

**RIBBLE VALLEY BOROUGH COUNCIL
REPORT TO PLANNING AND DEVELOPMENT COMMITTEE**

Agenda Item No

meeting date: THURSDAY, 10 NOVEMBER 2011
 title: PLANNING APPLICATIONS
 submitted by: DIRECTOR OF COMMUNITY SERVICES

PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990:

APPLICATION NO: 3/2011/0284P (GRID REF: SD 377992 437578)
 PROPOSED CHANGE OF USE FROM A CHAPEL AND SUNDAY SCHOOL TO TWO RESIDENTIAL APARTMENTS, INCLUDING INTERNAL STRUCTURAL ADAPTATIONS, DEMOLITION OF THE EXISTING WC BLOCK, CONSTRUCTION OF NEW HOBBY ROOM, REPLACEMENT WINDOWS AND DOORS, FOUR ROOFLIGHTS ON THE SOUTH EASTERN ELEVATION, AND PROPOSED CREATION OF NEW PEDESTRIAN ACCESS IN TO THE GRAVEYARD AND MINOR LANDSCAPING WORKS AT SABDEN METHODIST CHURCH, WESLEY STREET, SABDEN, BB7 9EH

PARISH COUNCIL: No objections to the proposal.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR): No objections to the proposal on highway safety grounds.

VICTORIAN SOCIETY: The early/ mid-Victorian building is not listed, but it does make a positive contribution to the Sabden Conservation Area. In view of this any replacements and repairs, including the proposed replacement of the existing W.C block, and any fixtures such as windows, should be in-keeping with the original historic structure, in terms of materials, form and detailing.

CONSERVATION AND DESIGN OFFICER: Prior to the latest set of plans, the Conservation and Design Officer objected to the proposals due to the proposed number of rooflights, the style of, and use of UPVC, windows, the overly domestic design of the proposed hobby room and due to a glazed door canopy covering a distinct lintel.

After negotiating with the applicant and agent the plans have been amended, dated the 02 October 2011, and the Conservation and Design Officer has raised no objections to the revisions. He suggests the timber windows should be painted, as they would have been historically.

ADDITIONAL REPRESENTATIONS: One letter of representation has been received from a planning agent who raises concerns over the potential overlooking from first floor windows of properties to the rear on Stubbins Lane.

Proposal

The proposal involves the conversion of the existing vacant Methodist Chapel and Sunday school building to two apartments. The conversion would involve internal structural alterations, including new staircases and the introduction of a new floor within the roofspace. This will enable an apartment to span the whole of the ground floor, and the other apartment would occupy the first floor and newly formed second floor. Externally, the following changes would be made to the building:

- Replacement of the existing white upvc windows with timber sliding sash windows;
- The introduction of four roof lights on the south east elevation; and,
- The demolition of the existing toilet block and replacement with a single storey extension on the same footprint.

Permission is also sought to create a new pedestrian access opening on to St Nicholas Avenue in the boundary wall which surrounds the site.

The proposed hobby room that will replace the existing toilet block would have approximate dimensions of 6.3m x 3.2m x 2.7m to eaves height and 3.4m to the highest point. Materials will comprise of rendered walls with stone quoins and a glazed roof. The extension would have a parapet roof so the glazed roof will not be seen when viewing the main elevations from the surrounding roads.

Site Location

Sabden Methodist Chapel and Sunday School is located on the land between Wesley Street, Stubbins Lane and St Nicholas Avenue in the village of Sabden. The boundary of the site abuts the garden areas of properties on Stubbins Lane to the east and properties on St Nicholas Mews to the southeast. The village is located within the Forest of Bowland Area of Outstanding Natural Beauty and the property itself is located within Sabden Conservation Area where the building is identified as a Building of Townscape Merit.

Relevant History

3/1988/0753P – Proposed car parking for 12 cars and formation of driveway onto public highway at St Nicholas Avenue. Approved with Conditions.

3/2011/0339 – Demolition of WC block (Conservation Area Consent) – To be determined.

Relevant Policies

Town and Country Planning (Listed Building and Conservation Areas) Act 1990

PPG5: Planning for the Historic Environment

HEPPG – Historic Environment Planning Practice Guide

Policy G1 – Development Control

Policy G4 – Settlement Strategy.

Policy ENV1 – Area of Outstanding Natural Beauty

Policy ENV7 – Species Protection

Policy ENV16 – Development within Conservation Areas

Policy ENV18 – Retention of Important Buildings Within Conservation Areas.

Policy H16 – Building Conversions - Building to be Converted.

Environmental, AONB, Human Rights and Other Issues

The main matters for consideration include the principle of development, the historical importance of the site, visual amenity, residential amenity and highway safety.

As Committee will be aware, applications for new housing are now determined in accordance with the Saved Settlement Strategy Policies of the Local Plan which, for this development within the village boundary of Sabden, is Policy G4. This policy defines as acceptable, the rehabilitation and re-use of rural buildings within the settlement boundary, subject to conformity with other policies within the Plan. As the building lies within the village boundary, I consider that the conversion of the building to two dwellings is therefore acceptable in principle when considered in relation to the current housing policies and guidance.

In relation to the historical importance of the site, Sabden Methodist Chapel was built in 1830 as a Sunday School to compliment the original Wesleyan Chapel, which remained on the site until it was demolished in 1965 when due to extensive structural problems. After the demolition of the former Chapel, the building was used as both a Chapel and Sunday School until its closure in May 2008.

The early/ mid-Victorian building is rectangular in form, built on two storeys with two main decorated gable ends and a duo pitched slate roof. The window and door openings all have stone surrounds. A keystone high level bullseye vent and a pair of tall round arched windows, one with original stained glass are present on the south east gable, a high level arched window, currently blocked up, is positioned centrally over the windows present on the south west elevation, and similarly, a high level arched opening, again blocked up, is positioned centrally on the north east elevation.

The building, surrounded by the graveyard, is identified as a Building of Townscape Merit within the Sabden Conservation Area Appraisal, and this early/ mid-Victorian Methodist building and its setting makes a positive contribution to the character, appearance and significance of the conservation area.

When initially submitted, the applicant's sought to replace the existing white upvc windows, which appear awkward and out of character with the age and style of the property, with timber effect upvc windows. The use of upvc detracts from the character, appearance and significance of the conservation area and the historic environment, a non-designated heritage asset, and would not have respected the historical importance of the site. After discussions with the applicant and agent they have agreed to replace all the windows, with the exception of the second floor openings to the gables and the tall arched windows, with sliding sash timber windows. This is considered to be far more appropriate and sympathetic to this Victorian building and an enhancement to the character, appearance and significance of the conservation area.

In relation to the proposed roof lights on the southeast elevation, when originally submitted a total of ten roof lights were proposed. These were located on both the roof slope running parallel to Wesley Street and the roofslope facing St Nicholas Avenue. Their number and position was considered to be visually damaging and would have adversely affected the building's significance, and the character and appearance of the conservation area. Moreover,

a feature of the roof slopes on Wesley Street is their un-interruption by additions and alterations such as rooflights and flues. Therefore, rooflights on the elevation which runs parallel to this street would have been visually damaging. As a result of negotiation, the total number of rooflights has been reduced to four. These have been placed on the southeast facing roof slope nearest to St Nicholas Avenue to provide light within the upper floor bedrooms. I consider that this elevation is slightly less prominent than the elevation running parallel to Wesley Street. Moreover, the existing rendered toilet block, probably built in the late 70's, will be demolished and replaced with a single storey lean to extension on the same footprint. The current toilet block appears out of keeping with the original chapel and the design of the replacement extension, which is simple and unassuming in its design and appearance, will appear subordinate and in keeping with the original building.

The open space surrounding the Chapel, including the low stone boundary wall, the graveyard and the car park adds significantly to the character and appearance of the conservation area. To protect the character, appearance and significance of the building, its setting, and the conservation area I see it as necessary to control future developments both within the curtilage and the Chapel building by removing permitted development rights. The creation of a new pedestrian access into the graveyard from St Nicholas Avenue, would be beneficial to the visitors of the graveyard and would not unduly harm the stone boundary walls which are identified as a feature of the conservation within the Conservation Area Appraisal.

One of the main concerns in regards to the proposed development is the potential overlooking/loss of privacy caused by the development of this site. The guidance provided within the SPG – "Extensions and Alterations to Dwellings" discusses a distance of 21m between existing dwellings and the proposed first floor windows of habitable rooms in new developments.

The dwellings that would be most affected by the proposal are the properties at the rear, situated on Stubbins Lane. These properties are positioned on a higher level than the Chapel itself. Having stood inside the building to assess the potential overlooking, I am satisfied that due to the difference in land levels, direct overlooking into the garden areas of these properties will not occur. In relation to overlooking of first floor windows, the window, overlooking number 20, will be obscure glazed, thus no overlooking will occur. The window serving the kitchen diner on the second floor is approximately 21 metres from the first floor window of number 22 Stubbins Lane, and therefore accords with the guidance contained within the Council's householder SPG. The two tall arched windows, and another window, on the southeast elevation will serve the two stairwells and subsequently, I consider it unnecessary to require these windows to be obscure glazed.

The creation of a second floor within the roofspace could lead to overlooking of neighbouring garden areas due to the windows being very high level, and thus residents will be able to look down over the garden areas of properties on Stubbins Lane. I thus consider it necessary to condition that the second floor windows, on the northeast and southeast elevation, shall be obscure glazed. I also consider that the roof light serving Bedroom no. 4 should be obscure glazed and fitted with restricted openers, to safeguard the amenity of the nearest neighbours.

The properties on Wesley Street which would be most affected by the proposals are numbers 28 and 30 Wesley Street where windows of the Chapel are within 18.5 metres of the first floor windows of these residential properties. In this instance, however, due to the position of the window openings, and the lower height of the terrace row of properties, the outlook from the first

floor windows will be more of the roofs of these properties and the hills beyond, and I thus consider the separation distance between the properties is sufficient to protect amenity.

The twelve parking spaces, approved by application 3/1998/0753P, are still available within the site and the County Surveyor has not expressed any objections to the application on highway safety grounds.

A bat survey report submitted with the application concludes that no signs could be found of use of the existing buildings by bats. The Countryside Officer concurs with the findings of the report.

Overall, it is considered that the conversion of the former Chapel and Sunday School to residential use in this location is in accordance with the presently applicable policies and guidance relating to housing, and that it has been designed so that it would not have any seriously detrimental effects upon visual amenity, the amenities of nearby residents (subject to external finished and materials and conditions relating to obscure glazing), highway safety or the character and appearance of the building or the conservation area.

SUMMARY OF REASONS FOR APPROVAL

The proposal is in accordance with the relevant conversion policies and guidance relating to new residential development and would not have any seriously detrimental effects upon visual amenity, the amenities of nearby residents or highway safety.

RECOMMENDATION: That planning permission be GRANTED subject to the following condition(s):

1. This permission must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall relate to the proposal as shown on drawing numbers SCP/FPL 01, 02, 03, 04, 05 and 07 except for the references on the drawings to external materials and to the proposed flues.

REASON: For the avoidance of doubt and to ensure compliance with the submitted plans as amended by the agent's letter dated 02 October 2011.

3. Precise specifications or samples of walling and roofing materials and details of any surface materials to be used including their colour and texture shall have been submitted to and approved by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policies G1, ENV1, and ENV16 of the Ribble Valley Districtwide Local Plan ensuring a satisfactory standard of appearance given the location of the property in a Conservation Area and within the Forest of Bowland Area of Outstanding Natural Beauty.

4. Notwithstanding the details shown upon the approved plans, the proposed Velux roof lights shall be of the Conservation Type, recessed with a flush fitting, details of which shall be

further submitted to and approved by the Local Planning Authority before development commences upon the site.

REASON: In the interests of visual amenity in order to retain the character of the barn and to comply with Policies G1, H16 and H17 of the Ribble Valley Districtwide Local Plan.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008 (or any Order revoking or re-enacting that Order) any future extensions and/or alterations to the dwelling including any development within the curtilage as defined in Schedule 2 Part 1 Classes A to H shall not be carried out without the formal written consent of the Local Planning Authority.

REASON: In the interests of the amenity of the area in accordance with Policies G1, ENV16 and H17 and of the Ribble Valley Districtwide Local Plan.

6. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any Order revoking, amending or re-enacting that Order) any future additional structures, hard standing or fences as defined in Schedule 2, Part II, Class A, shall not be carried out without the formal consent of the Local Planning Authority.

REASON: In order that the Local Planning Authority shall retain effective control over the development to ensure compliance with Policies G1, ENV16 and H17 of the Ribble Valley Districtwide Local Plan.

7. The second floor windows on the northeast and southeast elevations of the building and the first floor window on the northwest elevation serving a WC, shall be obscure glazed to the satisfaction of the Local Planning Authority and remain in that manner in perpetuity.

REASON: In order to protect nearby residential amenity as required by with Policies G1 of the Ribble Valley Districtwide Local Plan.

8. Notwithstanding the area indicated on the submitted plans, Drawing number SCD/FPL 06, a plan indicating the precise location of any proposed curtilage for the dwelling, and details of its means of boundary treatment (i.e. walls, fences or hedges) including their height shall be submitted to and approved in writing by the Local Planning Authority. No curtilage shall be formed, except in accordance with the approved details.

REASON: In the interests of visual amenity and to comply with Policies G1, ENV1 and ENV16 of the Ribble Valley Districtwide Local Plan.

9. All new and replacement door and window head and sills shall be natural stone to match existing.

REASON: To comply with Policies G1, H16 and H17 of the Ribble Valley Districtwide Local Plan to ensure a satisfactory standard of appearance in the interests of visual amenity.

10. All doors and windows shall be in timber with a painted finish and retained as such in perpetuity.

REASON: To comply with Policies G1, H16 and H17 of the Ribble Valley Districtwide Local Plan to ensure a satisfactory standard of appearance in the interests of visual amenity. In

order to safeguard the character, appearance, setting and significance of the Building of Townscape Merit and Sabden Conservation Area.

11. All new and replacement gutters shall be cast iron or aluminium supported on 'drive in' galvanised gutter brackets.

REASON: To comply with Policies G1, H16 and H17 of the Ribble Valley Districtwide Local Plan to ensure a satisfactory standard of appearance in the interests of visual amenity.

12. Unless otherwise agreed in writing with the Local Planning Authority the development shall be carried out in strict accordance with the recommendations of the bat survey and report, submitted with the application dated 21 April 2011.

REASON: To comply with policies G1 and ENV7 of the Ribble Valley Districtwide Local Plan ensuring that no species/habitat protected by the Wildlife and Countryside Act 1981 are destroyed.

NOTE

1. Ribble Valley Borough Council imposes a charge to the developer to cover the administration, and delivery costs in providing wheeled bins to each household within a new build property or conversion. Details of current charges are available from the RVBC Contact Centre on 01200 425111.

APPLICATION NO: 3/2011/0339/P (GRID REF: SD 377992, 437578)
CONSERVATION AREA CONSENT FOR DEMOLITION OF W.C BLOCK AT SABDEN
METHODIST CHURCH, WESLEY STREET, SABDEN, BB7 9EH

PARISH COUNCIL: No objections to the proposal

Proposal

Conservation Area Consent is sought for the demolition of an existing toilet block at the north east corner of the building to enable a single storey extension on the same footprint as part of a scheme of conversion to enable the vacant Methodist Chapel to be used as two dwellings.

Site Location

Sabden Methodist Chapel and Sunday School is located on the land between Wesley Street, Stubbins Lane and St Nicholas Avenue in the village of Sabden. The boundary of the site abuts the garden areas of properties on Stubbins Lane to the east and properties on St Nicholas Mews to the southeast. The village is located within the Forest of Bowland Area of Outstanding Natural Beauty and the property itself is located within Sabden Conservation Area where the building is identified as a Building of Townscape Merit. The W.C block is located to the northeast corner of the building.

Relevant History

3/2011/0284P - Proposed change of use from a Chapel and Sunday School to two residential apartments, including internal structural adaptations, demolition of the existing W.C block, construction of new hobby room, replacement windows and doors, four rooflights on the south eastern elevation, and proposed creation of new pedestrian access in to the graveyard and minor landscaping works – To be determined by Committee.

Relevant Policies

Town and Country Planning (Listed Building and Conservation Areas) Act 1990
PPG5: Planning for the Historic Environment
HEPPG – Historic Environment Planning Practice Guide
Policy G1 – Development Control
Policy ENV1 – Area of Outstanding Natural Beauty
Policy ENV7 – Species Protection
Policy ENV16 – Development within Conservation Areas
Policy ENV18 – Retention of Important Buildings Within Conservation Areas.
Sabden Conservation Area Appraisal.

Environmental, AONB, Human Rights and Other Issues

In assessing the proposal, regard must be had to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which places duty on Local Planning Authorities to pay special attention to the desirability of processing or enhancing the character or appearance of a Conservation Area, and also Planning Policy Statement 5 which sets out government planning policies on the conservation of the historic environment and states that there should be a presumption in favour of the conservation of designated heritage assets.

I recognise that the original building, identified as a Building of Townscape Merit in the Sabden Conservation Area Appraisal, is historically important and that it makes an important contribution to the character and appearance of the conservation area. However, the toilet block is a much later addition, probably built in the late 1970s/ early 1980s, and has little or no historical significance. What is more, this extension is in a poor state of repair and has damp and structural problems, and its appearance causes it to detract from the original building.

