

1. Introduction

1.1. This application has been brought to Committee as the applicant is related to an officer of the Council.

2. Report Summary

2.1. The applicant seeks outline permission for erection of 8 no: dwellings with only the matter of access applied for. This proposal revisits application 07/2019/2257/OUT for 9 dwellings (access and layout applied) which was refused in May 2019. The site is an area of previously developed land in a secluded rural location which currently accommodates a number of structures in storage, horticultural and equine use. Bounding on all sides are mature trees and hedgerows although these are predominantly along the eastern side.

2.2. Proposed access into the site would be from Hollins Lane; this comprises a main estate road and two private driveways. Indicative drawings show a typical cul-de-sac estate road with a mix of large detached and connected 'farm complex' style properties, although layout and design would be the subject of a later application. Hedgerow and trees would be removed to accommodate access and sightlines, but would be subject to relevant replacement if approved.

2.3. Whilst the application site is acknowledged as previously developed land, and as such satisfies criterion G, Para 145 of the National Planning Policy Framework 2019 (mirrored by Criterion F of Local Plan Policy G1), the proposal would introduce development which is inconsistent with adjacent patterns of development, on a badly maintained, single track road that currently serves only two dwellings. Hollins Lane is adopted up to the eastern edge of the existing access.

2.4. LCC have not objected on highways access and parking grounds, but have not assessed the issue of loss of amenity to the residents of Hollins Lane resulting from use of the highway. The proposal would see a 400% increase in the number of properties served from the single track road. Traffic associated with these properties would pass within 4m of the front door of Hollins Cottage, and a similar distance from Hollins Farm - a significant increase in passing traffic to the detriment of the residential amenity of the occupants.

2.5. Sustainable and public transport options are limited, and access to community, retail and education facilities would not be possible without transport or a considerable walk; particularly as pavements are 250m from the site entrance and the closest settlement is some distance again from the first available pavement. The sites sustainability appraisal which was formally assessed as sound during the Local Plan examination process concurs with this stance as detailed in full at Para 8.7 of this report.

2.5. In response to publicity two letters of objection have been received. Comments raised by statutory consultees have been dealt with either by amendments to the scheme or by condition should permission be granted

2.6. On balance, and having regard to the following commentary, the proposal is not considered to be sustainable development, in a sustainable location within easy access of community and retail facilities. It does not conform to the requirements of the NPPF, Local Plan Chapter F or Core Strategy Policy 3 which attach great importance to highways and pedestrian safety, and seek to improve opportunities for sustainable transport and for development in sustainable locations.

2.7. In design terms whilst acknowledged that proposal drawings are only indicative, it has not been demonstrated that a development of large scale properties more likely to be found within an urban environment would be respectful of the open, rural character and

appearance of the area, and despite extant permissions and existing development, the proposal would result in an incongruous, stand-alone scheme with little access to existing infrastructure or services. The site has not been allocated for housing by the South Ribble Local Plan, and is not needed to ensure the Councils five year housing supply. For these reasons the proposal is recommended for refusal on the following grounds:

- It has not been demonstrated that a development of 8 dwellings would not be an incongruous addition to the rural location which fails to make a positive contribution to the quality of the environment. In relation to this the proposal has the potential to conflict with and not respect or enhance the established character and appearance of the area. It would therefore be contrary to Policy G17(a) of the South Ribble Local Plan
- The application site is considered to be in an unsustainable location due to the distance from the nearest shops and services, the absence of nearby public transport and the lack of connection to nearby settlements. Proposed development therefore does not represent sustainable development and does not comply with Chapter 9 (Promoting sustainable transport) - particularly paragraphs 102c, 103, 105 and 108 of the National Planning Policy Framework, Central Lancashire Core Strategy Policy 3 (Travel) and Local Plan Chapter F (Catering for sustainable travel)
- That the increase in traffic flow along Hollins Lane and the resulting associated traffic noise and congestion, resulting from the proposal would have a detrimental impact on the residential amenity of the occupants of Hollins Lane. This is contrary to Policy B1 (criterion c) of the South Ribble Local Plan (2012-2026).

