

Application Number 07/2019/2257/OUT

Address
Oakland Farm
Hollins Lane
Leyland
Preston
Lancashire
PR26 8LJ

Applicant Mr Lewis Buller

Agent

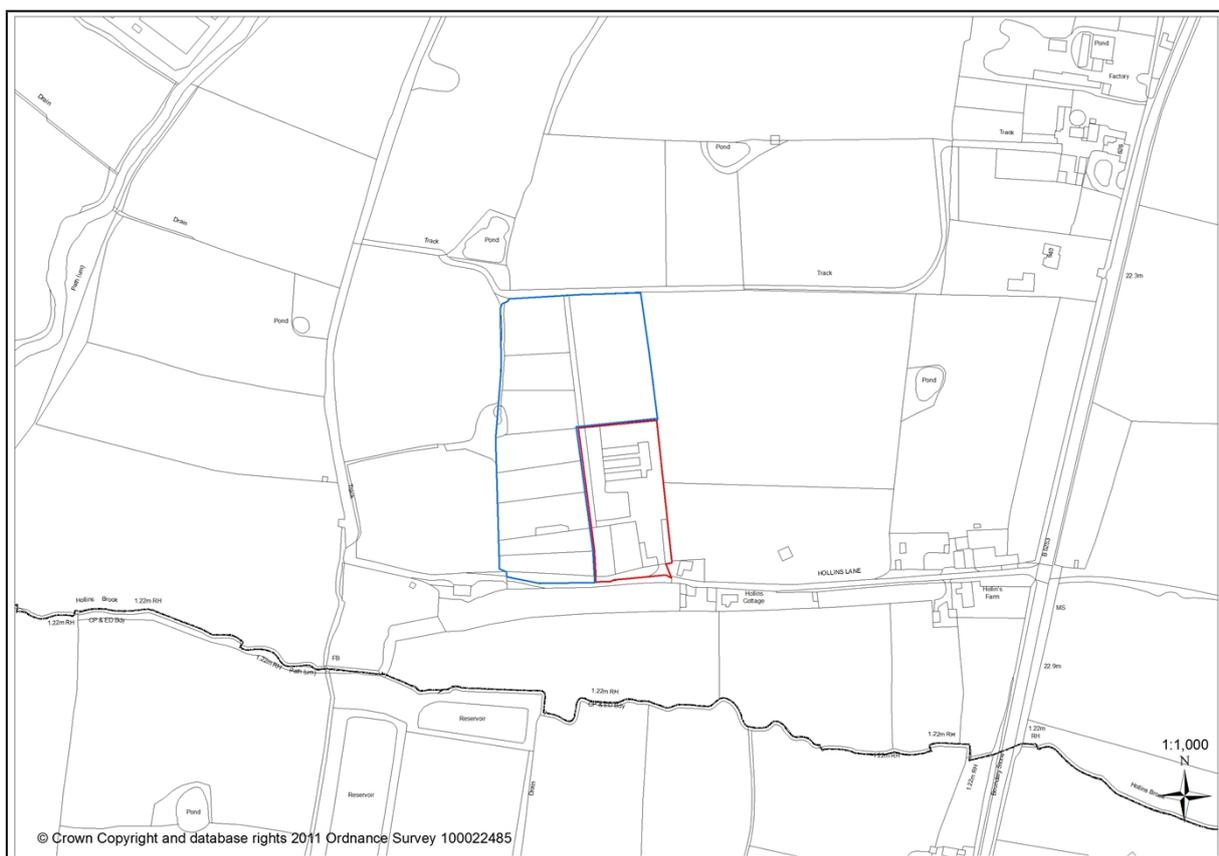
Mr Andrew Cowley

50 Merlin Grove
Leyland
Lancashire
PR25 1DA

Development Outline application for the erection of 9no dwellings and associated work with access and siting applied for (resubmission of 07/2019/0092/OUT)

Officer Recommendation **Refusal**
Officer Name **Mrs Debbie Roberts**

Date application valid 11.03.2019
Target Determination Date 06.05.2019
Extension of Time 01.06.2019



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 9 no: dwellings with only the matters of layout and access applied for. 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 dominant along the eastern side, and access is from Hollins Lane in the south.