It is proposed to replace the building with a lean to extension which will have stone quoins and be rendered. I consider that due to the design of the extension, which reflects the proportion of solid to void found in the elevations of the traditional building will be a subservient replacement and in keeping with the original building.

A bat survey report submitted with the application concludes that no signs could be found of use of the existing buildings by bats and the Countryside Officer concurs with the findings of the report.

I am of the opinion that there is a duty to have special regard to the desirability of preserving the building; however, the demolition of the toilet block would not undermine the significance of this designated heritage asset, and would thus comply with national legislation and guidance.

SUMMARY OF REASONS FOR APPROVAL

The proposal is considered to be sympathetic and sensitive to the character of the Building of Townscape Merit and will have an acceptable impact on the setting and character of the Conservation Area.

RECOMMENDATION: That conservation area consent be GRANTED subject to the following condition(s):

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall relate to the proposal as shown on drawing numbers SCP/FPL 01, 02, 03, 04, 05, and 07 except for the references on the drawings to external materials and to the proposed flues.

REASON: For the avoidance of doubt and to ensure compliance with the submitted plans as amended by the agent's letter dated 02 October 2011.

APPLICATION NO: 3/2011/0400/P (GRID REF: SD 360263 437418)
OUTLINE APPLICATION WITH ALL MATTERS RESOLVED, TO REDUCE THE SIZE OF THE EXISTING ROYAL BRITISH LEGION CLUBHOUSE BY DEMOLITION OF EXISTING SINGLE STOREY GABLE EXTENSIONS (EXTENSIONS TO THE SOUTH ELEVATION TO BE REBUILT). ERECTION OF 5NO. TYPICAL TERRACED HOUSES WITH YARDS ON SITE OF THE EXISTING CAR PARK AND PART OF CLUBHOUSE SITE. THE ROYAL BRITISH LEGION CLUB, TOWNELEY ROAD, LONGRIDGE, PRESTON, LANCASHIRE, PR3 3EA.

TOWN COUNCIL: The Town Council has no objection to this application, and welcomes the scale and type of houses proposed as these are likely to be attractive to the indigenous population of the town, particularly younger people seeking a start on home ownership. Although supporting the application, the Town Council do express concern about the implications of the increase in on-street parking that will result from this development. The Town Council, with the benefit of local knowledge, knows that parking spaces are already under pressure in this part of town, and that traffic movements are often restricted along Towneley Road and Warwick Street. Councillors consider that car parking, and ensuring access by emergency vehicles to Park House and Towneley House are aspects that require further attention.

LCC ENVIRONMENTAL SERVICES (COUNTY SURVEYOR):

The modest scale of the proposed development is unlikely to have a significant impact on the on-street parking situation in the immediate area and there is public off-street car parking a short walking distance away. Therefore no objections to this proposal.

UNITED UTILITIES:

No objection to the proposal.

ADDITIONAL REPRESENTATIONS:

Seven letters have been received from the occupiers of neighbouring dwellings, and the following points of objection have been made:

1. Inadequate parking arrangements within this area,
2. No off-street parking provided for the houses or Club,
3. Parking issues have been raised with the Lancashire Constabulary,
4. Suggestion of parking restrictions being imposed along Towneley Road,
5. Additional residents living at the 5 new houses will bring an increase in vehicular congestion to the area,
6. The application states that most people walk to the Club, however during nights of the week when it is open, the streets are full of cars,
7. People do not park on the Public Car Park nearby, as they prefer to walk the shortest distance possible,
8. Surely blocked roads will impede emergency services?
9. Opposed to any development within the Conservation Area,
10. The proposal will directly impact upon the Bowling Green, Towneley Gardens and the trees to the rear of the site, which are considered key features within the Conservation Area,
11. The proposed development of the Car Park to the Club does not preserve or enhance the Conservation Area,
12. The scheme will lose a path that runs through the site that elderly visitors to the Bowling Green use,
13. Loss of break between the Legion Club and the existing dwellings will cause visual harm to the Conservation Area,
14. Loss of light to the garden of our property, and
15. Loss of views from the Bowling Green.

Proposal

This is an Outline Planning Application with ALL matters reserved. The proposal outlined seeks to reduce the size of the existing Royal British Legion Clubhouse by demolition of existing single storey gable extensions (extension to the South elevation to be rebuilt), and the development of the existing car park for terraced houses with yards. Whilst this proposal involves the loss of the existing Car Park for the British Legion Club, there are no off-street parking spaces proposed for the new dwellings or for the Club. The plans submitted show an indicative layout of 5 No dwellings on site, however as all matters are reserved, approval of this application would not necessarily mean that permission has been granted for 5.

Site Location

The site is a town centre location, and half of the site (the portion containing the 5no. terraced houses) lies within the Longridge Conservation Area, as defined by the Ribble Valley Districtwide Local Plan.

Relevant History

3/1998/0747/P – Replace Clubs flat roof with a pitched roof – Granted Conditionally.

3/1998/0220/P – Remove existing Bowling Pavilion, replace with new Pavilion – Granted Conditionally.

Relevant Policies

Policy G1 - Development Control.

Policy G2 – Settlement Strategy.

Policy ENV13 – Landscape Protection.

Policy ENV16 – Development within Conservation Areas.

Policy EMP7 – Extensions/Expansions of Existing Firms.

Policy T1 – Development Proposals – Transport Implications.

Policy L4 of the Regional Spatial Strategy (RSS).

NW Plan Partial Review (July 2009).

Planning Policy Statement (PPS) 1 – Delivering Sustainable Development.

PPS3 – Housing.

PPS5 – Planning for the Historic Environment.

Affordable Housing Memorandum of Understanding (AHMU).

Planning (Listed Buildings and Conservation Areas) Act 1990.

Longridge Conservation Area Appraisal.

Environmental, AONB, Human Rights and Other Issues

This is an Outline Planning Application with ALL matters reserved. The proposal seeks to reduce the size of the existing Royal British Legion Clubhouse by demolition of existing single storey gable extensions (extension to the South elevation to be rebuilt), and the proposed erection of typical terraced houses with yards on site of the existing car park and part of Clubhouse site. The sale of the Club's car parking area for housing development will help fund the repairs and renovations required to be carried out on the Royal British Legion Building. As ALL matters are reserved for approval, the main consideration is the 'principle' of the development of the site for the schemes proposed.

PRINCIPLE OF THE DEVELOPMENT RELATING TO THE ROYAL BRITISH LEGION CLUB

The development lies within the Settlement Boundary of Longridge, and as such Policy G2 is considered important. That policy defines as acceptable, development, which is wholly within the built part of the settlement or rounding-off of the built up area. As various forms of development surround the application site, I consider that it complies with Policy G2. Policy EMP7 of the Local Plan considers extensions/alterations to existing firms, and supports them subject to the proposal not causing significant environmental problems, and being in accordance with other policies of the Local Plan.

The Local Plan Policies above also however need to be seen in the context of National Planning Policy Statements. PPS1 states that “Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community”, and that “Planning authorities should seek to provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car” (Para 27 (v)). On this basis, given the proposed repairs and modernisation proposed for the building, I consider this element of the proposal would comply with the provisions of this particular PPS, and with the Local Plan Policies, and as such there are no objections to this element of the proposal.

PRINCIPLE OF THE HOUSING DEVELOPMENT

As Committee will be aware, applications for new housing are now determined in accordance with the Saved Settlement Strategy Policies of the Local Plan which, for this development within the Settlement Boundary of Longridge, is Policy G2. That policy defines as acceptable, development, which is wholly within the built part of the settlement or rounding-off of the built up area. As various forms of development surround the application site, I consider that it complies with Policy G2. In addition, as there are less than 10 units proposed on this site (a maximum of five are proposed) within the Settlement Boundary of Longridge, there is no requirement under the terms of the Affordable Housing Memorandum of Understanding (AHMU) for any of the dwellings on site to be ‘affordable’. This is also agreed with in the wording of Policy L4 of the RSS which states that on sites where less than 15 dwellings are proposed, no affordable housing element will be required and the proposals will be acceptable in principle providing they comply with the limits of the development as identified in the saved settlement hierarchy of the Districtwide Local Plan.

The Local Plan Policies above also however need to be seen in the context of National Planning Policy Statements. PPS1 states that “Planning authorities should seek to provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car” (Para 27 (v)), and on this basis, I consider the proposal would comply with the provisions of this particular PPS.

PPS3 Housing is also considered important, particularly Para. 71 which states that in the absence of a five year supply of deliverable sites, which is the current position within the Borough, planning applications for housing should be considered favourably having regard to the wider policies within the PPS and including criteria in PPS3 para 69. Paragraph 69 states that, in deciding planning applications. Local Planning Authorities should have regard to, (among other issues):

- The suitability of a site for housing, including its environmental sustainability
- Using land effectively and efficiently and;
- Ensuring that the proposed development is in line with planning for housing objectives reflecting the need and demand for housing in, and the spatial vision for, the area and does not undermine wider policy objectives.

In considering suitability in this context the following are considered to be important:

- The location of the site in relation to the settlement and its services and amenities;
- The density of the development and subsequent visual impact on surrounding areas;
- The ease of access to the site (which would be advised by Lancashire County Council Highways staff).

On this basis, whilst the central location of the site within Longridge is considered entirely suitable, key factors when considering the scheme are the density of the development and its subsequent visual impact on the neighbouring Conservation Area.

VISUAL IMPACT/LAYOUT

Whilst the Application submitted is in Outline with all matters reserved, the consideration of the principle of the development must still have regards to the potential visual impact of the scheme proposed. This is pertinent in this case as the site lies partially within the Longridge Conservation Area, a designated Heritage Asset. Towneley Gardens is noted a number of times within the Longridge Conservation Area Appraisal as being an important feature along Berry Lane, as it provides a pleasant break from the more urban form of the rest of the street. The area is also specifically listed within the 'Strengths' element of the SWOT Analysis on page 14, as a 'positive' feature of the Longridge Conservation Area.

The residential development element of the proposal indicates the erection of five, two-bed terraced properties (illustrated on the proposed plans), on the site of the existing car park for the Royal British Legion Building, and they will have a maximum ridge height of 8.6m. The alterations proposed for the Royal British Legion Building involving the removal of the single storey extension to the northern end of the Club, the removal of the single storey, wooden pavilion and the renovation of the remaining two storey building. The site is positioned on the edge of the Bowling Green within Towneley Gardens adjacent to two residential dwellings, no's 5 and 7 Towneley Road both of which are 'Buildings of Townscape Merit', and is screened to some extent by six existing mature trees that are positioned outside the red edge of the site. These trees are considered as an important tree group within the Conservation Area Appraisal, and they will remain. The Council's Countryside Officer has assessed the potential impact of the development of the site in relation to these trees, and has noted that part of the tarmaced car park and the Legion Building already encroaches into the root protection area (RPA) of these adjacent trees. As such, providing any work at this site respects the RPA of the adjacent trees, the Countryside Officer is satisfied that the development of the site would not unduly harm them.

Pre-Application advice was given with regards to the proposed development of this site for six dwellings on the site. Whilst a positive view was provided, upon further inspection and additional visits to the site, it is considered that the existing views through the site would be lost if the car park was 'significantly' developed upon, and this could potentially impact upon the character and setting of the Conservation Area. This thought process is considered against PPS5, Planning for the Historic Environment, which provides guidance on how development within designated 'Heritage Assets', should be assessed.

Policy HE9.1 of PPS5 states "there should be a presumption in favour of the conservation of designated heritage assets and the more significant the designated asset, the greater the presumption in favour of its conservation should be. Once lost, heritage assets cannot be replaced and their loss is a cultural, environment, economic and social impact. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.'

Policy HE9.4 of PPS5 states “Where a proposal has a harmful impact on the significance of a designated heritage asset which is less than substantial harm, in all cases local planning authorities should;

- i. Weigh the public benefit of the proposal (for example, that it helps to secure the optimum viable use of the heritage asset in the interests of its long term conservation) against the harm; and recognise that the greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss”, and
- ii. Recognise that the greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss”.

In addition, Policy HE10.1 states ‘when considering applications for development that affect the setting of a heritage asset, local planning authorities should treat favourably applications that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset.’

Policy ENV16 of the Local Plan is also a key consideration as it states, “Within conservation areas, development will be strictly controlled to ensure that it reflects the character of the area in terms of scale, size, design and materials.” In addition, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 is also of utmost importance in this case, as there is a consideration whether the proposal preserves or enhances the character or appearance of the area.

Having considered all of the above, and bearing in mind the existing use and visual appearance of this site, I consider that the proposed development of this site for the scheme outlined within this application could be achieved without significant, detrimental impact upon the character and setting of the Conservation Area. The site is currently an under utilised, small and untidy car parking area, that provides no visual benefit to the Conservation Area, and its development, providing it is done so sympathetically, could enhance this location. Towneley Gardens is already overlooked by properties of a similar nature so this proposal will not create a development that is out of keeping with its surroundings. This is the reason a condition has been suggested, in order to protect the existing views through the site that could be lost if the car park was significantly developed upon. As this application seeks all matters to be reserved, and that the principle of the development of the site is accepted, it is not considered unreasonable to suggest a limit to what is considered an appropriate size or scale of development on this site. Indeed, a full assessment at the detailed reserved matters stage will ensure the development will have no significant impact on the setting, character or key views into and out of the Conservation Area.

OTHER ISSUES

A number of objectors have raised concerns in relation to existing and potential parking issues surrounding this site, especially given the loss of the existing car park for the Club to facilitate the housing site. Having consulted the LCC County Surveyor, he considers that the modest scale of the proposed development is unlikely to have a significant impact on the on-street parking situation in the immediate area, especially considering the sustainable town centre location and that there is public off-street car parking a short walking distance away. This view aside, human nature depicts that people will choose to park as near to the Club or their dwelling as possible. As such, the Council are inclined to agree with the view of the Town Council that the development is likely to have an impact on the existing on-street parking situation at present. Guidance on Maximum Parking Standards is provided within the North West Plan

Partial Review (July 2009) relating to a revision to the Regional Spatial Strategy published in September 2008, still a material consideration where it considers that for two bedroom properties (as shown on the indicative plans) a maximum of 1.5 spaces are required. As such, in order to best minimise the inevitable increase in on-street parking in this location, it is considered appropriate to request a minimum of one parking space per dwelling on this site. In doing this, this will also inevitably alter the layout of the site which would work in favour of the concerns raised regarding the loss of the openness of the site (and views through) as any proposal would need to ensure space for parking vehicles.

As such, bearing in mind the above comments and whilst I am mindful of the points of objection from nearby neighbours and the points raised by Town Council, the scheme is considered to comply with the relevant policies, and is recommended accordingly.

SUMMARY OF REASONS FOR APPROVAL

The proposal has no significant detrimental impact on nearby residential amenity or highway safety, nor would it have an adverse visual impact upon the character and setting of the Longridge Conservation Area.

RECOMMENDATION: That planning permission be GRANTED subject to the following condition(s):

1. Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates.
 - (a) The expiration of three years from the date of this permission; or
 - (b) The expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

The permission shall relate to the development site as shown on Plan Reference No's 1329-20 and 1329-21, and the 3D proposal plan.

REASON: For the avoidance of doubt and to ensure that the development is carried out in accordance with the submitted plans.

2. Detailed plans indicating the layout, scale, design and external appearance of the buildings, facing materials, landscape and boundary treatment, access, parking and manoeuvring arrangements of vehicles, including a contoured site plan showing existing features and the proposed slab floor level (called the reserved matters), shall be submitted to and approved by the Local Planning Authority before development commences.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan and in order that the Local Planning Authority should be satisfied as to the details and because the application was made for outline permission.

3. With reference to any future reserved matters application, and notwithstanding the details submitted with the application, the preferable height of the proposed dwellings on site shall be of a two-storey construction only.

REASON: In the interests of visual amenity, and the potential impact upon the Longridge Conservation Area, and adjacent Buildings of Townscape Merit, in accordance with PPS5 and Policies G1 and ENV16 of the Ribble Valley Districtwide Local Plan.

4. For the avoidance of doubt, and notwithstanding the indicative details submitted with this application, the development of this site shall maintain a visual gap through the site by virtue of a proposal that has an acceptable layout and scale. These details shall be considered as part of any subsequent 'reserved matters' application.

REASON: In the interests of visual amenity, and the potential impact upon the Longridge Conservation Area, and adjacent Buildings of Townscape Merit, in accordance with PPS5 and Policies G1 and ENV16 of the Ribble Valley Districtwide Local Plan. This is to ensure that a visual gap can be maintained between existing built forms on, and adjacent to, the site, in order to prevent a cramped form of development.

5. In the event that bats are found or disturbed during any part of the development, work must cease until further advice has been sought from a licensed ecologist.

REASON: In order to safeguard and reduce the impact of development on a protected species.

6. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services all trees identified in the arboricultural/tree survey report dated 26th of June 2011 [T1-T7 inclusive] shall be protected in accordance with the BS5837 [Trees in Relation to Construction] the details of which shall be agreed in writing, implemented in full, a tree protection monitoring schedule shall be agreed and tree protection measures inspected by the local planning authority before any site works are begun.

The root protection zone shall be 12 x the DBH and shall remain in place until all building work has been completed and all excess materials have been removed from site including soil/spoil and rubble.

During the building works no excavations or changes in ground levels shall take place and no building materials/spoil/soil/rubble shall be stored or redistributed within the protection zone, in addition no impermeable surfacing shall be constructed within the protection zone.

