

## **APPLICATION REPORT – 20/01048/PIP**

**Validation Date: 7 October 2020**

**Ward: Brindle And Hoghton**

**Type of Application: Permission In Principle**

**Proposal: Permission in principle application for the erection of up to four dwellinghouses and associated development**

**Location: Wise Marys Farm 263 Hoghton Lane Hoghton Preston PR5 0JD**

**Case Officer: Mr Iain Crossland**

**Applicant: Mr Noblett**

**Agent: Mr Chris Betteridge, De Pol Associates**

**Consultation expiry: 23 October 2020**

**Decision due by: 27 November 2020 (Extension of time agreed)**

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### **RECOMMENDATION**

1. It is recommended that permission in principle is granted subject to conditions.

### **SITE DESCRIPTION**

2. The application site comprises a motor vehicle repair workshop and a residential dwelling in the settlement area of Hoghton, close to the administrative border of Chorley and South Ribble. The site is irregular in shape, extending to approximately 0.2 hectares and includes a two storey elongated brick building that is sited at an angle with the main carriageway. This building contains the workshop and residential dwelling. To the immediate east of the main building is a single storey garage and yard area, which also forms part of the vehicle repair business. The land to the north and west of the site appears to be more domestic in nature. The site is contained as a whole by a variety of boundary treatments including hedgerows and trees, together with a low stone wall on the carriageway boundary. The site is currently served from an existing vehicular access off Hoghton Lane to the immediate east of the application site.
3. The character of the area is that of a rural village with mainly linear development surrounded by open agricultural land, whilst the site itself is located between dwellings within a ribbon of residential development.

### **DESCRIPTION OF PROPOSED DEVELOPMENT**

4. This application seeks permission in principle for the erection of up to four dwellinghouses and associated development.

### **REPRESENTATIONS**

5. Representations have been received from the occupiers of 13no addresses citing the following grounds of objection:
  - Impact on highway safety
  - Loss of a heritage asset

- Adverse impact on the character of the area
- Adverse impact on the amenity of neighbouring occupiers
- Overdevelopment of the site
- Houses are not needed / unnecessary in Hoghton
- Depreciation of surrounding house values
- Area not identified for growth
- The site should not be considered brownfield due to the scale of the workshop operations / no business activity currently being undertaken
- The site is not part of a working farm
- Development would not be infilling and would be contrary to policy HS3 Private Residential Garden Development, Policy HS6 on replacement dwellings and Policy HS7 on Rural Infilling
- The character of the area is linear but the site plan would develop into the site away from the highway
- Development would be suburban in character
- Development cannot be delivered as it would interrupt a right of access

6. One representation in support has been received.

### **CONSULTATIONS**

7. Hoghton Parish Council: Have commented that this is considered an over development of the site and two houses would be more acceptable than four; this could set a precedent for the development of the adjoining land; and there is also a problem of access to a busy main road on a bad bend and this would add to traffic particularly as development has been approved not far from this site further up the main road.
8. United Utilities: Have no objection.

### **PLANNING CONSIDERATIONS**

9. Paragraph 012 of the National Planning Practice Guidance (NPPG) provides guidance on applications for Permission in Principle and states that *“the scope of permission in principle is limited to location, land use and amount of development. Issues relevant to these ‘in principle’ matters should be considered at the permission in principle stage. Other matters should be considered at the technical details consent stage. In addition, local authorities cannot list the information they require for applications for permission in principle in the same way they can for applications for planning permission.”*
10. It is noted that a number of objections have been received raising a range of issues, most commonly relating to highway impacts and the loss of the existing former farm building. These and the majority of issues raised relate to other matters that cannot be considered at this stage and would need to be assessed as part of any future application for detailed consent. Highway and heritage matters, ecology, character and amenity issues fall outside of what the Local Planning Authority can assess as part of this current application, as set out in the NPPG.
11. In terms of location and land use, the site is situated within the settlement area of Hoghton as identified within the Chorley Local Plan 2012-2026, and is in a mixture of uses comprising both a motor vehicle repair workshop and residential use. Policy V2 of the Chorley Local Plan 2012 - 2026 sets out that within the settlement areas excluded from the Green Belt, and identified on the Policies Map, there is a presumption in favour of appropriate sustainable development subject to material considerations and other policies and proposals within the plan. This should be read in conjunction with Core Strategy policy 1: Locating Growth.
12. Hoghton is not specified as an area for growth within Core Strategy policy 1 and falls to be considered as an ‘other place’. Criterion (f) of Core Strategy policy 1 reads as follows:

*“In other places – smaller villages, substantially built up frontages and Major Developed Sites – development will typically be small scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need, unless there are exceptional reasons for larger scale redevelopment schemes.”*