3. Application Site and Surrounding Area

3.1. The application refers to a relatively flat piece of land accessed from, and to the northern side of Hollins Lane, Leyland. The 0.5ha rectangular site is bound on its southern and eastern sides by mature trees and hedgerow. Hollins Cottage sits 19m south-east of the access whilst Hollins Farm straddles the lane at around 200m away. Otherwise the site is surrounded on all sides by wide tracts of open land.

3.2. Within the contained site are a stable block, sand paddock, 3 no: polytunnels and a number of dishevelled storage containers. Parts remain open but on the whole the site is generally unkempt.

3.3. Hollins Lane - which is adopted up to the eastern side of the access - runs along the southern boundary, Leyland Lane lies 280m east and the boundary with Chorley Borough sits 90m to the south. Public Right of Way 7-1-FP52 runs in a westerly direction from the access, and there is street lighting on Leyland Lane but not Hollins Lane. There are no pavements on Hollins Lane which is single track and generally in bad condition

3.4. The site is designated as Green Belt by Policy G1 of the South Ribble Local Plan.

4. Site Context / Planning History

4.1. There is a detailed planning history for this site, the most relevant of which is:

- 07/1994/0423 – building for keeping of horses. Approved September 1994
- 07/2000/0507 – Erection of 2 no: polytunnels and 3 no: storage buildings. Approved October 2000

- 07/2002/0732 – temporary siting of static caravan for use as agricultural dwelling. Approved 2002 (as extended October 2004 – 07/2004/0929)
- 07/2007/0659/FUL – erection of horse shelter. Approved September 2007
- 07/2008/0863/CLU – Certificate of lawfulness to use static caravan as permanent dwelling. Refused Jan 2009 and dismissed at appeal
- 07/2011/0591/FUL - Erection of 12 stables, single storey tack/store room, horse shower/hay store, horse exercise area and extension of existing sand paddock. Erection of office building, change of existing polytunnels to storage of machinery and plant, haylage, shavings and straw and breeding process. Erection of floodlighting to sand paddock. Approved January 2012
- 07/2016/0248/FUL - Erection of two storey, detached dwelling with glazed link to stables/workshop building for Blacksmiths/Equestrian use, and erection of detached, single storey cattery building following demolition of existing structures. Refused August 2016
- 07/2017/0019 - Lawful development certificate for existing use - livery stables/ mixed use of polytunnels for storage, repair of vehicles, and general workshop. Certificate not granted May 2017
- 07/2017/2505/FUL - Retrospective change of use of three agricultural polytunnels and associated hardstanding to a mixed use as a mechanic's workshop (Use Class B2) and General Storage (Class B8). Approved October 2017 as varied 07/2018/2742/VAR
- 07/2018/0844/FUL - Erection of 1no. Two-storey dwelling with detached garage, domestic stable block and single storey cattery building following demolition of existing buildings. Approved April 2018 at appeal
- 07/2019/0092/OUT – Outline permission for 9 dwellings (access and siting applied for). Withdrawn Feb 2019 to allow the applicant to seek additional advice.
- 07/2019/2257/OUT - Outline application for the erection of 9no dwellings and associated work with access and siting applied for (resubmission of 07/2019/0092/OUT). Refused by Committee 30.5.19.

Appeal APP/F2360/W/19/3232010 has been lodged with the Planning Inspectorate against the refusal of application 07/2019/2257/OUT but at the time of writing this report has not been determined.

Pre-application advice has also been given which suggested that *'in design terms a converted farm courtyard scheme in a traditional design and materials would be more in keeping with the rural nature of the area'*. This advice does however note the restrictions set by other policies which are unrelated to design. If this scheme is approved any reserved matters proposal would be expected to reflect this advice.

5. Proposal

5.1. The application seeks outline permission, with only the matter of access applied for, for erection of 8 no: detached dwellings with associated works.