No tree surgery or pruning shall be implemented without prior written consent, which will only be granted when the local authority is satisfied that it is necessary, will be in accordance with BS3998 for tree work and carried out by an approved arboricultural contractor.

REASON: In order to ensure that any trees affected by development and included in a Conservation Area/considered to be of visual, historic or botanical value are afforded maximum physical protection from the adverse effects of development. In order to comply with planning policies G1 and ENV13 of the District Wide Local Plan, and to ensure that trees of visual amenity/botanical/historical value growing in the Longridge Conservation Area are protected against adverse effects of the development.

7. A minimum of one off-street parking space shall be provided per dwelling on this site, details of which shall be considered as part of any reserved matters application.

REASON: In order to minimise the potential increase in on-street parking at this location in the interests of highway safety.

INFORMATIVES

1. The applicant's attention is directed to the requirements of Section 31 of the County of Lancashire Act 1984, which states:

31(1) except as provided in subsection (2) below where plans for the erection or extension of a building are deposited with a District Council in accordance with building regulations, the District Council shall reject the plans unless, after consultation with the Fire Authority, they are satisfied that the plans show -

- (a) that there will be adequate means of access for the fire brigade to the building or, as the case may be, to the building as extended; and
 - (b) that the building or, as the case may be, the extension of the building will not render inadequate any existing means of access for the fire brigade to a neighbouring building.
2. A separate metered supply to each unit will be required at the applicant's expense and all internal pipe work must comply with current water supply (water fittings) regulations 1999. The Applicant should contact Service Enquiries on 0845 7462200 regarding connection to the water mains/public sewers.

APPLICATION NO: 3/2011/0403/P

(GRID REF: SD 373680 437885)

PROPOSED NEW AGRICULTURAL STORE TO REPLACE EXISTING SHEDS INCLUDING PHOTOVOLTAIC PANELS ON THE SOUTH FACING ROOF PITCH AT 2 WHITEACRE LANE, BARROW

PARISH COUNCIL:

Has concerns over the size and location of the new agricultural store and make the following observations:

1. The siting of the building is directly behind a neighbouring property and would be visually obtrusive to neighbours and could have a detrimental environmental impact upon them.
2. The Parish Council understands that an electronics business is operated from this address and questions whether the new store is intended to be used as part of that business in the future.
3. The proposed building represents a large increase in area from the previous store (66m² from 24m²) and appears to be far larger than necessary to store the implements and livestock on a one acre field.

4. With regards to the keeping of livestock in an area surrounded by residential properties, the matters of increased noise levels; disposal of waste products; attraction of undesirable insects; unpleasant smells; and access to the site (for deliveries of livestock feed and disposal of waste products) all need to be given careful consideration.

ADDITIONAL
REPRESENTATIONS:

A letter has been received from an adjoining resident who strongly objects to the development on the following grounds:

1. The application refers to the replacement of existing buildings but the proposals show development within the adjoining field beyond the area of the existing use.
2. In a field of 0.4 hectares it is not necessary to site the agricultural store directly behind the neighbour's property 1m from his boundary fence. The proposal is of benefit to the applicant but this siting is detrimental to the amenities of a neighbour including the loss of sunlight to the bottom of the neighbour's garden where his greenhouse is located.
3. The proposed development is roughly three times the area and five times to cubic capacity of the existing buildings which it is to replace and is therefore an intensification of development.
4. The storing of animal feed in the building during the summer will lead to an increase in rodent vermin and being so close to residential property will create nuisance.
5. The use of the building to provide shelter for cattle during the winter will result in noise as well as smells from dung along with vermin and flies causing a nuisance to the adjoining residential property.
6. The siting of the building so as to maximise solar energy, should not be a material consideration in this development especially as the proposed siting will be otherwise detrimental to adjoining properties.
7. The intensification of the keeping of poultry and livestock gives rise to the possibility of pollution through chemical spillage, inappropriate storage and disposal of dung and slurry, noise and odour nuisance from chickens, and possible damage to neighbours' properties by livestock.

8. The increased traffic associated with the proposal within a narrow residential street needs further consideration including the provision of proper turning facilities for vehicles.
9. It is not stated in the application whether the proposals are for the personal use of the applicant or for an agricultural or other business use.

Proposal

Permission is sought for the construction of a building measuring 11.25m with an eaves height of 2.5m and a ridge height of 4m. The roof and walls would be olive green coloured profiled metal sheeting. There would be a large double door in the western end elevation and a smaller door and window in the southern elevation. There would be no door or window openings in the north or east elevations.

It is proposed that 16 250 watt photovoltaic panels will be location on the south facing roof slope. These panels would cover the majority of that roof slope.

As originally submitted, it was stated that the building is required to house a livestock trailer, small tractor, various farm implements, animal feed, and that it would also be used to provide a winter shelter for animals. The applicant has, however, now confirmed that the building will not be used at any time for the keeping of livestock such as pigs, cows, sheep etc. Chickens, however, will be kept, but not in large numbers.

Site Location

The applicant's residential property, 2 Whiteacre Lane, is on the south side of that highway. To the south of his own residential curtilage, and also extending to the rear of No's 4, 6 and 8 Whiteacre Lane, the applicant also owns an approximately 0.4 hectare agricultural field to which access is gained through his residential curtilage.

There are two relatively small sheds in the small fenced off paddock area at the rear of the applicant's residential curtilage. These are to be demolished and replaced by the larger building to which this application relates. The proposed building would be sited within the applicant's field to the east of the existing buildings adjoining the curtilage of No 4 Whiteacre Lane.

The applicant's residential curtilage and the curtilages of the neighbouring properties to the east, are all within the settlement boundary of Barrow, but the applicant's field is outside the settlement boundary.

Relevant History

3/1994/0319/P – Change of use of existing detached outbuilding into a residential annex. Approved with conditions.

3/2005/0364/P – Conservatory, single storey extension and detached storage building. Approved with conditions.

3/2006/0495/P – Extensions (as a reduced scheme from permission 3/2005/0364/P). Approved with conditions.

Relevant Policies

Policy G1 - Development Control.

Policy G5 - Settlement Strategy.

Policy ENV3 - Development in Open Countryside.

Environmental, AONB, Human Rights and Other Issues

The issues to be considered in the determination of this application relate to the effects of the proposed building and its intended use upon the visual amenities of the locality and upon the residential amenities of nearby residents. With regards to visual amenity, the proposed building has a maximum height of only 4m and its walls and roof are to have olive green finishes. The proposed solar panels would obviously not match the colour of the walls and roof of the building. The panels would not, however in my opinion, represent a particularly visually discordant feature, and they would only be clearly visible from within the applicant's own field. The building is also located close to existing built development. With regards to the consideration of visual amenity, this location is preferable to a more isolated location. With regards to its effects on the visual amenities of the locality, I therefore consider the proposed building to be acceptable.

The potential effects of the building and its intended uses upon the amenities of nearby residents were referred to in the letters from the Parish Council and the neighbour most affected by the proposal, as summarised earlier in this report.

The applicant's agent has made a number of comments in response to the objections and concerns of the Parish Council and the neighbouring resident as follows:

1. It is important that the building is close to the applicant's existing residential curtilage for security and practical reasons.
2. If the building was sited elsewhere on the agricultural land, it is considered that it would have a detrimental visual impact as it would appear to be isolated from the existing properties when viewed from the main highway.
3. The applicant is keen to introduce renewable energy installations within the land that he owns, and the new building is sited in order to maximise the output from the proposed solar panels. In other locations within the applicant's ownership (including the roof of the main dwelling) solar panels would not be so efficient due to shading by existing trees.
4. The existing paddock area has been discounted as a potential site for the building as the applicant will be using this domestic area for the growing of organic produce and keeping of free range poultry for their own needs.
5. The building is being designed to ensure that its impact on the neighbouring property is minimal as the ridge height is fixed at 4m and all openings into the building are on elevations facing away from the boundary. The ridge height compares with the existing mature trees/shrubs on the boundary to number 4 Whiteacre Lane.

6. In relation to the use of the building, the applicant comments that the plot has been designated as agricultural for 25 years and he considers that the keeping of a small number of livestock is considered to be not unreasonable for this location.

The applicant has also made two amendments to the application to address some of the specific concerns of the Parish Council and the neighbour as follows:

1. He has stated in writing that the building will not be used for the housing of livestock (other than chickens).
2. He has also stated that the building will be sited 1m further away from the boundary with number 4 Whiteacre Lane in order to address the alleged loss of light to the bottom of the garden and the greenhouse at that neighbouring property. An amended plan (that will be given Drawing No PH/SW/200/A) was awaited from the agent at the time of report preparation.

With regards to the application as originally submitted, I consider that the proposed building, due to its precise siting and intended uses (especially the housing of livestock) would have had detrimental effects upon the amenities of number 4 Whiteacre Lane. I consider, however, that the two alterations to the application as stated above have satisfactorily addressed those concerns.

In addition to the fence, there is an approximately 2m high evergreen hedge on the rear boundary of number 4. In its proposed amended siting 2m away from that hedge, I do not consider that the building (4m to ridge and 2.5m to eaves) would result in much (if any) loss of light to the neighbours garden and greenhouse.

As the building would now only be used for storage purposes (and not to house livestock) I do not consider that it would result in any nuisance to neighbours in the form of noise or odours. The applicant already keeps chickens and this could continue either with or without the proposed building.

I can understand the neighbours comment that the building is sited to the rear of his property rather than behind the applicant's property. The applicant has explained that the reason for this siting relates to the efficiency of the proposed solar panels. This would not be a legitimate justification for allowing a proposal that was harmful to a neighbour's amenities. As stated above, however, I do not consider that, as amended, the proposal would be so harmful to the amenities of the neighbour to represent a sustainable reason for refusal of the application.

The Parish Council has made a comment about an electronics business being operation from this property. The planning authority has no evidence of such business use of the property. This matter would, however, be dealt with if necessary by enforcement action, and is not relevant to the determination of this application. having said that, one of the conditions recommended below states that the proposed building shall not be used in association with any trade or business.

I therefore consider that permission should be granted subject to appropriate conditions.

SUMMARY OF REASONS FOR APPROVAL

The proposed storage building would not have any seriously detrimental effects upon visual amenity or the amenities of nearby residents.

RECOMMENDATION: That planning permission be GRANTED subject to the following condition(s):

1. The development must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall relate to the proposal as shown on drawing numbers SW/100 and PH/SW/200/A.

REASON: For the avoidance of doubt and to ensure compliance with the submitted plans (as amended).

3. The permitted uses of the building hereby approved are storage associated with the agricultural use of the field within which it is sited, and the housing of chickens. The building shall not be used at any time for the housing of any other livestock, nor shall it be used in association with any trade or business.

REASON: For the avoidance of doubt and in the interests of the character of the locality and the amenities of nearby residents, and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

4. No door or window openings shall be formed at any time in the northern elevation of the building hereby permitted unless a further planning permission has first been granted in respect thereof.

REASON: In the interests of the amenities of nearby residents and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

APPLICATION NO: 3/2011/0443/P (GRID REF: SD 359750 438821)
NEW AGRICULTURAL MULTI PURPOSE BUILDING FOR LIVESTOCK/HAY
/STRAW/MACHINERY AT OLD CLAY LANE, THORNLEY-WITH-WHEATLEY.

PARISH COUNCIL: No observations received.

LCC LAND AGENT (RURAL ESTATES): The proposed building is reasonably necessary for the purposes of agriculture and the design and siting is appropriate for the intended use.

ADDITIONAL
REPRESENTATIONS:

Two letters have been received from neighbouring residents who wish to raise a number of objections summarised as follows:

- There is no requirement for a new building as the applicant has sold his farm.
- The building should be sited adjacent to the barn.
- The proposed works will involve concreting over grazing land.
- There is no water or electricity supply.
- There is no proposed midden or slurry tank resulting in the increase of flies.
- The road to Lancaster Farm is in very poor repair.
- Concern about the welfare of animals kept at the site.
- Inadequate drainage and fencing at the site.

Proposal

Permission is sought for a 32m x 12.2m x 6.2m in height open-fronted agricultural building for the housing of the applicant's livestock and for the storage of hay, straw and machinery to replace the existing storage containers at the site. Materials to be used in its construction are concrete blockwork walls to the base at a height of 1.8 metres with tanilised timber Yorkshire Boarding above with 1.5m high steel galvanised doors to five of the bays with 4.5m high steel doors to bay six and seven and a natural grey fibre cement roof. The agent has confirmed via e-mail that due to the location of the building to the existing farm track no hard standing is proposed around the building.

Site Location

The agricultural building is to be located to the northern edge of a parcel of land within the applicant's ownership that is currently occupied by two steel storage containers and other farm machinery/equipment. The site is accessed via an existing farm track off Longridge Road, approx. 350 metres from the proposed building that leads to 'The Croft' at the southern end of the track, and 'Lancaster Farm' which is located 84 metres east of the proposal within an area of designated Open Countryside.

Relevant History

None

Relevant Policies

Policy G1 – Development Control
Policy ENV3 – Development in Open Countryside
Policy SPG – Agricultural Buildings and Roads

Environmental, AONB, Human Rights and Other Issues

Matters for consideration are the visual impact of the proposal upon the appearance of the locality and the potential impact on neighbouring residential amenity.

In terms of visual impact I consider that the scale, size and design of the proposal is appropriate and will appear as a modern agricultural building which is typical of this area, as viewed within the public realm from the footpath which runs alongside the main access track to the site, and will also provide a visual improvement upon the existing storage containers. The materials used in its construction, the location of the building adjacent to an existing bank of trees/shrubbery and its distance from the main road will ensure that it will not result in visual harm to the appearance of this area of designated Open Countryside.

Apart from the storage containers and 'Easthams Barn' (which is not suitable for the housing of livestock) sited 100 metres north of the proposal and which is in the applicant's ownership, no other buildings are present on site. The Design and Access Statement states that the applicant is currently renting buildings close by, but this agreement will shortly come to an end, hence the requirement for a new agricultural building in the specified location close to the existing farm track. The Land Agent at Lancashire County Council has provided a detailed report that states *'taking into account the area of land farmed and the nature of the farming operations, I consider that the proposed building is reasonably necessary'*. He is also satisfied that the proposed floor area, as well as the height and its location is acceptable from an operational point of view.

Turning to the impact of the proposal upon the amenity of neighbouring residents the building is to be located over 80 metres from the nearest residential property. In addition, the portion of the track closest to the proposal and to the south-western boundary of the nearest residential property is bounded by mature trees/shrubbery thus offering some screening.

I note the concerns from a neighbouring resident with regards to the welfare of the animals. The agent has confirmed via e-mail that there is a water supply in the field, which will be accessed to supply water to the building, and electricity will be taken from the mast adjacent to the application site. The Land Agent is satisfied that the building is acceptable from an operational point of view and any concern with regards to the welfare of animals is dealt with under separate legislation.

With regards to the provision of a midden or slurry tank the agent has confirmed via e-mail that the building will be straw bedded and that the manure produced within the building will be taken out only twice a year which will be spread directly onto the land.

Lastly, with regards to the general maintenance of the site, in particular the condition of the track leading to Lancaster Farm, drainage and fencing the Land Agent is satisfied that the location of the building makes it acceptable from an operational point of view and these issues would be classed as a civil matter and not a material consideration in the determination of the application.

Having regard to all the above I am of the opinion that the works would not prove significantly detrimental to the visual amenity of the area or have a significant impact upon the amenity of neighbouring residents. I therefore recommend accordingly.

SUMMARY OF REASONS FOR APPROVAL

The proposal has no significant detrimental impact on nearby residential amenity nor would it have an adverse visual impact.

RECOMMENDATION: That planning permission is GRANTED subject to the following condition(s):

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall relate to Drawing No. JP/MA/33/141 in relation to the proposed floor plan and elevations and Drawing No. JP/MA/33/142 in relation to the proposed site plan.

REASON: For the avoidance of doubt and to ensure that the development is carried out in accordance with the submitted plans.

3. Precise specifications or samples of walling and roofing materials and details of any surface materials to be used including their colour and texture shall have been submitted to and approved by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy G1 and ENV3 of the Ribble Valley Districtwide Local Plan.

4. The existing storage containers at the site shall be removed two months after the completion of the development or the first use of the building, whichever is the sooner.

REASON: In the interests of the visual amenity of the area in accordance with Policies G1 and ENV3 of the Ribble Valley Districtwide Local Plan.

5. No hardstanding shall be constructed on the site without prior approval in writing of the Local Planning Authority.

REASON: In the interests of the visual amenity of the area in accordance with Policies G1 and ENV3 of the Ribble Valley Districtwide Local Plan.

NOTE(S):

The proposed development must fully comply with the terms of the Control of Pollution (Silage, Slurry and Agricultural Fuel Oils) Regulations 1991 (as amended 1997) and the "Code of Good Agricultural Practice for the Protection of Water". Only clean surface water from roofs and paved areas should be discharged to any surface water soakaway.

APPLICATION NO: 3/2011//0506/P (GRID REF: SD 372383 445748)
PROPOSED DEMOLITION OF EXISTING RESIDENTIAL OUTBUILDING AND
CONSTRUCTION OF REPLACEMENT OUTBUILDING TO CREATE TWO SELF CONTAINED
HOLIDAY COTTAGES AND A WORK FROM HOME OFFICE WITH ASSOCIATED EXTERNAL
WORKS (DESIGN AMENDMENTS TO APPROVED SCHEME 3/2009/0062/P) AT MILL FARM,
MILL LANE, WADDINGTON

PARISH COUNCIL: No representation received.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR): No representations had been received at the time of report preparation.