13. It is considered that Hoghton can be classified as a ‘smaller village’. It is also considered that the proposed development of four dwellings is small scale and the application site itself is well contained between existing development with residential development on either side of the site to the east and west. In this sense the proposal represents small scale development that would result in appropriate infilling within the village, when considered in the context of this strategy policy.
14. One of the core principles of the National Planning Policy Framework (The Framework) is that development should be focussed in locations that are sustainable. It is considered that the site is located in a relatively sustainable location with some access to public transport, some limited local amenities such as a local shop, community centre and public houses, and the means to access other nearby amenities relatively easily. The Framework also states that development in sustainable locations should be approved without delay. This presumption in favour of sustainable development is reflected in policy V2 of the Chorley Local Plan.
15. The development of four dwellings would be an appropriate amount of development, within the settlement boundary of a village of this size. There are a range of dwelling types within the village and in the locality of the application site itself, including detached, semi-detached and terraced houses. These are in a range of traditional design styles faced in both red brick and stone. The site itself is of a scale and form that could accommodate up to four dwellings that could be designed and laid out in such a way as to reflect the scale and siting of neighbouring dwellings so as to harmonise with the character of the area, whilst providing adequate amenity for future occupiers and without resulting in unacceptable harm to the amenity of existing neighbouring occupiers.
16. It is noted that the indicative site plan demonstrates how the positioning of dwellings could be laid out on the site. This shows a rather scattered approach with one dwelling to the rear of existing houses and a courtyard type arrangement. This layout does not reflect the character of the area and would potentially be harmful to neighbour amenity, however, the layout is indicative only at this stage and is not for consideration as part of this application. Given the width of the site frontage it is considered possible that a development of four dwellings could be designed that would have an active street frontage reflecting the current pattern of development along Hoghton Lane, whilst ensuring that adequate off street parking can be provided. Such an arrangement could equally involve semi-detached or terraced dwellings of a type reflecting local scale, and would not require developing into the backland area of the site. On this basis it is considered that up to four dwellings could be accommodated on the site subject to appropriate design in consideration of the character of the area, and impact on neighbour amenity.
17. The application site is in a mixture of uses and is considered to comprise a single planning unit. It is not, therefore possible to apply policy HS3 of the Chorley Local Plan 2012 -2026, which covers private residential garden development, to the assessment of this application. For the same reason it is not possible to apply policy HS6 of the Local Plan, which covers replacement dwellings, as the application building is not a dwelling but is a compound mix of uses as is the site.
18. The application site is previously developed land and contains buildings. As such it is not an undeveloped gap and, therefore, policy HS7 of the Local Plan, which covers rural infilling, is not appropriate in this instance.
19. Whilst it is noted that the former farm building has been in situ for some considerable time and may have some historical and local importance, it is not locally or statutory listed. Any consideration of the historic importance of the building and the impact of its possible loss would need to be assessed as part of any future application for detailed consent.

20. Overall, and on the basis of the above it is considered that the 'principle' of the proposed development of up to four dwellings is acceptable in compliance with the National Planning Policy Framework, Policy 1 of the Core Strategy and Policy V2 of the Chorley Local Plan 2012 – 2026.

#### Other matters

21. Depreciation of surrounding house values: This is not a material planning matter.

22. The site should not be considered brownfield due to the scale of the workshop operations / no business activity currently being undertaken: The lawful use of the site is as a vehicle repairs garage regardless of the current intensity or arrangements of operations on the site.

23. Development cannot be delivered as it would interrupt a right of access: Evidence has been submitted to demonstrate that a right of access may cross part of the site. This would not be a reason in itself to prevent the grant of permission in principle. It may impact upon the form of any eventual development proposal or may prevent the implementation of a planning permission but not the grant. This is essentially a civil matter to be resolved outside the planning process and therefore the application can proceed to determination.

#### Community Infrastructure Levy

24. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. CIL Liability is not calculated on applications for Permission in Principle but will be CIL Liable on approval of the technical details (if approved).

### **CONCLUSION**

25. The principle of erecting four dwellings at the application site is considered acceptable in terms of location, land use and the amount of development. It is, therefore, recommended that permission in principle is granted, subject to conditions.

### **RELEVANT HISTORY OF THE SITE**

**Ref:** 4/3/00967                      **Decision:** REFFPP                      **Decision Date:** 7 November 1955

**Description:** Installation of petrol pumps in farmyard

**Ref:** 4/3/01243                      **Decision:** PERFPP                      **Decision Date:** 23 September 1957

**Description:** To use existing garage and yard for motor repair workshop and vehicle park

**Ref:** 4/3/01769                      **Decision:** REFFPP                      **Decision Date:** 23 August 1960

**Description:** 15' x 6'10" signboard advertising lubrication oils

**Ref:** 4/3/01771                      **Decision:** PERFPP                      **Decision Date:** 23 August 1960

**Description:** Use of existing garage and farm yard for motor repair shop and vehicle park.  
Renewal of consent sought

**Ref:** 90/00223/OUT                      **Decision:** PEROPP                      **Decision Date:** 9 July 1990

**Description:** Outline application for residential development on site of existing motor vehicle repair garage

**Ref:** 94/00151/FUL                      **Decision:** PERFPP                      **Decision Date:** 26 April 1994

**Description:** Residential development on site of existing motor vehicle repair garage

**RELEVANT POLICIES:** In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National

Planning Policy Framework (the Framework) and the development plan. The specific policies/ guidance considerations are contained within the body of the report.

Suggested conditions

1. The proposed development must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. The development hereby permitted shall be carried out in accordance with the approved plans below:

<b>Title</b>	<b>Plan Ref</b>	<b>Received On</b>
Location Plan	HLD 1/9/20	02 October 2020

*Reason: For the avoidance of doubt and in the interests of proper planning.*