5.2. As the matters of layout, appearance, landscaping and scale are not currently being applied for, any plans supplied which detail these matters are for indicative purposes only.

5.3. The proposal site would be accessed via the existing entrance, but would also introduce two new private driveways and pavements into the site from Hollins Lane. Internal estate road layout comprises a typical central, cul-de-sac with turning and manoeuvring road space. Dwellings are indicated around this central estate road with landscaping within, and along the eastern site edge, although the final layout would be assessed at a later date.

6. Summary of Supporting Documents

6.1. The application is accompanied by the following:

- Arboricultural Impact Assessment (Treestyle 15.1.19) including
 - Cellweb installation guide and method statement
 - Tree numbering and categorisation plan (Drawing 1)
 - Tree removal, root protection and fencing plan (Drawing 2)
 - Tree Schedule (Appendix 1)
 - Tree assessment (Appendix D)
 - Tree protection statement (Appendix E)
 - Safety within proximity of utility infrastructure guideline
- Community Infrastructure Forms
- Ecological Appraisal (Erap 2018-374: November 18)
- Supporting statement (1086 Estates Ltd)
- Planning statement (1086 Estates: July 2019)
- Design & Access statement (1086 Estates: July 2019)
- Location Plan (1545-EX03A: MM Architectural Design)
- Existing Site Plan (1545-EX01)
- Indicative Layout/Streetscene (18-012-SK01A: April 18)
- Topographical Survey Plan (07-2019-01)
- Transport Technical Note (SCPCT/190130/TN01: 12.3.19)

7. Representations

7.1. Summary of Publicity

7.1.1.A site notice has been posted, and two neighbouring properties consulted. Ward Councillors Bell and Donohue have also been notified

7.2. Letters of Objection or Support

7.2.1.Two letters of objection from the occupants of Hollins Cottage (19m south-east) and Hollins Farm (200m east) have been received. Comments are summarised as:

Green Belt/Rural Development

- That the proposal will change the '*whole nature and ambience of the rural location*'
- '*With all building in Leyland do we really need to encroach onto another, valued Green Belt area*'
- Proposal does not comply with Green Belt or other planning policies
- Loss of rural visual appearance

Highways/Traffic

- Increased noise, pollution and lack of privacy on a single track road
- Increased traffic will exit onto Leyland Lane where traffic often exceeds the speed limit
- Access on this narrow, single track lane is not suitable for construction vehicles or increased numbers of cars.

Miscellaneous

- Lack of services on the lane (gas, mains sewerage, poor water pressure).
- Combined impact of developments on Leyland Lane, Test Track and Croston Road

Residential Amenity

- Loss of privacy to and disruption of existing residents

8. Summary of Responses

8.1. South Ribble **Arborist** has no objections to the development. He does require however a pre-commencement, detailed landscaping plan with tree planting mitigation on a two for one basis.

8.2. The Councils **Ecology Consultant's** advice from the previous scheme remains unchanged. Conditions therefore are recommended with regards to lighting, enhanced habitats, reasonable avoidance measures, nesting birds and landscape planting

8.3. Environmental Health have assessed the site and request conditions regarding construction management, pre-commencement contaminated land and electric vehicle charging points. Comments made during the 2018 withdrawn application also sought to condition importation of material and asbestos removal. For consistency, and having regard to the nature of existing buildings, these would be carried forward if approved.

8.4. Lancashire County Council Highways have visited the site and advise that whilst upgrade of the Hollins Lane bus stop and provision of the proposed access would need to be constructed under legal agreement with LCC, the level of traffic proposed is unlikely to have a detrimental impact on the adjacent highway network in safety. Access from indicative plots 1 & 2, and the proposed main access are also considered acceptable.

8.5. LCC note however that Hollins Lane is an adopted, unclassified road up to the site entrance, and that proposed roads would not be subject to any future adoption agreement and would remain private as the proposed internal road would not have full width connection with the adopted highway. They also advise that the applicant seeks advice from his solicitor to check that they have rights to pass over, and to make alterations to the private road where it adjoins the sites access point.