ADDITIONAL
REPRESENTATIONS:

Three letters have been received (two from nearby residents and one anonymous). The objections and concerns expressed in the letters are summarised as follows:

1. The proposal would be detrimental to highway safety for the following reasons:
 - The area in front of the proposed building is the main passing and turning point on Mill Lane. It has good visibility and any encroachment of the building into the turning area would significantly restrict movement.
 - The original planning permission was for one holiday let and a large garage that would provide parking/storage for the main dwelling. The loss of the garage will increase the demand for external parking.
 - Each of the holiday lets could have three cars if rented to groups rather than to one family.
 - It does not seem possible to provide the 10 parking spaces referred to in the application.
 - The proposed building is at point where a number of private accesses merge on to Moor Lane.
 - The single track Mill Lane serves numerous dwellings, other holiday let properties and a café.
2. The proposal will exacerbate an existing problem caused by the inadequacy of the existing septic tank that overflows quite regularly.
3. Problems such as entrances being blocked would be experienced by neighbours during construction works.
4. There is a fear that these units will not be two holiday lets but will be two dwellings.
5. The proposal involves encroachment on to agricultural land to form a curtilage for the two units.
6. The increase in the size and height of the building over the original permission is not appropriate and results in an imposing street scene.
7. A builders yard/business is being operated from this property.

Proposal

The application relates to a piece of land on the north side of Mill Lane that, until recently, contained an outbuilding to Mill Farm, the applicant's barn conversion dwelling on the opposite (south) side of Mill Lane.

The former outbuilding comprised two main parts. The section to the southwest provided a garage and storeroom and the northeastern section had been used as a hobby and utility space. It had been altered over the years and included a number of different external materials including plastic window frames. It was in a poor state of repair and generally detracted from the appearance of the Area of Outstanding Natural Beauty.

Previous application 3/2009/0062/P sought permission for the demolition of the outbuilding and its replacement with a building on generally the same footprint. The proposed building was, however, of a more attractive and appropriate design and was to be constructed using natural random stone with stone quoins and surrounds, natural slate and timber door and window frames.

Half of the proposed replacement building was to provide garages, storage areas and playroom/home office accommodation ancillary to the main dwelling, and the other half was to provide a two bedroomed unit of holiday accommodation. Two parking spaces were to be provided.

It was considered that the proposed replacement building would represent an improvement on the existing building in visual terms; and that its intended uses would not have any detrimental effects upon the amenities of any nearby residents or upon highway safety. It was also considered to be in accordance with the relevant policies of the Local Plan. Permission was therefore granted in respect of application 3/2009/0062/P subject to conditions concerning the occupancy of the holiday let and the provision and retention of two parking spaces.

In documentation submitted with this current application, the applicant's agent says that, following the previous permission, the outbuilding was demolished in 2010. During this period, he says, adverse weather conditions and blocked field drains eroded the ground to the north of the outbuilding causing some of the banking to collapse. The applicants were able to purchase additional land from a neighbour and carried out extensive land drainage work whilst constructing a concrete retaining wall (which would be stone clad where visible) to prevent this from happening again.

As a result of this work, the agent says that the configuration of the site has changed in that the retaining wall is set slightly further away from the rear wall of the approved building; and that it became apparent that there was now sufficient space to create additional off-street parking space and to create two self contained holiday cottages and a separate work from home office by adapting the approved design.

This application therefore now seeks permission for a slightly larger building than originally approved and to now contain 2 No three bedroomed holiday cottages and a home office.

The proposed building is increased in size only at ground floor level by infilling the excavated area at the rear of the approved position of the building. This single storey addition to the original approved scheme, however, does project approximately 3.5m beyond the western end

elevation of the building. Other than this addition, the building is of the same general design and external materials as the presently approved building.

Two parking spaces would be provided for each unit at either end of the building, clear of the carriageway of Mill Lane.

The proposal also involves the replacement of the existing inadequate septic tank by a Klargestor Biodisk BC sewerage treatment plant. The new plant, which is capable of serving three dwellings with up to 12 bedrooms, is to be installed in the same place as the existing inadequate septic tank.

Site Location

The applicant's property Mill Farm is a converted barn on the south side of Mill Lane which is within the Area of Outstanding Natural Beauty off the eastern side of Slaidburn Road, north of Waddington.

The application specifically relates to what is now a piece of land (following the demolition of an outbuilding) that the applicant also owns on the northern side of Mill Lane, immediately opposite the dwelling.

Relevant History

3/2003/0650/P – Two storey extension to dwelling (approved with conditions).

3/2004/0280/P – Domestic garage/storage building. Refused.

3/2004/0910/P – Domestic garage/storage building (resubmission). Approved with conditions.

3/2009/0062/P – Demolition of outbuilding and construction of replacement building providing ancillary residential garage, storage and family hobby/study space and a self-contained holiday let. Approved with conditions.

Relevant Policies

Policy G1 - Development Control.

Policy ENV1 - Area of Outstanding Natural Beauty.

Policy RT1 - General Recreation and Tourism Policy.

Environmental, AONB, Human Rights and Other Issues

The matters for consideration relate to the principle of the proposed development and the effects upon visual amenity, the amenities of nearby residents and highway safety. With regards to the first consideration the provision of one holiday let was considered to be in accordance with the relevant Local Plan policies and therefore acceptable in principle under permission 3/2009/0062/P (a permission that remains extant and capable of implementation). I therefore consider this current application involving two holiday lets to also be acceptable in principle.

Another policy issue (that has been referred to in letters from nearby residents) concerns the proposal in the application as originally submitted to provide a curtilage for the holiday lets on

land to the rear (north) of the building that is now in the applicant's ownership. The original permission (3/2009/0062/P) did not involve any land at the rear of the building. The formation of such a curtilage would not strictly be in accordance with Policy H12 of the Local Plan.

The applicant has, however, addressed this issue by the submission of an amended location plan (Drawing No 3888-1-04REVA dated 25 October 2011) deleting the additional land from the red edged site. That additional land at the rear will not therefore be used as curtilage for the proposed holiday lets.

With regards to the consideration of visual amenity, although slightly larger, the building is of the same design and external materials as the previously approved building. It will not, therefore, in my opinion, have any detrimental effects upon the appearance and character of the Area of Outstanding Natural Beauty.

With regards to the effects upon the amenities of nearby residents, the proposed building is directly opposite the applicant's own dwelling. There would therefore be no loss of privacy or loss of light/overbearing effects on any other nearby dwellings.

With regards to highway safety, the County Surveyor had no objections to the previously approved scheme. Although no written comments have been received at the time of report preparation, it is understood that he would not have any objections to this current proposal subject to the provision/retention of the parking spaces as shown on the submitted plans. (Any written comments received from the County Surveyor will be reported orally to the Committee).

Therefore, in relation to the applicable policies and considerations, I consider the proposal to be acceptable subject to appropriate conditions.

There are, however, three matters referred to by nearby residents upon which I consider further comment to be necessary as follows:

1. The building does not encroach on to Mill Lane. The ability for vehicles to pass each other and turn at this location is therefore not affected by the proposal.
2. The existing drainage/sewerage problem caused by the inadequate septic tank is addressed by the proposed installation of a new sewerage treatment plant. The installation of this plant prior to the first use of the proposed building will be the subject of a planning condition.
3. Alleged running of a builders business from the property is being investigated and will be dealt with through enforcement procedures if necessary. That matter, however, is of no relevance to the consideration of this planning application.

SUMMARY OF REASONS FOR APPROVAL

The proposal would not have any seriously detrimental effects upon visual amenity, the amenities of nearby residents or highway safety.

RECOMMENDATION: That planning permission be GRANTED subject to the following condition(s):

1. The development must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall relate to the proposal as shown on drawing numbers 3888-1-02A, 03A and 04A.

REASON: For the avoidance of doubt and to ensure that the development is carried out in accordance with the submitted plans.

3. The land to the north of the building hereby permitted that is edged blue on drawing number 3888-1-04A shall not at any time be used as curtilage for the two approved units of holiday accommodation.

REASON: For the avoidance of doubt and because the use of agricultural land for this purpose would be detrimental to the appearance of the locality contrary to Policies G1, ENV1 and H12 of the Ribble Valley Districtwide Local Plan.

4. The units of holiday accommodation shall not be let to or occupied by any one person or groups of persons for a continuous period of longer than 3 months in any one year and in any event shall not be used as a permanent accommodation. A register of such lettings shall be kept and made available to the Local Planning Authority to inspect on an annual basis.

REASON: In order to comply with Policies G1, G5 and ENV1 of the Ribble Valley Districtwide Local Plan. This building is located in an area where the Local Planning Authority would not normally be minded to grant the use of building for a permanent residential accommodation.

5. Prior to the first use of either of the holiday lets hereby permitted, two parking spaces for each unit shall have been formed in accordance with the details shown on drawing number 3888-1-02A. Thereafter, these spaces shall all be permanently retained clear of any obstruction to their designated use.

REASON: In the interests of highway safety and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

6. Prior to the first use of either of the holiday let units hereby permitted, a replacement sewerage treatment plant shall have been provided in the position shown on drawing number 3888-1-03A and in accordance with the technical specifications submitted with the application.

REASON: To ensure the satisfactory provision of sewerage/drainage facilities in the interests of the amenities of the locality and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

APPLICATION NO: 3/2011/0597/P (GRID REF: SD 370164 436575)
RE-APPLICATION FOR A SINGLE LIVE/WORK UNIT AS GRANTED UNDER CONSENT
3/2006/0008/P ON THE FORMER HOSPITAL BOWLING GREEN. THE BOWLING GREEN,
CHERRY DRIVE, BROCKHALL VILLAGE, BLACKBURN, LANCASHIRE.

PARISH COUNCIL: The Parish Council object to this application as all the live/work units that have previously been granted planning permission on this site have subsequently applied to have the live/work part of the application removed. Therefore we feel that the same will occur with this application and that the term 'live/work unit' is being used to get the application passed.

LCC ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR): No objections.

ADDITIONAL
REPRESENTATIONS: One letter has been received from the occupier of a neighbouring dwelling who wishes to raise concerns regarding:

1. Noise levels during construction, and
2. The iron gate leading from the Bowling Green to the Watling Gate garden area being kept open during and post construction. As this would create a thoroughfare and a security risk, could this be permanently closed?

Proposal

This application seeks permission for the erection of one live/work unit, the creation of a garden area and modification of an existing vehicular access onto the site. The scheme also includes the loss of a number of trees covered by a Tree Protection Order (T.P.O.). The proposed work unit will be constructed as a small detached building set forward of the main elevation of the proposed property, albeit to the side. The site, as its name suggests, was formerly a Bowling Green, however it has not been used as such for a great number of years. Permission has been previously granted for its development (under planning application reference number 3/2006/0008/P) for a single live/work unit, however whilst the other units subject to this proposal have been commenced, and in the most part completed, this site has never materialised. The local Police Constable has previously given support to the development of this site, as the area has been, and is still, a meeting place for local youths.

Site Location

The site is located within the Generally Developed Area (GDA) of the Brockhall Village development, as designated by the Ribble Valley Districtwide Local Plan.

Relevant History

3/2006/0008/P - Erection of twenty-six live/work units and extension of domestic gardens over existing open space – Granted Conditionally.

3/2005/0315/P - Redevelopment of remaining areas of former hospital to provide employment uses (B1, C1, C2, D1 and D2), 38 dwellings, village hall and associated open space, kick-about area, formal garden area and garden store – Granted Conditionally.

3/2004/0570/P - 14 Live/Work Units, 24 apartments, swimming pool/gymnasium, village hall – Refused.

3/2002/0687/P - Outline Application: Development of a Village Hall and Laying out of open space. Construction of New Footpaths. Laying out of additional open space on land with Permission for Residential Dev – Withdrawn.

3/1999/0198/P - Outline Application for Development of Remainder of Village (with exception of sewage treatment plant) to provide 261 new homes & 10,500 sq.m. of Employment Space (Resubmission of 3/98/0426/P) – Granted Conditionally.

3/1998/0426/P - Outline Application for Development of remainder of village to provide 262 new homes and 10,500 sq.m. of Employment Space – Granted Conditionally.

3/1994/0532/P - Re-Development and Re-Use of Brockhall Hospital to form a mixed use Village consisting of Employment Uses and Residential Development up to 400 additional houses – Granted Conditionally.

Relevant Policies

Policy G1 - Development Control.

Policy G4 – Settlement Strategy.

Policy ENV13 – Landscape Protection.

Policy T7 – Parking Provision.

SPG – “Extensions and Alterations to Dwellings”.

PPS3 - Housing.

PPG17 – Planning for open space, sport and recreation.

Affordable Housing Memorandum of Understanding (AHMU).

Environmental, AONB, Human Rights and Other Issues

The matters for consideration in the determination of this application involve an assessment of the application in relation to the currently applicable housing policy, the effects of the development on visual amenity, the amenities of nearby residents and any potential impact on trees to the front of the site with TPO's on. There are no highway safety concerns, and as a single dwelling, there is no requirement under the terms of the Affordable Housing Memorandum of Understanding (AHMU) for the dwelling to be 'affordable'.

PRINCIPLE OF THE DEVELOPMENT

Consent has previously been granted on this site for the erection of a live/work dwelling, indeed the proposal is the same house type, however following numerous alterations to the original consent (3/2006/0008/P) via various substitutions, this plot was never developed. The site itself lies within the Generally Developed Area (GDA) of the Brockhall Village development and as such falls within Policy G4 of the Districtwide Local Plan (DWLP). The GDA is subdivided via a Section 106 Agreement of 1995 attached to planning application 3/1994/0532/P. Having considered the site's policy position in relation to the overall 1999 outline brief for the Brockhall

site and the DWLP the site appears to be designated as primarily "open space" and its western section as "community land" within the 1999 outline. However, I do not consider that these designations have any connection to Policies within the DWLP, for instance they are not designated as Essential Open Space under G6, or under RT10 and as such I do not consider that they should influence any proposed development.

The Local Plan Policy above also needs to be seen in the context of the revised National Planning Policy Statement 3 (PPS3) para 71 which states that in the absence of a five year supply of deliverable sites, which is the current position within the Borough, planning applications for housing should be considered favourably having regard to the wider policies within the PPS and including criteria in PPS3 para 69. Paragraph 69 states that, in deciding planning applications. Local Planning Authorities should have regard to, (among other issues):

- the suitability of a site for housing, including its environmental sustainability;
- using land effectively and efficiently; and
- ensuring that the proposed development is in line with planning for housing objectives reflecting the need and demand for housing in, and the spatial vision for, the area and does not undermine wider policy objectives.

In considering suitability in this context the following are considered to be important:

- The location of the site in relation to the settlement of Brockhall Village.
- The existing and proposed density of housing development in this particular area.
- The subsequent visual impact on surrounding areas.
- The ease of access to the site and the potential impact of creating a new access (which would be advised by Lancashire County Council Highways staff).

On this basis, given the site lies within the 'Village Perimeter' of Brockhall Village, the location of this site for a live/work unit, or indeed housing itself, is considered entirely suitable. In this respect whereas I note the concern expressed by the Parish Council, I still consider any proposal to offer an employment element, should be supported.

Given the sites former use, PPG17 may have had an influence if the site was still being used as a functioning recreational space, however as it has not been formally used for this purpose for a number of years and is not specifically managed or tended to as a recreational space, I consider that the site is suitable, and that the proposed development of this site for one dwelling is therefore acceptable in principle when considered in relation to the current housing policies and national guidance.

VISUAL IMPACT OF THE DEVELOPMENT

The house type proposed for this site is as previously approved under application 3/2006/0008/P, and its design, size and height of the proposed dwelling is similar to other residential properties in the nearby vicinity, both existing and currently being constructed, and is considered to be acceptable given the difference in house types all over the Brockhall Village development. The dwelling proposed is a five-bedroom property, with an attached double garage to the side (east) of the site. The dwelling measures 7.63m in height, and has rooms spread over two floors. The scheme also includes a detached, single storey work unit, measuring 5.11m in height, which will be located forward of the main elevation of the proposed property, albeit to the side (east elevation). Visually, any development of the site will affect some views around and through the site, however in order to refuse a development the harm of a

proposal must be demonstrated. The dwelling is designed to be closely related to the variety of properties in the nearby vicinity in terms of its principle elevations, and its size and massing is considered to be acceptable as the property carry's the same form and is similar in scale to other properties on this road. The Bowling Green site as a whole is reasonably secluded from view by tree planting, some of which have Tree Protection Orders on them (the group to the southern corner of the site). The development proposed requires the loss of a number of trees on the site, due to their location in relation to the new vehicular access and their general condition, however the applicant is proposing a new tree planting scheme as part of the scheme. In achieving this, the secluded nature of the site will be retained, and will therefore have a minimal visual impact on the streetscene.

On this basis, the scale, design and massing of the proposed new dwelling and workspace are considered to be visually acceptable within the streetscene.

IMPACT ON RESIDENTIAL AMENITY

One concern in regards to the proposed development is the potential overlooking/loss of privacy caused by both the position and design of the dwelling. The guidance provided within the SPG – “Extensions and Alterations to Dwellings” discusses a distance of 21m between existing dwellings and the proposed first floor windows of habitable rooms in new developments. However, given there is approximately 30 metres between the rear elevation of the proposed property and the rear elevations of Bowling Green Cottages, I do not consider that the scheme will have a detrimental impact on the residential amenity of adjacent neighbouring properties.

