

Planning Committee Update Sheet 5 July 2017 - Item 8

Planning Application 07/2017/0960/FUL – Land to rear of 60-64 Fossdale Moss, Leyland

1. Reconsultation

Following receipt of amended plans showing adjustments to the proposed site access, a secondary period of public consultation for 14 days was undertaken. This consultation period ends at close of business on the 5th July 2017.

5 letters of representation has been made with regards to the amended scheme; comments which are in addition to original representations are summarised as:

Design

- The 'further destruction' of no: 64 Fossdale Moss and 'truncation' of the driveway to no: 66 is not a substantial enough amendment
- Design amendments do not improve the effect on the street scene or reduce adverse amenity impact on the present residents

Highways

- Extra curvature of the proposed road creates 'more of a dangerous chicane effect'
- Despite revision this will still result in 24 additional vehicles in the area

Other

- Previous application was unanimously rejected for reasons which - apart from 'crammed appearance' - have not been addressed
- Objection to residential impact resulting from financial gain of occupants of no: 64
- Request to refuse to consider application

Statutory consultees have been reconsulted but comments received have not changed.

These comments reflect in the main those made during the initial 21 day public consultation period, and whilst they have been taken into account representation is not such that the recommendation made prior to this meeting would change.

2. Appeal Decision

Following the appeal decision received 3rd July 2017, it became clear that the Planning Inspectorate felt that the proposed access would not harm the character and appearance of the area and does not conflict with Local Plan Policy G17(b). For this reason the second reason for refusal has been removed and the proposal is recommended for refusal for the following reason only; this is supported by the Inspectorates decision – the most relevant section of which is shown below (See Appendix 1).

'That the increase in traffic flow within the cul-de-sac spur off Fossdale Moss (48-68 Fossdale Moss - even numbers only), and the resulting amount of traffic, associated traffic noise and congestion, resulting from the proposed dwellings and vehicular access would have a detrimental impact on the residential amenity of the occupants of neighbouring properties within the cul-de-sac. This is contrary to Policy B1 (criterion c) of the South Ribble Local Plan (2012-2026).'

Reasons

3. Fossdale Moss is a cul-de-sac which has several small "off-shoot" cul-de-sacs. The appeal site would be located off one of these off-shoots which currently provides access to around 9 dwellings. The off-shoot is narrow and the surface is shared by both vehicles and pedestrians. At my visit, I noted that the off-shoot is quiet with little vehicular activity and its ambience is of a peaceful enclave.
4. The proposed development would take its access from this quiet off-shoot but, being for 12 houses, the proposal would more than double the number of dwellings taking their access off it. The dwellings that would be most affected by the increase in vehicular movements would be close to the new access, in particular, Nos 66, 64, 62 and 50 which would have the additional traffic passing close by. No 50, being directly opposite the access, would be particularly affected by vehicles as it would be exposed to all the additional traffic turning in and out of the new access, and given that the existing road is very narrow, the traffic would pass very close to the front of this bungalow.
5. I have had regard to the appellant's noise impact assessment and I accept that the vehicular noise generated by the proposed development would be fairly minor. However, traffic is not just a matter of noise. The main harm, would arise not only by an increase in noise but from a more than doubling of the general activity and comings and goings on the road, especially as the road is

so narrow. In my assessment, this significant increase in vehicular movements would turn the peaceful enclave into a much more active area, and it is this increase in vehicular activity within a tight and confined space, in close proximity to existing dwellings, that would cause a nuisance by spoiling the existing quietude of the road. The scale of the proposal is much greater than could reasonably be expected on such a small cul-de-sac. The provision of the short section of footpath alongside No 68 would not be a significant enough alteration to mitigate this effect.

6. I therefore conclude that the proposed development would harm the living conditions of the occupiers of nearby dwellings. Consequently, it would conflict with Policy B1(c) of the adopted South Ribble Local Plan, 2015 (LP) which indicates that development should not adversely affect residential amenity.

Character and Appearance

7. The proposed access road would take the place of an existing drive and garage. The area is characterised by multiple accesses, different shapes of drives, and an array of plot layouts. There would be some loss of garden area to provide for the access road but overall, given the irregular layout of the estate as a whole, I do not consider that the access would look out of place within the street-scene.

8. I therefore conclude that the proposed access road would not harm the character and appearance of the area. As such, I find no conflict with LP Policy G17 (b) which indicates that the layout of a proposal, including any internal roads, should respect the character of the area.