8.6. Lancashire Fire & Rescue offer advice with regards to the requirement to meet Building Regulations Approved Document B, and the need for sprinkler systems if this is not possible. Building Regulations are outside of the remit of the planning process but would be assessed by the relevant building control body at a later date.

8.7. The Councils **Policy Planning** team comment with specific reference to the sustainability appraisal issues raised in the applicants statement. Their comments in full are:

'The applicant refers, in his Planning Statement, to the fact that the Sustainability Appraisal of the Site Allocations DPD scored the site well under the sustainability appraisal. I do not agree with these findings whatsoever.

In terms of Objectives S1 and S2, the site scores very poorly, with over half of the indicators falling in the worst band, and only 3 indicators scoring in the top 2 bands. These are the objectives that relate specifically to distance to services and other services which residents of the site would require.

The site does score better in relation to the environmental indicators, however, these relate to issues such as heritage, biodiversity and contaminated land.

In terms of sustainability of the site in relation to services, the site scores extremely poorly. The site appraisal sheet, which was publicly available at the time, indicates that the site does not perform well in the Sustainability Appraisal. This was not challenged at the time.

The Sustainability Appraisal Methodology went through the Local Plan Examination and was found to be sound by the Examiner. It is therefore a reasonable assessment of the sustainability of sites, especially as ALL of the allocations in the Local Plan went through the same process'.

8.8. United Utilities request that conditions are imposed with regards to foul and surface water drainage, drainage management

9. Material Considerations

9.1. Site Allocation Policy

9.1.1. The National Planning Policy Framework notes at Para 11 that plans and decisions should apply a presumption in favour of sustainable development. Sustainability takes two forms – firstly the ability to provide for the development needs of the local area whilst protecting the wider environment. Separately, users of the development should be able to easily access existing services and infrastructure without the need for significant works which in their own right would have an undue environmental impact, or the need for excessive travel to reach such services.

9.1.2. For decision making this means approving proposals which accord to an up to date development plan, unless that plan is out of date – including where the authority cannot demonstrate a five year housing supply – unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF if taken as a whole.

9.1.3. The site is designated as Green Belt by Policy G1 of the South Ribble Local Plan

9.1.2. In line with the National Planning Policy Framework, planning permission will not be given for the construction of new buildings in the Green Belt which are considered inappropriate unless the proposal sits within a clearly defined range of exceptions, or the applicant can demonstrate that there are very special circumstances which clearly outweigh the harm caused to the fundamentally open nature of the area. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances; when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

9.1.3. A number of exceptions however are prescribed by both the NPPF and G1; the most relevant of which in this case is NPPF Para 145, Point G (mirrored by Policy G1 Point F). Exceptions are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

9.2. Development Within The Green Belt

9.2.1 In line with G1(F), the NPPF allows for development of previously developed land where proposals will not impact upon the areas openness more than existing buildings. Despite Committee's reason for refusal of 07/2019/2257 which stated that the proposal was inappropriate development in the Green Belt, previous and extant permissions have established that this site does in fact constitute previously developed land, is not inappropriate and as such is compliant with the principle of Policy G1. With this 'in principle' acceptance in mind, members may however feel that proposed dwellings in its as yet unknown form would impact more on the areas openness than the existing collection of structures.

9.2.3. Whilst proposal drawings are indicative only, these imply that development would be similar to that which already exists i.e. an open site centre with built development of a similar volume skirting the edges, and retained/augmented green infrastructure. As a previously developed site the proposal is considered to constitute appropriate development, but concerns remain in relation to the schemes impact upon the character and appearance of the wider rural area.

9.2.4. Previous, extant proposals have been agreed at an overall volume of 2115m³ whilst existing structures account for 2412m³. Having regard to the Rural Development SPD which accepts residential development of up to 30% additional volume, any development proposal approved would be expected to remain within an overall figure of 3135m³ (2412 + 30%). Also to avoid any disparity with neighbouring buildings, to prevent proposed dwellings being unacceptably dominant in the rural environment and to prevent overdevelopment of the site at a later date, conditions to restrict development to no more than two storeys in height (including accommodation in the roof space) and to remove permitted development rights (the ability to erect buildings, outbuildings, sheds etc. without permission) are considered necessary.