IMPACT ON TPO'S

As noted earlier in my report, there are protected trees on the southern corner of the site that will not be affected, however there are some that are within influencing distance of the development. The detailed Arboricultural Impact Assessment submitted with the application has provided detailed guidance on the trees to be removed, and those to be retained, and that sufficient information has been provided to enable the development to be appropriately conditioned in terms of Tree Protection Requirements. Due to this information, the Council's Countryside Officer has raised no objection to the proposal providing that a site-specific tree protection planning condition, and a detailed landscaping condition is attached to any approval.

Bearing this in mind, it is considered that the scheme submitted complies with the relevant Local, Regional and National Policies. Therefore, bearing in mind the above comments and whilst I am mindful of the points of objection from the nearby neighbour and the Parish Council, I recommended the scheme accordingly.

SUMMARY OF REASONS FOR APPROVAL

The proposal is in accordance with the relevant policies and guidance relating to new residential development and would not have any seriously detrimental effects upon visual amenity, the amenities of nearby residents or highway safety.

RECOMMENDATION: That planning permission be GRANTED subject to the following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The permission shall relate to the development as shown on Plan Drawing Reference No's 0563:05 Revision B, 0563:06 Revision A and 0563:86.

REASON: For the avoidance of doubt and to ensure that the development is carried out in accordance with the submitted plans.

3. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2008 (or any order revoking or re-enacting that Order) any future extensions or external alterations to the dwelling, including any development within the curtilage, hard standing or fences, as defined in Schedule 2 Part 1 Classes A to H, and Part II Class A, shall not be carried out without the formal consent of the Local Planning Authority.

REASON: In order that the Local Planning Authority shall retain effective control over the development to ensure compliance with Policy G1 of the Ribble Valley Districtwide Local Plan.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008 (or any Order revoking or re-enacting that Order) the building(s) shall not be altered by the insertion of any window or doorway without the formal written permission of the Local Planning Authority.

REASON: In order to safeguard nearby residential amenity in accordance with Policies G1 and H10 of the Ribble Valley Districtwide Local Plan and the adopted Supplementary Planning Guidance – “Extensions and Alterations to Dwellings”.

5. The proposed garage shall not be used for any purpose (including any purpose ordinarily incidental to the enjoyment of the dwelling house as such) which would preclude its use for the parking of a private motor vehicle.

REASON: In the interests of visual amenity and to facilitate adequate vehicle parking and/or turning facilities to serve the dwelling in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and the adopted Supplementary Planning Guidance “Extensions and Alterations to Dwellings”.

6. Prior to commencement of any site works, including delivery of building materials and excavations for foundations or services, all trees identified in the arboricultural/tree survey/Tree Constraints Plan [Group of Trees G2] submitted with the application, along with those outlined in red on the plan reference No 0586:86. Trees shall be protected in accordance with the BS5837 [Trees in Relation to Construction] the details of which shall be agreed in writing and implemented in full. In addition a tree protection-monitoring schedule shall be agreed in writing and tree protection measures inspected by the local planning authority before any site works are begun.

The root protection zone shall be 12 x the DBH and shall remain in place until all building work has been completed and all excess materials have been removed from site including soil/spoil and rubble.

During the building works no excavations or changes in ground levels shall take place and no building materials/spoil/soil/rubble shall be stored or redistributed within the protection zone, in addition no impermeable surfacing shall be constructed within the protection zone. No tree surgery or pruning shall be implemented with out prior written consent, which will only be granted when the local authority is satisfied that it is necessary, will be in accordance with BS3998 for tree work and carried out by an approved arboricultural contractor.

REASON: In order to ensure that any trees affected by development and included in a Tree Preservation Order are afforded maximum physical protection from the adverse affects of development. In order to comply with Policies G1 and ENV13 of the District Wide Local Plan, and to ensure that trees of visual amenity/botanical/historical value included in the Brockhall Tree Preservation Order are protected against adverse affects of the development.

7. The development hereby permitted shall not be commenced until details of replacement tree planting scheme has been submitted to and agreed in writing by, the Local Planning Authority. The scheme shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

The approved landscaping scheme shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub, which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: To replace protected trees removed in order to facilitate the development granted consent in the interests of the amenity of the area, and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

8. This permission shall be implemented in accordance with the proposal as amended by letter and plan received on the 21 October 2011.

REASON: For the avoidance of doubt since the proposal was the subject of agreed amendments.

APPLICATION NO: 3/2011/0643/P (GRID REF: SD 368959 433873)
PROPOSED RENEWAL OF PLANNING PERMISSION 3/2008/0702/P FOR DEMOLITION OF EXISTING ANNEX AND ERECTION OF TWO STOREY EXTENSION TO THE 'FAIRHAVEN' BUILDING AT KEMPLE VIEW, LONGSIGHT ROAD, LANGHO

PARISH COUNCIL: The Parish Council objected to the original application (3/2008/0702/P) as it had concerns regarding the visual impact of the application and the effect on the local community.

In relation to the original application, however, the Parish Council added that, if the Borough Council was minded to approve the application then the Parish Council would ask that the development is screened with suitable landscaping as it is a substantial building in what is a rural setting.

The Parish Council objects to this renewal application on the same grounds as its objection to the original application.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR):

No objections to this application.

ADDITIONAL
REPRESENTATIONS:

A letter has been received from a nearby resident who asks that, in addition to the conditions imposed on the original permission, a further condition be imposed that contractors vehicles and equipment must not be parked or stored overnight, at weekends or during holiday periods on the road adjacent to the rear of properties 4-20 The Dales.

Proposal

Permission was granted by 3/2008/0702/P for a two storey annex to the Fairhaven building. The proposal required the demolition of an existing single storey annex building and the extension would accommodate six en-suite bedrooms, dayroom, services and a multi faith room. The latter would also serve patients in other buildings on site, and to allow disabled access, an external ramp was to be constructed at its entrance door.

No works have been carried out towards the implementation of 3/2008/0702/P and the permission was therefore due to lapse on 7 November 2011. This current application, however, that was submitted prior to that date, seeks to renew the existing permission.

Site Location

The hospital site is located approximately 1 mile from Copster Green off the A59 on land designated as open countryside in the Local Plan. The 'Fairhaven' building is in the north eastern corner of the site opposite the main reception building.

Relevant History

3/2002/0432/P – Administration/reception building. Approved.

3/2003/0433/P – Single storey 10 bedroom unit (The Wainwright Building). Approved.

3/2004/1113/P – 67 space car park. Approved.

3/2006/0767/P – Four log cabins for storage and house keepers rest room; maintenance workshop; and two units for occupational therapy. Approved.

3/2006/0768/P – One log cabin to be a patient drop-in centre with shop and cafeteria. Approved.

3/2008/0701/P – Proposed extensions to The Wainwright Building and amendment to car park layout. Approved.

3/2008/0702/P – Demolition of existing annex and erection of a two storey extension to The Fairhaven Building. Approved.

Relevant Policies

Policy G1 - Development Control.

Policy G5 - Settlement Strategy.

Policy ENV3 - Development in Open Countryside.

Policy EMP8 - Extensions/Expansions of Existing Firms.

Environmental, AONB, Human Rights and Other Issues

The application seeks to renew an existing permission for a two storey annex to the Fairhaven building that involved the demolition of an existing single storey annex building. Although within the existing hospital complex, the proposed development is within the open countryside, outside any main settlement or village boundary.

Policy G5 of the Local Plan states that in such locations, planning permission will only be granted for small-scale developments that are essential to the local economy. Policy EMP8 allows the expansion of established firms on land outside main settlements provided that it is essential to maintain the existing source of employment and that it will not be contrary to other policies of the Plan. The original application was considered to comply with the requirements of those two policies. The original proposal was also considered to be acceptable with regards to the detailed considerations relating to the effects of the proposal on the appearance of the locality, the amenities of nearby residents and highway safety.

In respect of the original application, permission was therefore granted subject to conditions relating to compliance with a bat survey, the submission of details of external materials and landscaping.

An updated bat survey has been submitted with this renewal application. As there have been no changes in the relevant policies or material considerations, I can see no objections to this renewal application. I therefore consider that permission should be granted subject to conditions similar to those imposed on the original permission.

A nearby resident has requested the imposition of an additional condition that contractors vehicles and equipment must not be parked or stored overnight, at weekends or during holiday periods on the road adjacent to the rear of properties 4-20 The Dales. Matters of this type relating to working practices during construction works are not normally covered by planning conditions, and it would, in any event, be inappropriate to impose a condition on this renewal application that was not on the original permission. However, I consider that the matter can be covered by an advisory note on the permission as contained in the recommendation below.

SUMMARY OF REASONS FOR APPROVAL

The proposed development would not have any seriously detrimental effects upon the appearance of the locality, the amenities of nearby residents or highway safety.

RECOMMENDATION: That planning permission be GRANTED subject to the following condition(s):

1. The development must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. Unless otherwise agreed in writing with the Local Planning Authority, the development shall be carried out in strict accordance with the requirements of the bat survey and report submitted with the application dated 20 July 2011.

REASON: To comply with Policies G1 and ENV7 of the Ribble Valley Districtwide Local Plan ensuring that no species/habitat protected by the Wildlife and Countryside Act 1981 are destroyed.

3. Precise specifications and samples of walling and roofing materials and details of any window and/or surrounds including materials to be used shall have been submitted to and approved by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

4. The development hereby permitted shall not be commenced until details of the landscaping of the site, including wherever possible the retention of existing trees, have been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

The approved landscaping scheme shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: In the interests of the amenity of the area and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

NOTE

1. The applicant is requested to respect the amenities of nearby residents by requesting construction contractors to not park their vehicles or store equipment overnight, at weekends or during holiday periods on the road adjacent to the rear of properties 4-20 The Dales.

APPLICATION NO: 3/2011/0644/P

(GRID REF: SD 368981 433801)

PROPOSED RENEWAL OF PLANNING PERMISSION 3/2008/0701/P FOR EXTENSIONS TO EXISTING "WAINWRIGHT" BUILDING AND AMENDMENT TO CAR PARK LAYOUT AT KEMPLE VIEW, LONGSIGHT ROAD, LANGHO

PARISH COUNCIL:

The Parish Council objected to the original application (3/2008/0701/P) as it had concerns regarding the visual impact of the application and the effect on the local community. In relation to the original application, however, the Parish Council added that, if the Borough Council was minded to approve the application then the Parish Council would ask that the development is screened with suitable landscaping as it is a substantial building in what is a rural setting.

The Parish Council objects to this renewal application on the same grounds as its objection to the original application.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR):

Has no objections to this application.

ADDITIONAL
REPRESENTATIONS:

None received.

Proposal

The Wainwright Building is a modern single storey building, which was permitted in 2003 under reference 3/2003/0433/P. It is located in the southwestern corner of the site and presently accommodates up to 10 patients.

Permission was granted by 3/2008/0701/P to extend its western end by two single storey projections of 9m x 7m. Each of those extensions would accommodate two rooms with en suite bathroom and were designed for use by disabled persons.

The form and character of the extensions proposed in the original application would match the modern style of the existing building and matching external materials were to be used throughout.

The extensions would occupy part of an existing fenced garden area. It was proposed that the secure garden area would be extended by about 5m in order to maintain the area available for use by patients. This extended garden area would occupy the easterly row of spaces on the main car park. Those parking spaces would be relocated along the western edge of the car park so that, whilst the overall number of parking spaces would remain the same, the parking area would be extended to the west by approximately 5m. The new western edge of the car park would be landscape, although it is already screened from the west by existing planting.

It was stated in the original application that there would not be any direct changes to staffing numbers or traffic as a result of the proposals; that the proposal would be a continuation of the current types of care and treatment for patients; and that it reflected the need to improve facilities especially for the disabled.

No works have been carried out towards the implementation of 3/2008/0701/P and the permission was therefore due to lapse on 7 November 2011. This current application, however, that was submitted prior to that date, seeks to renew the existing permission.

Site Location

The hospital site is located approximately 1m from Copster Green off the A59 on land designated as open countryside in the Local Plan. The application relates to an existing building, car parking area and piece of open land at the southwestern corner of the site. It is adjoined to the north by the rest of the complex, to the west by agricultural land, to the south by an area of public open space and to the east by residential properties in The Rydings.

Relevant History

3/2002/0432/P – Administration/reception building. Approved.

3/2003/0433/P – Single storey 10 bedroom unit (The Wainwright Building). Approved.

3/2004/1113/P – 67 space car park. Approved.

3/2006/0767/P – Four log cabins for storage and house keepers rest room; maintenance workshop; and two units for occupational therapy. Approved.

3/2006/0768/P – One log cabin to be a patient drop-in centre with shop and cafeteria. Approved.

3/2008/0701/P – Proposed extensions to The Wainwright Building and amendment to car park layout. Approved.

3/2008/0702/P – Demolition of existing annex and erection of a two storey extension to The Fairhaven Building. Approved.

Relevant Policies

Policy G1 - Development Control.

Policy G5 - Settlement Strategy.

Policy ENV3 - Development in Open Countryside.

Policy EMP8 - Extensions/Expansions of Existing Firms.

Environmental, AONB, Human Rights and Other Issues

This application seeks to renew an existing permission for two relatively small extensions onto the western end of an existing building; for an extension to the existing fence garden area and for the relocation of parking spaces displaced by the previously approved development. Although within the existing hospital complex, the site is within the open countryside outside any main settlement or village boundary.

Policy G5 of the Local Plan states that, in such locations, planning permission will only be granted for small-scale developments which are essential to the local economy. Policy EMP8 allows for the expansion of established firms on land outside main settlements provided it is

essential to maintain the existing source of employment and that it will not be contrary to other policies of the plan.

The original application was considered to comply with the requirements of those two policies. Subject to a condition relating to landscaping, the original application was also considered to be acceptable in relation to the detailed considerations relating to the effect of the proposal of the appearance of the locality, the amenities of nearby residents and highway safety.

As there have been no changes in the relevant policies or material considerations, I can see no objections to this renewal application. I therefore consider that permission should be granted subject to the same landscaping condition that was imposed on the original permission.

SUMMARY OF REASONS FOR APPROVAL

The proposed development would not have any seriously detrimental effects upon the appearance of the locality, the amenities of neighbouring residents or highway safety.

RECOMMENDATION: That permission be GRANTED subject to the following condition(s):

1. The development must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall not be commenced until details of the landscaping of the site, including wherever possible the retention of existing trees, have been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

The approved landscaping scheme shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: In the interests of the amenity of the area and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

APPLICATION NO: 3/2011/0651/P (GRID REF: SD 371046 433731)
ERECTION OF REPLACEMENT DWELLING AT MEADOWSIDE, YORK LANE, LANGHO

BILLINGTON AND LANGHO PARISH COUNCIL: The Parish Council object to this application as it would be detrimental to the street scene due to its size and design.

It would not blend in with the rest of the properties in York Village and the building would be very predominant against the skyline. It contravenes RVBC's Policy H14, as the volume of this replacement property will be increased by more than 15%.

LCC ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR):

No objections in principle to this proposal on highway grounds, subject to the addition of specific related conditions.

UNITED UTILITIES:

No objections to the proposed development.

ADDITIONAL
REPRESENTATIONS:

Ten letters have been received from the occupiers of five neighbouring properties, and the following points of objection have been raised with regards to the submitted scheme:

1. The skyline will be dramatically altered by the addition of this building, especially when combined with other recently approved developments on York Lane.
2. Support in principal to the replacement of a derelict building that is an eyesore.
3. Concerned about the increase in size and height of the new dwelling.
4. Increase in height and size would adversely affect the visual amenity of the area.
5. The height of the new dwelling would be particularly intrusive and adversely impact upon York Village and the surrounding countryside.
6. Replacement buildings in this location should be totally conducive to the village environment and the horizon.
7. There is a danger of a mini-estate forming that is inappropriate to the small village.
8. The replacement should be a bungalow.
9. The building will be a huge obtrusive structure.
10. The plans submitted do not accurately portray the actual visual impact of the proposal.
11. The house is larger and more prominent than that it is replacing, and should be reduced in height or sunk into the land as with the approved scheme at Lynwood.

12. Increase in volume is not in accordance with Policy, in fact it far exceeds it.
13. The replacement of a bungalow with a larger, market house serves only to be to the detriment of the housing stock and the diversity required within the Borough.
14. Policy H14 ensures this is controlled however the Council chooses NOT to apply it!
15. New build properties should be in line with our housing strategy, ensuring more properties for older people.
16. Developments of this nature are shrinking the stock of smaller, affordable starter homes/retirement homes, that will inevitably create an unbalanced population.
17. Is there not a sustainable argument for smaller homes, especially when considering heating and lighting them?
18. How does this contribute to 'Affordable' Housing?
19. The figures indicated within the D&A Statement are wildly inaccurate (objection based on original D&A Statement since been rectified by the Agent).
20. Loss of light to property (objection based on original scheme which has since been altered by the Agent).

Proposal

This application seeks permission for the erection of a new dwelling to replace the existing dwelling known as Meadowside, York Lane, York, Langho. The existing dwelling is a 1940's pre-fabricated property that has been vacant for some time, and is in need of replacement due to it no longer being habitable, or economically viable to refurbish. The scheme also includes alterations to the existing vehicular access in order to provide a safer access point off the highway, and an improved visibility splay. All other structures on site will also be removed.

Site Location

The site is located within the hamlet of York Village, which is within Open Countryside and Green Belt, as designated by the Ribble Valley Districtwide Local Plan. This property is the last one in a row of eight properties. There are open fields to the north of the site, looking out towards the A59, with a variety of housing sat opposite, and to the south, of the site.