2.2. Proposed access into a typical cul-de-sac estate road would be via the existing entrance way, with 2 no: new driveways proposed to the west; hedgerow and trees would be removed to accommodate but would be subject to relevant replacement. Proposal drawings show 9 detached properties surrounding the estate road, the design of which are indicative only; the detail of which would be confirmed at the Reserved Matters application stage. It should be noted however that pre-application advice was given on the basis of a '*converted farm courtyard scheme*' which would not be possible should permission for this layout be approved.

2.3. Whilst the application site is acknowledged as previously developed land, and as such satisfies criterion G of the National Planning Policy Framework, 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. As a private road there is no obligation for betterment of Hollins Lane, and no guarantee that land owners will allow its upgrade.

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 450% 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 at least the same distance again from the first available pavement. Development within the Green Belt and any potential harm caused should also be offered considerable weight in the planning balance.

2.5. In response to publicity two letters of representation 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 with 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 indicative proposals show dwellings of a fairly traditional nature, it is not considered that a development of large scale, detached 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 felt necessary to ensure the Councils five year housing supply. For these reasons the proposal is recommended for refusal

- The development by reason of its layout would result in an incongruous addition to the rural location, and fails to make a positive contribution to the quality of the environment. In relation to this the proposal would 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 matures 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 only 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:

- 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.

5. **Proposal**

5.1. The application seeks outline permission, with only the matters of access and layout applied for, for erection of 9 no: detached dwellings with associated works.

5.2. As the matters of appearance, landscaping and scale are not currently being applied for, any plans supplied which detail these matters are for indicative purposes only. Pre-application advice has 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'*. Plans provided at the reserved matters stage (should this application be approved) are expected to be more reflective of this advice.

5.3. The proposal site would be accessed via the existing entrance, but would also introduce two new private driveways and pavements directly onto Hollins Lane in the west. Internal layout is a typical central, cul-de-sac with turning and manoeuvring road space. Dwellings to be detailed at a later date would be located around the west, north and north-eastern sides of the roadway with existing trees/planting to take precedence along the south-eastern edge.

5.4. Previous proposals have been agreed at an overall volume of 2115m³ whilst existing structures account for 2412m³.

6. **Summary of Supporting Documents**

6.1. The application is accompanied by the following:

- Arboricultural Impact Assessment (Treestyle 15.1.19) including
 - Root zone protection plans
 - Cellweb installation guide and method statement

- Tree protection statement (Appendix E)
- Community Infrastructure Forms
- Ecological Appraisal (Erap 2018-374: November 18)
- Supporting Statement
- Location Plan (1545-EX03A: MM Architectural Design)
- Existing Site Plan
- Indicative Layout/Streetscene (18-012-PL01 Rev A: Dec 18)
- Topographical Survey Plan
- 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*'

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 considered the applicants tree survey (JCA 14610/PH) and 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. Ecology Consultant has assessed the accompanying ecology survey and subject to precautionary conditions (lighting, enhanced habitats, reasonable avoidance measures, nesting birds and landscape planting) is satisfied with the approach

8.3. Environmental Health have assessed the site and request conditions regarding construction management, invasive species and pre-commencement contaminated land. Invasive species would however be assessed by the Councils ecologist as part of their specialist remit. 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. Access from Plots 1 & 2, and the proposed access are also considered acceptable.

8.5. LCC note however that Hollins Lane is an unadopted, 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 width if not of a full width. They also advise that the applicant seeks advice from his solicitor to check that they have rights 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. **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 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 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 fundamental 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 caveat (g). Exceptions to this presumption against development are as follows:

- 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 Policy G1(g) the NPPF allows for development of previously developed land where proposals will not impact upon the areas openness more than existing buildings. Previous and extant permissions have established that this site does constitute previously developed land, and with this in principle acceptance in mind members must determine whether proposed dwellings would impact more on the sites openness than the existing collection of structures.

9.2.3. Whilst there are only indicative elevational plans for the developments final design, proposed layout of the site implies 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 does constitute appropriate development, but the schemes impact upon the character and appearance of the wider, rural area is questionable.

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. *Access* - 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.

9.3.2. The applicant's statement suggests that the site enjoys easy access to a range of community facilities, yet the site 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.

