailed discussions at the planning application stage.

Any development on site will make a proportionate contribution towards the strategic infrastructure either through S106 agreements or CIL charges, whichever is applicable at the time of application. Charges may relate to all or some of the headings below that may be outside the site boundary.

In addition, the off site specific infrastructure items that could be funded through planning contributions include:

- Community Infrastructure (such as health, education, libraries, public realm),
- Green Infrastructure such as outdoor sports facilities, open space, parks, allotments, play areas, enhancing and conserving biodiversity and the creation of linear parks,
- Climate change and energy initiatives through allowable solutions,
- Affordable housing
- Elderly housing; and
- Biodiversity Mitigation

Required Supporting Information

Aside from the usual Planning Statement and Design & Access Statement, the following evidence will be required to support any planning application in accordance with Policy RS1 of the Local Plan on the Firwood Road site:

Affordable Housing Statement – providing details relating to the provision of affordable housing, including the number and mix of residential units with numbers of habitable units, plans showing the location of units and the number of habitable rooms and/or bedrooms and the floor space of the units. If different levels or types of affordability or tenure are proposed for different units this should be clearly and fully explained.

Ecological Survey – as a minimum, a Phase 1 Habitat Survey, with more detailed assessments required depending on what the Phase 1 Survey identifies.

Coal Mining Risk Assessment – the presence of a Coal Mining Referral Area and Mineral Safeguarding Area will require close liaison with the Coal Authority on any development proposals and potentially a Coal Mining Risk Assessment Report.

Contaminated Land Report – where a development proposal includes a particularly vulnerable use (e.g. a care home) or where there is any suspected history of contamination on any part of the site, a Contaminated Land Report is required in line with the latest national guidance.

Crime Impact Statement – to consider whether the development can help avoid / reduce the adverse effects of crime and disorder. This can be provided as part of the Design & Access Statement.

Draft Section 106 Agreement – depending on the precise requirements at the time of application and what is outlined on the Council's Regulation 123 list, this may address the provision of affordable housing, the provision / improvement of open space and / or contributions towards highways and transport improvements.

Flood Risk Assessment – provide a Flood Risk Assessment in line with the latest national guidance to assess any implications development may have on all forms of flood risk on the site and in the wider area, and address how sustainable drainage systems will be utilised in the development proposal.

Foul Sewerage Treatment Statement – all new buildings need separate connections to foul and storm water sewers and applications for such development should therefore be accompanied by a foul sewage assessment.

Landscape & Visual Impact Assessment – to ensure that the landscape and visual impacts of proposals are fully considered in the preparation of development proposals.

Landscaping Scheme – identifying the main areas and types of planting and hard surfaces (existing and proposed).

Parking & Access Arrangements – all applications requiring the provision of off-street parking and servicing will be required to demonstrate adequate on-site parking and servicing provision, including mobility spaces and provision for cycling and motorcycles as appropriate, in line with Policy IF2 of the Local Plan.

Renewable Energy Statement – an opportunity for the applicant to show how the consideration of energy efficiency and sourcing energy from a renewable source, together with the use of sustainable resources, has influenced the development proposals. In line with Policy EN1 of the Local Plan, low carbon design should be incorporated into the development proposals as required by Building Regulations and the potential for renewable, low carbon or decentralised energy schemes serving the site should be considered thoroughly.

Site Waste Management Plan – should contain details of the types of construction waste to be removed from the site, the identity of the person who will remove the waste, and the site that the waste will be taken to. The plan should also include details of how waste will be minimised and materials re-used on site.

Statement of Community Involvement – setting out how the applicant has complied with the requirements for pre-application consultation provided in the Council's adopted Statement of Community Involvement and demonstrating that the views of the local community have been sought and taken into account in the formulation of development proposals.

Transport Assessment – required where any proposal would be likely to result in a material increase in traffic movements on roads, whether adjacent to or remote from the site.

Travel Plan – should outline the way in which the transport implications of the development are going to be managed in order to ensure the minimum environmental, social and economic impacts. The travel plan should have a strategy for its implementation that is appropriate for the development proposal under consideration.

Tree Survey – in line with Policy EN2 of the Local Plan, consider the potential adverse effects of the development proposals on any existing trees or hedges on, or adjacent to, the site. This should be undertaken by a suitably qualified arboriculturist and in line with BS.5837:2012.

Utilities Statement – to indicate how the development will connect to existing utility infrastructure systems.