Relevant History

None relevant.

Relevant Policies

Policy G1 - Development Control.

Policy G5 – Settlement Strategy.

Policy ENV3 – Development in Open Countryside.

Policy ENV4 – Green Belt.

Policy H14 – Rebuilding/Replacement Dwellings – Outside Settlements.

Policy T7 – Parking Provision.

SPG – “Extensions and Alterations to Dwellings”.

PPG2 – Green Belts.

PPS3 - Housing.
Affordable Housing Memorandum of Understanding (AHMU).

Environmental, AONB, Human Rights and Other Issues

The matters for consideration in the determination of this application involve an assessment of the application in relation to the currently applicable planning policies, and the potential effects on visual and residential amenity. The LCC County Surveyor has raised no objections from a highway safety point of view.

PRINCIPLE OF THE DEVELOPMENT

The principle of a replacement dwelling is in accordance with Policy H14 of the Districtwide Local Plan, subject to the proviso that careful consideration is given to the design and use of materials. It also advises that additional increases in the size of the property will not be permitted. Given the location of the site within Green Belt, it is also important to have regard to the provisions of PPG2 in particular paragraph 3.6 which notes 'The replacement of existing dwellings need not be inappropriate, providing the new dwelling is not materially larger than the dwelling it replaces. Development plans should make clear the approach Local Planning Authorities will take, including the circumstances (if any) under which replacement dwellings are acceptable.

Members will be aware of two previous refusals for replacement dwellings on the adjacent site, Lynwood, and these were done so on the grounds of being over large dwellings to the detriment of visual amenity. Approval was eventually granted by virtue of the scheme approved under application number 3/2007/0187/P, which has since been erected on site. Permission has also been granted for a similar replacement building at Ribble View (Application number 3/2010/0574/P) however work has not yet begun on this site. These two approvals show that the principle of allowing a larger replacement dwelling at this location has already been accepted in principle.

The existing dwelling on site has an approximate footprint of 8.3m x 6.9m (albeit in a slight 'L' shape) with a ridge height of approximately 5m (depending upon where you take the measurement from as the land slopes away from the highway), which gives you an approximate existing volume of 260 cubic metres with the garage to the rear of the site included. The proposed dwelling has a footprint of approximately 11.6m x 9m with a ridge height of approximately 7m, which creates a new property with an approximate volume of 537 cubic metres. If reading the supporting text for the current Planning Policy H14 to the letter, the general guide allowable would be an increase in volume of 70 cubic metres, creating a property with a volume of 330 cubic metres. However, the Policy itself states that 'the impact on the landscape, as well as the design, materials will be an important consideration, with an excessive increase in size not being permitted'.

In considering what is 'excessive', there must also be consideration given to the current extension allowances available under Permitted Development as, if you were to take them to the maximum size permitted without requiring formal planning permission, you could quite easily add extensions to the existing dwelling that would add an additional volume of around 150 cubic metres. This would create a dwelling with an approximate volume of approximately 410 cubic metres, achieved without requiring formal permission. On this basis and in this instance, the proposed increase in the size of the property is considered to be acceptable, subject to the

visual impact on the streetscene and the open countryside/Green Belt location also being acceptable.

VISUAL IMPACT OF THE DEVELOPMENT

Visually, any development of this site will affect the streetscene and views through the site, however in order to refuse a development the harm of a proposal must be demonstrated. As the site falls within the open countryside and Green Belt, Policies ENV3 and ENV4, the protection, conservation and enhancement of the natural environment are important considerations in the assessment of the proposal, especially with regards to the design, style and materials to be used for the new dwelling.

The increase in the overall scale and height of the building on this site, creating a one and a half storey dwelling, will undoubtedly alter the views of this site from the streetscene, however the consideration is whether or not this increased mass on site will have a significant and detrimental visual impact on this particular location. In terms of the overall height of the building in relation to the adjacent property, plans submitted indicate that the ridge height will sit 0.5m lower than that of Lyndale. This is due to the footprint being moved slightly further into the site, and the levelling of the site to incorporate the building into the land. As viewed from the streetscene, the sectional plans provided also show the dwelling set much lower down than the adjacent highway, with some 70% of the front elevation sitting below the level of Whalley old Road. It is for this reason that the increase in volume above what is normal considered appropriate is acceptable in this instance, as the design of the property, its landscaped gardens, the use of the sloping site and the use of materials, effectively limit the impact on the landscape and the local vernacular, without detrimentally impacting on views from the road or neighbouring properties. Indeed, the replacement of this tired and dilapidated dwelling with an up-to-date and modern house type that complements neighbouring dwellings, represents an improvement to the area. The dwelling is considered to fit neatly within the site, and provides sufficient amenity space around it to ensure it does not appear cramped within the streetscene. I am therefore satisfied that the materials proposed, and the principle elevations, size and massing of the dwelling are acceptable in this particular area of the streetscene, and will enhance the built environment within this Green Belt area.

IMPACT ON RESIDENTIAL AMENITY

One of the main concerns in regards to the development proposed originally was the potential overlooking/loss of privacy/light caused by the single storey extension to the rear of the new property. However, following discussions with the Agent, the extension to the rear has since been reduced significantly in size, and moved away from the boundary with Lyndale. Following this amendment, I do not consider that the scheme will have a significant detrimental impact on the amenity of the occupiers of the adjacent dwelling or significantly detract from the enjoyment of the dwellings garden space.

In conclusion, the erection of a replacement dwelling in this location is an acceptable exception to the general presumption against new buildings in the Green Belt, and given the sites characteristics, in particular the sloping nature of the site, this allows for an increase in scale and massing of the dwelling without significantly and detrimentally impacting upon the local vernacular or landscape. The scheme submitted complies with the relevant Local, Regional and National Policies, therefore bearing in mind the above comments and whilst I am mindful of the points of objection from the Parish Council and nearby neighbours, the scheme proposed will

provide a high quality dwelling that will enhance the quality of the built environment in this location, and is therefore recommended accordingly.

SUMMARY OF REASONS FOR APPROVAL

The proposal is in accordance with the relevant policies and guidance relating to replacement residential development and would not have any seriously detrimental effects upon visual amenity, the amenities of nearby residents or highway safety.

RECOMMENDATION: That planning permission be GRANTED subject to the following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The permission shall relate to the development as shown on Plan Drawing No's 4159 – 01A, 4159 – 02A, 4159 – 03A, 4159 - 04 and 4159 – Street View.

REASON: For the avoidance of doubt and to ensure that the development is carried out in accordance with the submitted plans.

3. Precise specifications and samples of walling and roofing materials and details of any window and door surrounds including materials to be used shall have been submitted to and approved in writing by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policies G1, ENV3 and ENV4 of the Ribble Valley Districtwide Local Plan.

4. The development hereby permitted shall not be commenced until details of the landscaping of the site, including wherever possible the retention of existing trees, have been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

The approved landscaping scheme shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: In the interests of the amenity of the area and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

5. This permission shall be implemented in accordance with the proposal as amended by letter and plan received on the 5 and 24 October 2011.

REASON: For the avoidance of doubt since the proposal was the subject of agreed amendments.

6. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2008 (or any order revoking or re-enacting that Order) any future extensions or external alterations to the dwelling, including any development within the curtilage, hard standing or fences, as defined in Schedule 2 Part 1 Classes A to H, and Part II Class A, shall not be carried out without the formal consent of the Local Planning Authority.

REASON: In order that the Local Planning Authority shall retain effective control over the development to ensure compliance with Policies G1, ENV3 and ENV4 of the Ribble Valley Districtwide Local Plan.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking or re-enacting that Order) the building(s) shall not be altered by the insertion of any window or doorway without the formal written permission of the Local Planning Authority.

REASON: In order to safeguard nearby residential amenity in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

8. The car parking area indicated on plan drawing no. 4159 – 02A shall be surfaced/ paved and marked out in accordance with the approved plan, and made available for use prior to the occupation of the dwelling hereby.

REASON: To comply with Policies G1 and T7 of the Ribble Valley Districtwide Local Plan and to allow for the effective use of the parking areas.

9. The highway verge of Whalley Old Road immediately to the north east of the access driveway shall be cleared of the existing shrubs and bushes down to verge level for a distance of 20 metres before any development takes place within the site. The Highway Authority or a contractor approved by the Highway Authority shall carry out this work at the applicant's expense.

REASON: To ensure adequate visibility at the site access.

10. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the nearside edge of the carriageway and visibility splay fences or walls shall be erected from the gateposts to the existing highway boundary, such splays to be not less than 45° to the centre line of the access. The gates shall open away from the highway. Should the access remain ungated 45° splays shall be provided between the highway boundary and points on either side of the drive measured 5m back from the nearside edge of the carriageway.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan and to permit vehicles to pull clear of the carriageway when entering the site and to assist visibility.

11. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5 metres into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials.

REASON: To prevent loose surface material from being carried onto the public highway thus causing a potential source of danger to other road users.

12. The actions, methods & timings included in the mitigation notes attached to the protected species survey dated the 20th and 26th of July 2011 shall be adhered to and in the event that any bats are found or disturbed during any part of the development, work shall cease until further advice has been sought from a licensed ecologist.

REASON: To protect the bat population from damaging activities and reduce or remove the impact of development. To ensure that there are no adverse effects on the favourable status of a bat population before and during the development.

13. Surface water run off from this site should be restricted to existing rates in order that the proposed development does not contribute to an increased risk of flooding.

REASON: To reduce the increased risk of flooding in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

NOTE(S):

A separate metered supply will be required at the applicant's expense and all internal pipe work must comply with current water supply (water fittings) regulations 1999.

The applicant should contact United Utilities Service Enquiries on 0845 7462200 regarding connection to the water mains/public sewers.

Regarding the verge clearance work specified in condition 9, only the Highway Authority or a contractor approved by the Highway Authority can carry out this work and therefore you must contact the Environment Directorate for further information, details below:

Brian Eagle
Public Realm Manager (Ribble Valley)
Lancashire County Council
Willows Lane
ACCRINGTON
BB5 0RT
01254 770960
customerserviceeast@lancashire.gov.uk

APPLICATION NO: 3/2011/0675/P (GRID REF: SD 369419 436110)
RESUBMISSION OF APPLICATION REF. 3/2011/0321P FOR PROPOSED CONVERSION OF BARN INTO 2NO. FOUR BEDROOM DWELLINGS TOGETHER WITH A MODEST REPLACEMENT LEAN-TO AND THE CREATION OF RESIDENTIAL CURTILAGE AT ASPINALLS FARM, KENYON LANE, DINCKLEY

PARISH COUNCIL: No objection.

ENVIRONMENT DIRECTORATE
(COUNTY SURVEYOR):

No objection to the application on highway safety grounds.

UNITED UTILITIES:

No objection.

ADDITIONAL REPRESENTATIONS:

One letter has been received from a neighbouring resident who wishes to raise the following objection:

- Impact upon highway safety as a result of the following:
 - The proposal would greatly increase car use to the yard and unadopted lane, resulting in the passing areas being obstructed or blocked with on-coming cars.
 - No clear indication of where farm vehicles, trailers and visiting cars are going to park.
 - The proposal changes the nature and layout of the yard from solely agricultural to more residential.
 - As you leave Aspinalls Yard going west, next to 'Meadowcroft', there is a blind spot.
 - Parked cars in the yard would impede vision and hinder reversing.
 - Movement of traffic would impede walkers on the public footpath along the unadopted lane.

A solicitor acting on behalf of the above objector has also sent a letter outlining their clients concerns, summarised as follows:

- There is a legal right for vehicles of all descriptions to pass and repass at any time along that part of the road/track between Craven Fold Farm and the main road that passes Aspinalls Farm. The precise layout and dimensions of the new parking area are critical to the continued and unobstructed exercise of these rights.
- Road safety, in particular the importance of passing places and road safety generally.
- - Development over the last 10 years has served to intensify the use of the road.

Proposal

This application is the re-submission of previously withdrawn application 3/2011/0321 for the conversion of a former shippon currently used as a dairy with adjoining barn at Aspinalls Farm into two four-bedroomed properties. The main works are to include the utilisation of both existing windows and doors to the building, as well as the re-opening of those that are currently blocked. To the rear of the building is a lean-to extension that is to be removed as part of the application and in its place a single-storey lean-to extension measuring 2.3m x 12.2m x 3.4m in height and constructed of random stone with a slate roof is to be erected to the rear of the western half of the building currently used as a barn. In addition, an array of solar panels (each

covering an area 5m x 1.5m) are to be erected to the rear roofslope of each building as well as one 1m in height flue.

The extent of residential curtilage is to project 7.5 metres from the rear of the converted buildings, with the curtilage extending an additional 3.5 metres from the western side elevation of the barn. In order to accommodate this additional extent of curtilage a public footpath to the west of the barn is to be diverted further westwards. A three bay parking area is proposed 9 metres from the north-western corner of the barn with a further three bay parking area sited 9.5 metres north of the converted dairy building, in which the southern portion of the bay is to be defined by a 1m high stone wall.

Site Location

Aspinalls Farm is located at the head of Moorgate Lane off Kenyon Lane, Dinckley within an area of designated Open Countryside. The existing dairy with attached barn is located between an existing workshop to the north-west of the main yard at Aspinalls Farm, and two larger agricultural buildings to the south.

Relevant History

3/2011/0321 – Proposed conversion of a barn into two four-bedroom dwellings, together with a modest replacement lean-to and the creation of residential curtilage – Withdrawn June 2011.

Relevant Policies

Policy G1 – Development Control

Policy G5 – Settlement Strategy

Policy ENV3 – Development in Open Countryside

Policy H2 – Dwellings in the Open Countryside

Policy H15 – Building Conversions – Location

Policy H16 – Building Conversions – Building to be Converted

Policy H17 – Building Conversions – Design Matters

Environmental, AONB, Human Rights and Other Issues

With regards to the principal of development, this is a scheme for the conversion of an existing building (existing dairy with adjoining barn) into two four-bedroomed properties. Policy G5 of the Ribble Valley Districtwide Local Plan outlines a number of criteria that should be met if permission is to be granted for small-scale development outside the main settlement boundaries, one of which is '*other small scale uses appropriate to a rural area which conform to the policies of this plan*'. Policy H2 of the Local Plan states that the conversion of buildings outside settlement boundaries will be approved, provided they are '*suitably located and their form, bulk and general design are in keeping with their surroundings*'. In addition, Policy H15 and H16 of the Local Plan in relation to barn conversions states that planning permission will be granted for the conversion of buildings to dwellings in situations where '*there would be no materially damaging effect on the landscape qualities of the area and there would be no unacceptable harm to nature conservation interests*' and that the building should be '*structurally sound and capable conversion for the proposed use without the need for extensive building or major alterations which would adversely affect the character or appearance of the building and the character of the building and its materials are appropriate to its surroundings and the building is worthy of retention*'.

It is considered that as the structural survey has confirmed that the building is capable of conversion, it is not viewed as an isolated building but is sited close to other agricultural buildings at the farmstead, and is considered to be of landscape merit the proposed conversion scheme conforms to the above policies.

Apart from the openings to the new-build lean-to extension, the proposed barn conversion will on the whole make use of existing window and door openings and the reinstatement of a number of former window and door openings thus complying with Policy H16 of the Local Plan. Once converted it is considered that the front (northern) and westerly side elevation of the barn (which appear as the most prominent elevations within the public realm) will retain the characteristics of a traditional farm building. Minimal alterations are to be made to the northern roofslope of the building thus ensuring that this remains the most prominent feature. Whilst modern solar panels and flues are to be inserted to the rear roofslope it is considered that the majority of the character to this building has been lost to the rear (southern) elevation through the incremental insertion of windows to both ground and first floor level over a number of years. Therefore it is considered that the works required would not result in significant damage to the fabric of the building and will result in a building that will be in-keeping with the character of the landscape area and will reflect local vernacular, scale, style, features and building materials, thus complying with Policy ENV3 of the Ribble Valley Districtwide Local Plan.

The site plan indicates the extent of formal garden areas for the proposed dwellings. Considered that as the majority of garden area is proposed to the southern elevation, closest to existing agricultural buildings the visual impact of these works upon the appearance of this area of designated Open Countryside will be minimal. It is also considered that as the area allocated for the proposed parking areas and turning heads is to be sited in close proximity to the converted barn there will be no materially damaging effect on the character of the building or indeed on the landscape quality of this area of designated Open Countryside.

There are no residential properties directly to the north of the barn that is to be converted and there is a distance of over 30 metres between the proposal and the nearest residential property not associated with the farm to the north-west. Therefore it is considered that any impact of the proposal upon the amenity of neighbouring residents will be minimal.

I note the concerns from a neighbouring resident with regards to the impact of the development upon highway safety and the suggested recommendations in order to remedy this potential issue. The County Surveyor at Lancashire County Council (LCC) has assessed the detail of the objection letters with supplementary documentation and is aware of the suggested recommendations. The observations he has provided confirm that he has no objection to the application. With regards to the location of the parking areas he is *'satisfied that this level of provision is adequate for the operation of the proposed residential properties and that the location of the bays has a neutral impact on the safe movement of agricultural vehicles. Elsewhere, there are no apparent obstructions or impediments to the existing rights of access enjoyed to adjacent agricultural areas. The proposed layout allows for all existing movements to be retained'*. The initial plan submitted showed the wall defining the parking area to the north of barn to be located closest to the main access. The County Surveyor advised that this is re-located closest to the property *'so that there is less likelihood of other vehicles parking along the "open" of the bay and potentially obstructing passing vehicles'*. An amended plan was received on the 24th of October showing the relocation of the wall and the County Surveyor has verbally confirmed that this is acceptable.