9.3.3. It is acknowledged that a development for one self-build property on site remains extant. Sustainability however is assessed on the basis of the range of services that the occupants of nine family sized homes would require. Consistency of approach to sustainability has been questioned by the applicant with the previously approved developments at Longton Riding School and Tusons Farm, Walmer Bridge offered as

example. Longton Riding School was also scheme for 9 dwellings, but immediately facing Chapel Lane – a well-made, adopted carriageway located 1km from Longton’s retail centre and 0.9m from shops in New Longton. A primary school is 0.9km west and a secondary school 0.9km north. Chapel Lane is a predominantly residential area. 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. On balance, and in comparison with other schemes of a similar size sustainability at Oaklands Farm remains of concern.

9.3.4. The proposal site is a further 0.8km away from the closest retail centre, but along a badly maintained track and carriageway which only benefits from partial pavement.

9.3.5. 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’*

9.3.6. The proposed development does not include, but is not required to offer any affordable housing, 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 which remains extant, and would comply with Para 122 of the NPPF which states that *‘planning policies and decisions should support development which makes efficient use of land’*.

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 which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area. Consideration will also be given to making efficient use of land’*.

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) would be applied. When considering five year housing supply, and whether the tilted balance should in this case even be applied the Councils Policy Team have the following comment: *‘We are unable to confirm any housing land supply figures until we have completed our year end housing completion surveys. In the meantime, using the recently confirmed standard methodology, we are expecting to have a supply of over 17 years (including a 10% buffer) at the end of the financial year. If we are required to use the previous methodology, we anticipate our supply will be a little over five years (including a 20% buffer). Unfortunately it is currently unclear which method we are required to use’*.

9.4.3. Regardless of the calculation method a five year supply of housing land is achievable, and as such the presumption in favour of sustainable development is not considered to

apply. Arguably development of this site which is not in any way sustainable (see Para 9.3) 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 and layout only, issues relating to appearance, landscaping and scale would all be given consideration in the later, Reserved Matters stage. Although the site layout plan demonstrates that 9 detached dwellings can be accommodated on the site, development in the form indicated and having regard to the proposed layout is considered likely to impact upon the character and appearance of the area by virtue of its form.

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 visual appearance 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 is unlikely to be any issue in terms of 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. The proposal would see a 450% 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.

9.7. Highways and Access

9.7.1. Indicative proposal drawings suggest that on-site parking provision would be acceptable, and whilst neither these nor proposed layout reflects officer's pre-application advice the final design would be considered as a Reserved Matter should this permission be granted.

9.7.2. LCC have assessed the scheme in terms of access and egress to the site, sight lines and the suitability of Hollins Lane for a development of this size as acceptable. They have not however considered highways amenity, and note that as Hollins Lane is a private road there is no obligation for its upgrade. It is single track, badly maintained and in your Officers opinion not suitable for such an increased level of traffic activity to the detriment of the amenity of the residents of Hollins Lane

9.8. Environmental Protection

9.8.1. 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.

9.8.2. *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 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 proposed tree works are considered acceptable.

9.8.3. *Site Ecology* – Site survey considers that the site offers negligible bat roosting or amphibian habitat potential, and that 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).

9.9. Planning Obligations

9.9.1. 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 18 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 would introduce development which is not consistent with adjacent patterns of development and in the layout propose would not respect the character and appearance of the area. Hollins Lane is a single track road. As a private road there is no obligation for betterment of Hollins Lane, and no guarantee that land owners will allow its upgrade. LCC have not objected on highways access and parking grounds, but have not considered the issue of loss of amenity to the residents of Hollins Lane resulting from 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 considerable weight in the planning balance

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 indicative proposals show dwellings of a traditional nature, it is not considered that a development of large scale, detached 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 proposed layout further implies that development would be of this 'detached executive estate' type. The site has not been allocated for housing by the South Ribble Local Plan, and is not felt necessary to ensure the Councils five year housing supply. For these reasons the proposal is recommended for refusal

RECOMMENDATION:

Refusal.

REASONS FOR REFUSAL:

1. The development by reason of its layout would result in an incongruous addition to the rural location, and fails to make a positive contribution to the quality of the environment. In relation to this the proposal would 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
2. 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)
3. 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