9.3. Site Sustainability

9.3.1. Having regard to the NPPF Para 11 presumption in favour of sustainable development as described above, the site has been assessed on the basis of the range of services that the occupants of eight family sized homes would require, and which should be easily accessible. It is acknowledged that extant permission remains for one dwelling on site.

9.3.2. *Access to services-* The NPPF is clear that new development should support, and be supported by opportunities for sustainable transport modes including walking, cycling and public transport, and that development should be focussed on locations which are or could be made sustainable. This reflect the sentiments of Core Strategy Policy 3 which seeks to improve opportunities for cycling, public transport and pedestrian facilities, and attaches great importance to highways and pedestrian safety.

9.3.3. The applicant's planning statement notes that *'when scored against the Central Lancashire LDF Site Allocations Development Plan, the site scores favourably. The assessment indicates that the site lies within a sustainable location for residential development with a variety of local services and facilities easily accessible in Leyland e.g. bar/restaurant, schools, supermarkets and places of worship. The site is well connected by public transport... and also allows for other sustainable methods of transport with public rights of way in the immediate vicinity'*. The applicant also notes that there is *'no statutory guidance with regards to ideal distances to local services'* and has used Chartered Institute of Highways guidance to show that the site is sustainable. The Councils Policy team have assessed this statement and the original LDF scoring appraisal (see Para 8.7) however, and strongly dispute the applicants assertions of sustainability.

9.3.4. Current assessment of the site finds that it is approximately 1.8km from the Seven Stars retail area (north), 4km from Eccleston (south) and 4.6km from retail facilities in Euxton (east). Notwithstanding that, the site is itself 250m from the Hollins Lane/Leyland Lane junction. Bus stops are present on Leyland Lane near to the entrance of Hollins Lane – the 113 service runs from Preston to Wigan, and there are pavements along the western side of Leyland Lane. Worden Park is 2.5km away with the closest primary schools being 1.4km and 1.8km to the north.

9.3.5. Consistency of approach to sustainability has been questioned during this and previous applications submitted by the applicant, with approved developments at Longton Riding School, Tusons Farm, Walmer Bridge and Drumacre Lane West offered as example. Longton Riding School was a scheme of 9 dwellings immediately facing Chapel Lane – a well-made, adopted carriageway located 1km from Longton's retail centre and 0.9m from shops in New Longton. Primary and secondary schools are 0.9km away. Chapel Lane is a predominantly residential area.

9.3.6. Similarly Tusons Farm is located on the edge of an established housing estate, and whilst 230m from the site to the adopted highway, it is then only 280m from a range of services in Walmer Bridge. A primary school lies only 450m south in Little Hoole. Drumacre Lane was a two-dwelling development on previously developed land, 1.1km from facilities in Longton and Walmer Bridge, 0.9km and 1.9km from primary schools in Longton and Walmer Bridge. On balance, and in comparison with other schemes of a similar size sustainability at Oakland Farm remains of concern.

9.3.7. *Sustainable housing* - Paragraph 77 of the NPPF (2019) states that in rural areas planning should support housing development which reflects local needs, and opportunities to bring forward rural exception sites *'that provide affordable housing to meet identified local need... some market housing on these sites would help to facilitate this'*. Para78 goes on to say that *'in rural areas, housing should be located where it will enhance or maintain the vitality of a rural community; especially where this supports local services'* whilst Para 79 states that *'planning decisions should avoid the development of isolated homes in the countryside unless the development would re-use redundant or disused buildings and enhance its immediate setting'*

9.3.8. The proposed development does not include, but is not required to offer any affordable housing. It is not an allocated housing site, has not been identified as one which reflects local needs and does not support or enhance the vitality of a rural community. Similarly it does not re-use existing buildings and in terms of rural development, sustainable transport or access to services is particularly lacking. The scheme however would replace built development which has been approved and remains extant.