The County Surveyor also recommended that a condition be placed on any subsequent approval requesting that no materials or vehicles are stored within the yard area in order to secure a means of access. Following receipt of the County Surveyors comments dated the 4th of October he has verbally confirmed that he does not consider this requirement to be deemed necessary and amended comments confirming this are awaiting at the time of writing this report.

Lastly, he also makes reference to the access track serving the agricultural sites and residential properties, and that the provision of two suitably located and constructed passing places are required on Moorgate Lane in order for this access track to function. To address these concerns the agent has supplied a plan (Sim/477/1208/R01 Amendment D) indicating the precise location and size of two proposed passing places along the access track of Moorgate Lane. The plan has been forwarded to a County Surveyor at LCC in which he has confirmed via e-mail that the plan will satisfy the requirement for two passing places to be provided.

In light of the above, I consider that the works will not prove significantly detrimental to highway safety and will have minimal visual impact upon the appearance and character of the traditional barn and this area of designated Open Countryside.

SUMMARY OF REASONS FOR APPROVAL

The proposal has no significant detrimental impact on nearby residential amenity nor would it have an adverse visual impact or be to the detriment of highway safety.

RECOMMENDATION: That planning permission be GRANTED subject to the following condition(s):

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall be implemented in accordance with the proposal as amended by plans received on the 24th of October 2011. Drawing Nos: Sim/477/1208/05 Amendment C in relation to the proposed site plan and Sim/477/1208/R02 Amendment B in relation to existing and proposed floor plans/elevations, and Drawing No: Sim/477/1208/R01 Amendment D received on the 26th of October in relation to the precise location of the two passing places.

REASON: For the avoidance of doubt since the proposal was the subject of agreed amendments.

3. Prior to the occupation of either dwelling the two passing places as indicated on Drawing No: Sim/477/1208/R01 Amendment D shall be constructed.

REASON: In the interests of highway safety in order to ensure the function of the access track and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

4. The actions, methods and timings in the mitigation notes included in the protected species survey dated the 20th of March 2011 shall be adhered to and in the event that any bats are

found or disturbed during any part of the development work shall cease until further advice has been sought from a licensed ecologist.

REASON: To comply with policies G1 and ENV7 of the Ribble Valley Districtwide Local Plan ensuring that no species/habitat protected by the Wildlife and Countryside Act 1981 are destroyed.

5. Precise details of the proposed solar panels to include, size, colour of panel and framework, projection and method of installation shall have been submitted to and approved by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the solar panels to be used are appropriate to the locality in accordance with Policy G1 and ENV3 of the Ribble Valley Districtwide Local Plan.

6. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2008 (or any Order revoking or re-enacting that Order) any future extensions and/or external alterations to the dwelling including any development within the curtilage as defined in Schedule 2 Part 1 Classes A to H shall not be carried out without the formal consent of the Local Planning Authority.

REASON: In order that the Local Planning Authority shall retain effective control over the development to ensure compliance with Policies G1 and H17 of the Ribble Valley Districtwide Local Plan.

7. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2008 (or any Order revoking or re-enacting that Order) any future additional structures, hard standing or fences as defined in Schedule 2 Part 1 Classes E, F and G, and Part II Class A, shall not be carried out without the formal consent of the Local Planning Authority.

REASON: In order that the Local Planning Authority shall retain effective control over the development to ensure compliance with Policies G1 and H17 of the Ribble Valley Districtwide Local Plan.

8. Precise specifications or samples of walling and roofing materials and details of any surface materials to be used including their colour and texture shall have been submitted to and approved by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

9. This permission shall relate to the proposed conversion in accordance with the structural survey submitted as part of the application and dated August 2011. Any deviation from the survey may need to be the subject of a further planning application.

REASON: To comply with Policies G1 and H16 of the Ribble Valley Districtwide Local Plan since the application is for the conversion of the building only.

10. All doors and windows shall be in timber and retained as such in perpetuity.

REASON: To comply with Policies G1, H16 and H17 of the Ribble Valley Districtwide Local Plan to ensure a satisfactory standard of appearance in the interests of visual amenity.

11. All new and replacement door and window head and sills shall be natural stone to match existing.

REASON: To comply with Policies G1, H16 and H17 of the Ribble Valley Districtwide Local Plan to ensure a satisfactory standard of appearance in the interests of visual amenity.

12. All new and replacement gutters shall be cast iron or aluminium supported on 'drive in' galvanised gutter brackets.

REASON: To comply with Policies G1, H16 and H17 of the Ribble Valley Districtwide Local Plan to ensure a satisfactory standard of appearance in the interests of visual amenity.

13. Notwithstanding the details shown upon the approved plans, the proposed Velux roof lights shall be of the Conservation Type, recessed with a flush fitting, details of which shall be further submitted to and approved by the Local Planning Authority before development commences upon the site.

REASON: In the interests of visual amenity in order to retain the character of the barn and to comply with Policies G1, H16 and H17 of the Ribble Valley Districtwide Local Plan.

NOTES:

1. Ribble Valley BC imposes a charge to the developer to cover the administration, and delivery costs in providing wheeled bins to each household within a new build property or conversion. Details of current charges are available from the RVBC Contact Centre on 01200 425111.
2. The foul drainage from the proposed development shall be discharged to a septic tank and soakaway system which meets the requirements of British Standard BS6297:1983, there shall be no connection to any watercourse or land drainage system and no part of the soakaway system is situated within 10m of any ditch or watercourse or within 50m of any well, borehole or spring.
3. Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency may be required for any discharge of sewage or trade effluent into water including groundwater and may be required for any discharge of surface water liable to contamination of such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant or into waters which are not controlled waters. Such consents must comply with the requirements of the Groundwater Regulations 1998 including prior investigation, technical precautions and requisite surveillance and may be withheld. (Controlled waters include rivers, streams, groundwater, reservoirs, estuaries and coastal waters).
4. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. A Public Footpath (FP12) affects the site.

APPLICATION NO: 3/2011/0687/P (GRID REF: SD 371737 436315)
PROPOSED CHANGE OF USE FROM STORAGE, MAINTENANCE AND SERVICING OF
VINTAGE VEHICLES TO THE INTERNAL STORAGE OF UP TO 60 CARAVANS AT CHEW
MILL FARM, ELKER LANE, BILLINGTON

PARISH COUNCIL: No objections.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR): Has no objections to this application.

ADDITIONAL
REPRESENTATIONS: Two letters have been received from nearby residents who express objections and raise questions about the application as follows:

1. Noise nuisance at times when caravans are being removed and returned to storage, including noise from the roller shutter door. There will be more intensity of use and traffic in a residential area as the proposal will introduce a commercial use to the building when the existing permission is for personal use only.
2. Highway safety issue caused by caravans waiting on the public highway to gain access into the site.
3. The application refers to two full-time employees – where will they be based?
4. What will be the opening times for caravans arriving and departing?

Proposal

The application relates to an existing relatively large agricultural building that was constructed following a planning permission in 1991 (3/1991/0341/P). In 1999, permission was granted for the change of use of the building from agricultural use (cattle building) to use for the private parking, storage and maintenance of vintage vehicles. That permission (3/1999/0684/P) was subject to the following conditions:

1. The permission was for the benefit of the applicant only.
2. The use of the building shall be limited to the storage, maintenance and servicing of the vintage vehicles only and not trade or business shall operate from within the building.
3. The servicing and maintenance of the vehicles within the building shall be limited to within the hours 0900 hours and 2000 hours on any day.
4. There will be no outdoor storage of vehicles, machinery or parts and equipment.
5. The only machinery used for service and maintain the vehicles shall be light hand tools only.

The site owner and applicant for this current application is the same as for previous application 3/1999/0684/P. It is stated in the submitted documents that he is soon to cease using the building for the approved private use and now wishes to use it commercially for the storage of private caravans.

This application therefore seeks the change of use of the building for that purposes. In a supporting letter, the applicant's agent estimates that the building would accommodate up to 60 caravans; that they would be delivered to the building entrance and then manoeuvred internally using a forklift truck or similar; delivery and collection of the caravans would be by prior arrangement; and there would be no external parking or storage of the caravans.

Site Location

The application relates to a former agricultural building with external dimensions of 36m x 24m that has a large entrance door in its front elevation. The building is situated on the north side of Elker Lane within the open countryside to the north of the settlement of Billington. The building is adjoined to the west by a group of dwellings, some of which have been formed through the conversion of agricultural buildings. To the north, east and south it is surrounded by open fields.

There is an existing vehicular access from Elker Lane that serves the building and also some of the adjoining dwellings. There is also a large manoeuvring area in front of the building.

Relevant History

3/1991/0341/P – Proposed cattle building and manure store – approved with conditions.

3/1999/0684/P – Proposed use of former cattle building for private parking, storage, restoration and maintenance of vintage vehicles. Approved with conditions.

Relevant Policies

Policy G1 - Development Control.

Policy G5 - Settlement Strategy.

Policy ENV3 - Development in Open Countryside.

Policy EMP9 - Conversions for Employment Uses.

Environmental, AONB, Human Rights and Other Issues

Although it is a modern (as opposed to a traditional) agricultural building, the application relates to an existing rural building. Policy EMP9 states that: "Planning permission will be granted for employment generating uses in barns and other rural building provided that all of the following criteria are met:

1. The proposed use will not cause unacceptable disturbance to neighbours in any way.
2. The building has a genuine history of use for agriculture or other rural enterprise.
3. The building is structurally sound and capable of conversion for the proposed use without the need for major alterations which would adversely affect the character of the building.
4. The impact of the proposal or additional elements likely to be required for the proper operation of the building will not harm the appearance or function of the area in which it is situated.

5. The access to the site is of a safe standard or is capable of being improved to a safe standard without harming the appearance of the area.
6. The design of the conversion should be to a high standard and be in keeping with local tradition, particular in terms of materials, geometric form and window and door openings.”

Those criteria, in my opinion, comprise the relevant issues to be considered in the determination of this application. I will therefore comment upon each of them in turn as follows:

1. The use will operate on an appointment basis, and the applicant’s agent has stated that his client would accept the imposition of a condition that caravans shall only be delivered to or taken from the site during the hours 0900 to 1800 on any day. Subject to such a condition, I do not consider that the delivery/dispatch of caravans would result in any serious detriment to the amenities of nearby residents in the form of noise nuisance or disturbance. The storage use itself is also, of course, a use that does not generate any noise.
2. The building was used for housing cattle prior to the change of use permission granted in 1999.
3. The proposal does not involve or require any external alterations to the building.
4. The proposal does not involve the outside storage of any caravans. Such outside storage can be prevented by a condition. As such, the proposed use would not harm the appearance or function of the locality. Additionally, there is an undoubted demand for storage accommodation for private touring caravans, the majority of which is satisfied by outside storage. This proposal would allow up to 60 caravans to be stored inside a building and therefore with no harm to visual amenity.
5. The existing access, together with the large manoeuvring area in front of the building, and the operation of an appointment system, would prevent any necessity for caravans being delivered to the site having to wait on the adjoining highway. The County Surveyor is satisfied that the existing access is safe and capable of accommodating the proposed use. He therefore expresses no objections to the application on highway safety grounds.
6. This criterion is not relevant to this modern building to which no external alterations are proposed.

I therefore consider that, subject to appropriate conditions, the proposed use of this building would satisfy the criteria of Policy EMP9 (and would also not contravene any requirements of Policies G1 or ENV3) and is therefore acceptable in principle.

One of the nearby residents requested clarification on the matters of time for delivery/removal of caravans (a matter that is covered in the report above) and the “base” for the two employees specified in the application documentation. These employees would not be permanently based at the site but would only be present as and when required through the appointment system.

SUMMARY OF REASONS FOR APPROVAL

The proposal represents an appropriate use for this former agricultural building that would not have any seriously detrimental effects upon visual amenity, the amenities of nearby residents or highway safety.

RECOMMENDATION: That planning permission be GRANTED subject to the following condition(s):

1. The development must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. The business shall be operated using an appointment system such that caravans are only delivered to or removed from the building at a pre-arranged appointed time. At least one member of staff shall be present at the building during all deliveries or removal of caravans.

REASON: To ensure that no caravans are required to wait on the adjoining highway or be left outside the building in the interests of highway safety and visual amenity and to comply with Policies G1, ENV3 and EMP9 of the Ribble Valley Districtwide Local Plan.

3. Caravans shall only be delivered to or removed from the building between the hours of 0900 and 1800 on any day.

REASON: In the interest of the amenities of nearby residents and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

4. There shall be no outside storage of caravans.

REASON: In the interests of visual amenity and to comply with Policies G1, ENV3 and EMP9 of the Ribble Valley Districtwide Local Plan.

APPLICATION NO: 3/2011/0770/P (GRID REF: SD 366809 442001)
APPLICATION FOR A REVISED SUBMISSION OF APPROVED APPLICATION 3/2011/0381/P
FOR A MOBILE HOME FOR USE BY DEPENDANT RELATIVE AT BARRACKS FARM,
CHIPPING ROAD, CHAIGLEY

PARISH COUNCIL: No observations or comments have been received within the statutory 21-day consultation period.

LCC ENVIRONMENTAL SERVICES (COUNTY SURVEYOR): No observations or comments have been received within the statutory 21-day consultation period, however there were no objections to the previous application.

HEALTH AND SAFETY EXECUTIVE: The proposed development is within the Consultation Distance of a major hazard pipeline, however the HSE does not advise, on safety grounds, against the granting of planning permission in this case.

**ADDITIONAL
REPRESENTATIONS:**

One letter of objection has been received, with the following points of objection being raised:

1. Whilst no objections were made to the original proposal, this application seeks a 53% increase in the size of the mobile home, to which we object.
2. Visual impact on the A.O.N.B.
3. The home will be sited in a prominent position, clearly visible from the elevated road that passes by.
4. There is no proposal for landscaping.
5. The space is needed for a carer, however why are the existing buildings on site not being used?
6. Will a subsequent change of use be allowed for a holiday home?
7. Previous approval was for a dependant relative ONLY.

Proposal

This is a resubmitted application for a mobile home within the curtilage/garden of the property for use by the Applicant's mother who is registered disabled. Permission was granted in July 2011 for a mobile home with a footprint of 3.66m x 11.03m on this site, however in order to provide more internal space for both the carer and the Applicant's mother, this application proposes a mobile home with a footprint of 5.56m x 10.85m. This revision will enable both to live comfortably within the mobile home. The scheme requires no other alterations to the existing property or to the boundary treatments or garden areas at the property.

Site Location

Barracks Farm is a relatively isolated property with associated outbuildings that sits approx. 400m east of the Hamlet of Chaigley. It lies within the Forest of Bowland Area of Outstanding Natural Beauty, as defined by the Ribble Valley Districtwide Local Plan.

Relevant History

3/2011/0381/P – Proposed mobile home for use by a dependant relative – Granted Conditionally.

3/2008/0421/P – Addition of first floor to previously approved garage extension (see 3/2006/0288) – Granted Conditionally.

3/2006/0289/P - Indoor and outdoor caravan store plus new driveway plus shower block, plus pitches for five touring caravans – Refused.

3/2006/0288/P - Side extensions and room in the roof space –Granted Conditionally.

3/2005/0181/P - Access and junction improvements – Granted Conditionally.

Relevant Policies

Policy G1 - Development Control.

Policy ENV1 – Area of Outstanding Natural Beauty.

Policy H9 - Extended Family Accommodation.

Policy SPG – “Extensions and Alterations to Dwellings”.

Environmental, AONB, Human Rights and Other Issues

This is a resubmitted application for a mobile home within the curtilage/garden of the property for use by the Applicant’s mother who is registered disabled. Permission was granted in July 2011 for a mobile home with a footprint of 3.66m x 11.03m on this site, however in order to provide more internal space for both the carer and the Applicant’s mother, this application proposes a mobile home with a footprint of 5.56m x 10.85m. This revision will enable both to live comfortably within the mobile home. The scheme requires no other alterations to the existing property or to the boundary treatments or garden areas at the property.

As permission has already been granted for a mobile home at this site, there are no concerns regarding the principal of the development. Therefore, the only consideration must be with regards to the increase in the size of the mobile home proposed, and whether it will have more of a visual impact at this location.

With regards to the creation of annex accommodation, Policy H9, states that ‘The Borough Council will approve applications for the extension of properties to provide accommodation for elderly or frail relatives provided that:

- i. the proposal conforms to the provisions of Policy G1 of this plan,
- ii. the development is capable of integration into the main dwelling or a use which is ancillary to the use of the main dwelling when circumstances change, and that
- iii. the extension provides only a modest level of accommodation.

As noted earlier, as permission has already been granted for the proposed annex accommodation, the siting of the mobile home in the location proposed is considered acceptable in plan policy terms. However, the main concerns lie with the impact of the proposal on the character and setting of both the existing farmhouse and the A.O.N.B. itself, and ensuring its compliance with part (i) of Policy H9 to ensure that the proposal conforms to the provisions of Policy G1, and given the site lies within the Forest of Bowland A.O.N.B., that the scheme complies with Policy ENV1.