9.4. Housing Supply - The National Planning Policy Framework includes a presumption in favour of sustainable development to deliver, amongst other things, homes, whilst Core Strategy Policy 1(Locating Growth) focusses growth and investment in the Key Service Centres and main urban areas of South Ribble; one of which is Leyland Town Centre.

9.4.1. Core Strategy Policy 4 (Housing Delivery) seeks to ensure that sufficient housing land is identified over the 2010-2026 period, whilst Policy 5 (Housing Density) states that *'authorities will secure densities of development which are in keeping with local areas and will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area.'*

9.4.2. In cases where the Council cannot demonstrate a five year supply of housing the presumption in favour of sustainable development (tilted balance) noted at NPPF Para 11 would be applied. The Council confirms at Para 10.1 of the Housing Land Position / updated

Strategic Housing Land Availability Assessment (31.3.19) that it has a five year housing supply with 5% buffer, but regardless of whether such a figure is achievable, development of this site which is not in the aforementioned terms sustainable would be unlikely to warrant consideration against this presumption anyway.

9.5. Character and Appearance

9.5.1. As the applicant seeks outline planning permission for access only, issues relating to layout, appearance, landscaping and scale would all be given consideration in the later, Reserved Matters stage. Although the site layout plan demonstrates that 8 detached dwellings can be accommodated on the site, development of this scale and siting is considered likely to impact upon the character and appearance of the area by virtue of the urbanising effect it would have on a particularly rural locale.

9.5.2. Proposed dwellings would replace a number of untidy structures expected in a rural area, and although indicative drawings suggest landscape screening where possible to retain some 'green' to the area the potential of the proposal to be visually incongruous is considered to outweigh any benefits seen to the upgrade of the area. For these reasons the proposal is not considered to accord with Policy G17, criteria a) and b) of the South Ribble Local Plan

9.6. Relationship to Neighbouring Properties

9.6.1. Hollins Cottage sits 19m south-east of the access whilst Hollins Farm straddles the lane at around 200m away. Otherwise the site is surrounded on all sides by wide tracts of open land. Although the site is contained and there are unlikely to be any issues from overlooking or loss of privacy to existing residents, there would undoubtedly be a loss of amenity by virtue of increased traffic generation on a single lane, badly maintained track which runs past both properties

9.6.2. LCC have not objected on highways access and parking grounds, but have not assessed the issue of loss of amenity to the residents of Hollins Lane resulting from use of the highway. Although Hollins Lane is adopted up the eastern side of the access, it is a single track lane and is badly maintained. The proposal would see a 400% increase in the number of properties served from the single track road. Traffic associated with these properties would pass within 4m of the front door of Hollins Cottage, and a similar distance from Hollins Farm - a significant increase in passing traffic which in your officer's opinion would be detrimental to the residential amenity of the occupants of Hollins Lane.

9.7. Environmental Protection

9.7.1. Policies G13 (Trees, Woodland & Development) and G16 (Biodiversity/Nature Conservation) both seek to conserve and enhance the natural environment, and protect site biodiversity. G13 states that development will not be permitted where it affects trees and woodland, but where loss of non-protected trees is unavoidable suitable mitigation may be offered to mitigate against any harm.

9.7.2. *Trees* – The applicants Tree Survey notes that there are 13 trees, 1 hedgerow and 5 tree groups, on and surrounding the site edges. Of these 2 no: category B trees, 3 no: category C tree groups and 1 no: unclassified tree would be removed to accommodate access along the southern edge. Two other trees along the eastern boundary would also be removed but for arboricultural reasons. All other trees and hedgerow on site would be retained and protected during development by condition if approved. Indicative plans also suggest areas of landscape mitigation which would again be secured by condition. The root protection area of Tree T15 (eastern side) would encroach into the development area and the main access would pass over the root zone of a number of smaller trees. Details of hand

dig development methods and permeable road surfacing would therefore be required prior to commencement on site. In light of the Councils Arborists comments however proposed tree works are considered acceptable.

9.7.3. *Site Ecology* – the accompanying site survey considers that the site offers negligible bat roosting or amphibian habitat potential, and that the proposal would not introduce any adverse effect on statutory or non-statutory designations. Reasonable avoidance conditions in line with Section 5 of the applicants survey have therefore been confirmed as adequate by the Councils ecologist (Para 8.2 above).

9.8. Planning Obligations

9.8.1. Community Infrastructure Levy – CIL is payable on any approved property, and although liability has been assumed, a calculation of floor area will be available only on approval of reserved matters. The site is below the threshold for affordable housing and public open space provision

10. Conclusion

10.1. This proposal must be viewed from two perspectives. On the one hand the scheme submitted for outline permission would re-use an existing, untidy, previously developed site at a density of 16 dwellings per hectare. Planning permission already exists for development of the site and proposals indicate both appropriate screening and landscaping. It is also possible to control volume, height, design and other pertinent matters by condition so that final proposals can be maintained at a level appropriate to the area.

10.2. Conversely the proposal - which differs little to the earlier refused scheme - would introduce development which is not consistent with adjacent patterns of development and would not respect the character and appearance of the area. Hollins Lane is a single track road, and whilst LCC have no objection on access grounds, they have not considered the issue of loss of amenity to the residents of Hollins Lane resulting from increased use of the highway.

10.3. Options for sustainable and public transport are extremely limited, and access to community, retail and education facilities would not be possible without a vehicle or considerable walk; particularly as the first available pavement is in itself 250m from the site entrance. Development in the Green Belt and any potential harm caused to that land designation should also be offered weight in the planning balance, although the sites previously developed status holds considerable weight of its own.

10.4. On balance, and having regard to the above commentary and the comments of the Councils statutory bodies, the proposal is not considered to be sustainable development, in a sustainable location within easy access of community and retail facilities. It does not conform to the requirements of Core Strategy Policy 3 which attaches great importance to highways and pedestrian safety, and seeks to improve opportunities for sustainable transport.

10.5. In design terms whilst proposal drawings are indicative and subject to future change, it is not considered that an 'estate' development of large scale properties more likely to be found within an urban environment would respect the open, rural character and appearance of the area, and despite extant permissions and existing development, the proposal would result in an incongruous, stand-alone scheme with little access to existing infrastructure or services. The site has not been allocated for housing by the South Ribble Local Plan, and is not needed to ensure the Councils five year housing supply. For these reasons the proposal is recommended for refusal

RECOMMENDATION:

Refusal.

REASONS FOR REFUSAL:

- It has not been demonstrated that a development of 8 dwellings would not be an incongruous addition to the rural location which fails to make a positive contribution to the quality of the environment. In relation to this the proposal has the potential to conflict with and not respect or enhance the established character and appearance of the area. It would therefore be contrary to Policy G17(a) of the South Ribble Local Plan
- The application site is considered to be in an unsustainable location due to the distance from the nearest shops and services, the absence of nearby public transport and the lack of connection to nearby settlements. Proposed development therefore does not represent sustainable development and does not comply with Chapter 9 (Promoting sustainable transport)- particularly paragraphs 102c, 103, 105 and 108 of the National Planning Policy Framework, Central Lancashire Core Strategy Policy 3 (Travel) and Local Plan Chapter F (Catering for sustainable travel)
- That the increase in traffic flow along Hollins Lane and the resulting associated traffic noise and congestion, resulting from the proposal would have a detrimental impact on the residential amenity of the occupants of Hollins Lane. This is contrary to Policy B1 (criterion c) of the South Ribble Local Plan (2012-2026).

RELEVANT POLICY

NPPF National Planning Policy Framework

South Ribble Local Plan

F1 Car Parking
G1 Green Belt
G13 Trees, Woodlands and Development
G16 Biodiversity and Nature Conservation
G17 Design Criteria for New Development

Central Lancashire Core Strategy

1 Locating Growth
4 Housing Delivery
5 Housing Density