Policy G1 states amongst other things, that:

- development should be sympathetic to existing and proposed land uses in terms of its size, intensity and nature;
- particular emphasis shall be placed on visual appearance and the relationship to surroundings; and
- materials used should be sympathetic to the character of the area.

and, Policy ENV1 amongst other things states that:

- development will also need to contribute to the conservation of the natural beauty of the area; and
- design, materials, scale and massing will be important factors in deciding planning applications.

The main difference between the two applications is the overall width of the mobile home. As the main view of the home will be of the length, the increase in the width will not be noticeable from the adjacent highway. As such, given the location, the materials proposed and that it still will not be visually prominent from the adjacent highway and clearly subservient to the main dwelling; the change in size of the unit is considered visually acceptable and will have no significant impact on the visual amenity of the character of the adjacent building or on the setting of the building within the Forest of Bowland A.O.N.B.

As such, bearing in mind the above comments and whilst I am mindful of the points of objection from nearby neighbour, I consider the scheme to still comply with the relevant policies, and I recommend the scheme accordingly.

SUMMARY OF REASONS FOR APPROVAL

The proposal represents an appropriate form of development and given its design, size and location would not result in visual detriment to the surrounding countryside, nor would its use have an adverse impact on highway safety.

RECOMMENDATION: That planning permission be GRANTED subject to the following condition(s):

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The permission shall relate to the development as shown on the approved plans entitled Existing Site Plan, Proposed Site Plan, Location Plan, Approved Floor Plan and Proposed Floor Plan.

REASON: For the avoidance of doubt and to ensure that the development is carried out in accordance with the submitted plans.

3. The proposed development shall only be occupied as an extended family unit in conjunction with the property to which it is attached or related to and it shall not be used as a separate unit.

REASON: In order to comply with Policies G1 and H9 of the Ribble Valley Districtwide Local Plan. The division of the site into separately occupied residential units could be injurious to the amenities of the neighbouring occupiers and to the character of the area and would require further consideration by the Local Planning Authority.

NOTE(S):

Ribble Valley BC imposes a charge to the developer to cover the administration, and delivery costs in providing wheeled bins to each household within a new build property or provision. Details of current charges are available from the RVBC Contact Centre on 01200 425111.

APPLICATION NO: 3/2011/0773/P (GRID REF: SD 370100 443673)
APPLICATION FOR THE REMOVAL OF CONDITION NO. 1 (OCCUPANCY PERIOD) OF PLANNING CONSENT 3/2011/0379P, TO ALLOW THE USE OF UNIT NO. 3 TO BE USED AS PERMANENT RESIDENTIAL ACCOMMODATION AT SADDLE BARN, CLOUGH BOTTOM FARM, RABBIT LANE, BASHALL EAVES, LANCASHIRE.

PARISH COUNCIL: No observations or comments received at the time of the reports submission.

LCC ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR): No objection in principle to the application on highway safety grounds.

ADDITIONAL REPRESENTATIONS: Two letters of objection have been received from the occupiers of nearby properties who wishes to the raise the following points of objection to the proposal:

- Concerns regarding the number of units being applied for as permanent residential properties within this location.
- The road going down to Clough Bottom Farm is very narrow, it being a single track road, and it only has one passing place (opposite the entrance to Clough Bottom Farm).
- Our drive is constantly used as a passing place by drivers not wanting to reverse to use the designated passing places.
- The proposal will increase the already large number and size of the vehicles that come down this road.
- It will be residents that face the consequences.

Proposal

Planning permission was granted for the conversion of the building in question from a Residential Training Centre to three holiday lets in August 2004 (3/2004/0592/P). The proposal was considered to be acceptable by the Planning and Development Committee, and a decision notice was released on the 11 of August 2004. Permission was granted subject to a number of conditions including the following condition No. 3, which stated,

The unit(s) of accommodation shall not be let to or occupied by any one person or group of persons for a period of longer than four weeks in any one year and in any event shall not be used as a permanent accommodation. A register of all lettings shall be kept and made available to the Local Planning Authority for inspection on an annual basis.

The permission was implemented and the units were used (and are still being used) as holiday lets in accordance with condition No 3. Permission was then sought for the variation of condition no. 3 (Occupancy Period) of planning consent 3/2004/0592P, to allow No.1 and No.2 Saddle Barn to be used as permanent residential accommodation, and Planning and Development Committee approved this in September 2011. At this time, the Agent/Applicant had originally applied for the entire removal of Condition 3, however as this would have required at least one of the three units to be an 'Affordable' unit, in line with the Affordable Housing Memorandum of Understanding, they requested to alter the proposal to simply vary it to read,

The unit of accommodation known as No. 3 Saddle Barn shall not be let to or occupied by any one person or group of persons for a continuous period of longer than 3 months in any one year and in any event shall not be used as a permanent accommodation. A register of all lettings shall be kept and made available to the Local Planning Authority for inspection on an annual basis. The Unit's known as No. 1 and No. 2 Saddle Barn shall be used as permanent residential accommodation. Following the granting of consent to vary Condition no. 3, planning permission is now sought for the removal variation of condition no. 1 (Occupancy Period) of planning consent 3/2011/0379P, to allow No.3 Saddle Barn to also be used as permanent residential accommodation.

Site Location

Clough Bottom Farm is a Grade II Listed Building that is located to the east of Bashall Eaves, and is accessed from Rabbit Lane via a farm track. Clough Bottom Farm comprises an extensive group of buildings in a variety of uses. In addition to the farmhouse, there are three other approved dwellings (holiday-let conditions were removed in August 2011), one holiday cottage and a large barn in the centre of the courtyard. Permission was granted last year (2010) to convert this building into two dwellings. The building subject to consideration with this application, Saddle Barn, sits to the south east of Clough Bottom Farm (to the front). The site lies within the Forest of Bowland Area of Outstanding Natural Beauty.

Relevant History

3/2011/0379/P - Application for the variation of condition no. 3 (Occupancy Period) of planning consent 3/2004/0592P, to allow No.1 and No.2 Saddle Barn to be used as permanent residential accommodation – Granted Conditionally.

3/2004/0592/P – Change of use from residential training centre to 3no. holiday lets – Granted Conditionally.

3/2004/0306/P – Change of use from residential training centre to 3no. holiday lets – Withdrawn.

3/1990/0362/P – Change of Use of redundant farm buildings to a residential training centre – Granted.

3/1989/0235/P – Conversion and extension of an agricultural building to a training hostel – Granted.

Relevant Policies

Policy G1 - Development Control.

Policy G5 – Settlement Strategy.

Policy ENV1 – Area of Outstanding Natural Beauty.

Policy ENV19 – Listed Buildings.

Policy H2 – Dwellings in the Open Countryside.

Policy H15 – Building Conversions – Location.

Policy H16 – Building Conversion – Building to be converted.

Policy H17 – Building Conversions – Design Matters.

Policy H23 – Removal of Holiday Let Conditions.

PPS3 – Housing (June 2010).

PPS5 – Planning for the Historic Environment.

Affordable Housing Memorandum of Understanding.

Environmental, AONB, Human Rights and Other Issues

Policy H23 of the Local Plan states that 'proposals seeking the removal of conditions which restrict the occupation of dwellings to tourism/visitor usage will be refused unless the proposal conforms to the normal development control policies of the Local Plan. Policies G5, H2, H15, H16 and H17 will be particularly relevant in any assessment'.

Now that the Council is in a situation where a five year housing land supply cannot be identified, residential development should be favourably considered taking account of the requirements of PPS3: Housing and the relevant saved policies of the Local Plan. In practice, what we presently have is an established built development with a restricted class of residential use. In many ways, there is little difference between this being a form of conversion, and the proposal can be treated as tantamount to a conversion.

Saved Policy H2 of the Local Plan allows the conversion of buildings to dwellings in the open countryside subject to certain criteria. Policies H15, H16 and H17 provide more detailed criteria. The explanatory text to Policy H17 says that 'the conversion of appropriate buildings within settlements or which form part of already defined groups is acceptable'. The building itself sits to the south east of Clough Bottom Farmhouse, and is considered to be within the group of the other buildings on this site accessed off Rabbit Lane. I therefore consider the building subject to this application to form a part of an established group of buildings. As such, if the original barn now known as the Saddle Barn were still in its original condition, its conversion into a dwelling(s) with unrestricted occupancy would now be acceptable in principle and in accordance with the currently applicable policies and guidance. Therefore, I consider the lifting of the occupancy condition on the now existing building to also be acceptable in principle.

As a curtilage building to Clough Bottom Farmhouse (a Grade II Listed property), this building is also considered part of the listing. As the proposal does not involve any external alterations to the building or to its curtilage, there would be no detrimental effects upon the appearance of the locality nor would there be any impact on the setting or significance of the Listed Buildings. Given the existing use of the building, and its location adjacent to the curtilage of Clough Bottom Farmhouse, it is not considered that the use of the building as a permanent dwelling would have any further effect upon the amenity of the residents of this property than now exist.

The occupiers of neighbouring properties have expressed concern about highway safety at this site, however the County Surveyor sees no significant difference between the use of the

building as a holiday let and as a permanent dwelling, indeed he has said that if anything, the use as a permanent dwelling would be better as the drivers of vehicles would be more familiar with the access etc. There are therefore no highway safety objections to this application.

Whilst it is frustrating in that the way this application and the previous application have been submitted is that it would no longer require an affordable housing element, it would not be appropriate to resist this proposal on that basis.

Overall, when viewed in relation through the presently applicable policies and guidance, the proposed removal of the condition to allow unrestricted residential use is considered acceptable.

SUMMARY OF REASONS FOR APPROVAL

The requested removal of the condition is in accordance with the presently applicable policies and would not result in any seriously detrimental effects upon visual amenity, the amenities of any nearby residents or highway safety.

RECOMMENDATION: That permission be GRANTED to remove Condition 1 of 3/2011/0379/P.

D. APPLICATIONS UPON WHICH COMMITTEE DEFER THEIR APPROVAL SUBJECT TO WORK DELEGATED TO DIRECTOR OF COMMUNITY SERVICES BEING SATISFACTORILY COMPLETED OR ONES PREVIOUSLY DEFERRED

APPLICATION NO: 3/2011/0300/P

(GRID REF: SD 380352 447209)

OUTLINE APPLICATION FOR THE ERECTION OF A COUNTRY HOUSE HOTEL AND SPA ON LAND ADJACENT DUDLANDS CROFT, GISBURN ROAD, SAWLEY, LANCASHIRE.

PARISH COUNCIL:

Gisburn Parish Council wish to object to the above application on the grounds outlined below,

- Highway Safety – The entrance to the hotel is on a busy and dangerous arterial route where there have been several fatalities and accidents in recent years in the vicinity. As well as heavy trans-Pennine traffic flow on the road at all times there is also considerable local traffic resulting from the presence of the nearby abattoir and on summer weekends there is a well attended car boot sale in the fields opposite.
- Visual Impact - The hotel would be visible to residents of nearby properties as well as to certain properties in Rimington.
- Noise - We understand that the hotel would be a wedding and party venue and there would be noise affecting those same properties and the nearby village.
- Concern regarding Commitment of Applicants - We are also concerned about the long-term commitment of the applicants to the venture, despite their assurances. By their admission, the applicants' main business is property development and we feel that they may only commit to the hotel in the short term leaving a future owner to change the whole ethos of the development.
- Effect on Local Employment - Although we appreciate that jobs will be created as a result of the venture, we are concerned that jobs will also be lost from other competing establishments in the area.
- Sustainability of the Proposal - The venture is presented as catering for the luxury family market. Several years ago Ribblesdale Park was developed for the same market but this market did not materialise and the park is open to the general holidaymaker. We feel that there is a danger of the same scenario being repeated with the boutique hotel and the project will become a totally different venture from that originally proposed.

- Location of Proposed Hotel - Although the applicant is not concerned about the proximity of the abattoir, we feel that potential guests could well be. In the days of modern communication it will not take long for word to spread of the location of the abattoir next to the hotel and this could have a negative impact upon trade. We believe there are more suitable locations within the Ribble Valley for a luxury hotel.

LCC ENVIRONMENT
DIRECTORATE (COUNTY
SURVEYOR):

Following his initial response of 15 June 2011 and subsequent discussions concerning detailed access arrangements for the site, as a consequence, amended site plans were provided in correspondence dated 19 August 2011. On the basis of these plans, there are no objections in principle to the proposal on highway safety grounds, subject to appropriate conditions.

UNITED UTILITIES:

No objection to the proposal.

NETWORK RAIL:

Network Rail have raised no formal objection to the proposed development, however they have insisted on a number of conditions being imposed should permission be granted, as the proposal has potential for impacting negatively upon the operational railway.

ENVIRONMENT AGENCY:

When originally submitted, the Environment Agency (EA) objected to this proposal on the basis of a lack of detailed survey information relating to the presence/absence of amphibians on site, and the lack of information with regards to existing watercourses on site in relation to the proposed development. Having reviewed the additional information submitted by the Applicant (received on the 10th of August 2011), the Environment Agency withdraws their objection to the proposed development, subject to the inclusion of conditions relating to specific issues such as surface water management and biodiversity.

LCC LANDSCAPE UNIT
(LANDSCAPE ARCHITECT):

Having reviewed the submitted Landscape and Visual Impact Assessment (requested following feedback from both the LCC Landscape Unit and Natural England), they consider it to be an acceptable and competent piece of work as it has,

- Been undertaken in accordance with recognised good practice produced by the Landscape Institute (Royal Chartered body for professional landscape architects),
- Been made of appropriate landscape character assessments e.g. Forest of Bowland AONB Landscape Character Assessment (LCC, September 2009),

- Given equal weight to assessing landscape and visual resources. Weak assessments tend to focus almost entirely on visual impacts,
- Mapped the zone of potential visual influence,
- Considered impacts on the A.O.N.B. and
- Proposed a range of mitigation and compensation measures.

On this basis, they are still of the view that the overall impacts of the proposal on the adjacent Forest of Bowland A.O.N.B. would be of *negligible - slight* significance and the reasons for designation would not be compromised (ref. email of 20th May 2011 forwarded on the 15th June 2011). As such, they raise no formal objection to the proposal.

NATURAL ENGLAND:

Natural England originally commented on this proposal on the 17 May 2011, when they objected on the basis that there was insufficient information provided with the application to determine landscape and visual impacts on the Forest of Bowland A.O.N.B. and potential impacts on protected species. The Applicant has now provided more detailed information about the potential impact of this proposed development on the landscape and further detailed survey work to establish presence/absence of great crested newts, by virtue of submitting a Landscape and Visual Impact Assessment and an Ecological Appraisal. Based on the information in the reports, Natural England are satisfied with the findings and they withdraw their objection to the proposal.

LANCASHIRE COUNTY COUNCIL PLANNING CONTRIBUTIONS:

There is no planning contribution request made by Lancashire County Council services, other than that outlined by the County Surveyor in relation to Public Transport provision and long-term Sustainability of the site.

ADDITIONAL REPRESENTATIONS:

Twenty five (25) letters of objection have been received from adjacent businesses and occupiers of residential properties within the nearby vicinity. The points of objection made have been simplified (where possible) as follows:

1. Potential impact on the existing hotel business within close proximity to the site,
2. Potential competition could impact directly/indirectly on employability for existing businesses,
3. Due to the high-spec hotel proposed, surely the highly skilled staff required would have to come from outside the area (5* Michelin Star Restaurant),
4. Therefore very few jobs taken up by local people,
5. The quoted spend on the project far exceeds any figure any business venture would consider for a 38 bedroom hotel, due to the predicted turnover not getting even close to funding this amount of financial investment,

6. The Applicant has stated they have received whole hearted support from Rebecca Webster, Tourism Officer at RVBC (no longer in post), however it appears her support has been withdrawn,
7. The business model does not add up financially,
8. There is a potential that this business may force another similar business to close in the long term,
9. The proposed leisure facility will be entirely incompatible with the existing character of the area, and the nature of the surrounding land use,
10. The proposed development, if permitted, would constitute an unreasonable conflict with the adjacent sites permitted use, and could hamper the commercial operations of the site,
11. The viability of the adjacent business may be compromised to the extent that its position becomes untenable, especially if future development proposals are met by complaints/objections by the applicant,
12. Planning Services should have proper regard to the use permitted on the adjacent site, including the inevitable visual features associated, and would query the desirability for hotel guests of locating a luxury hotel and spa in such close proximity,
13. Concerns regarding adverse impacts of traffic associated with the proposed development,
14. Possible detrimental impact on existing water and sewage facilities, however further information should be submitted to enable proper consideration of this,
15. Drainage and Flood Risk Assessment should be supplied with the application,
16. There is no detailed waste plan provided with the proposal, and due to the nature of the adjacent business, there is concern that a hotel/leisure facility may cause an increase in vermin attraction,
17. Level of detail in the revised, Phase 1 Ecology Report is insufficient, and further studies are required,
18. The proposal surely cannot be considered 'small-scale', with a floor area of approximately 8493 sq.m. With 38 bedrooms, 'Great Hall', restaurant, meeting rooms, Spa facilities, shops, crèche, bar and staff accommodation, and 120 parking spaces must surely be 'Large Scale Development',

19. Contrary to Local Plan Policies relating to development of this type,
20. Sceptical that the ghost island proposed will provide a suitable solution to the significant increase in traffic,
21. Should there be further surveys relating to Badgers?
22. Concern that the applicant has NO experience in this field of leisure facility, and that the proposal will be a long-term viable business,
23. Risk that the hotel could be sold to another larger chain, who would seek to intensify the scheme,
24. Concern that it could be converted to residential if the business fails,
25. The rear of the house includes servicing areas including swimming pool plant, fire escapes, stores, kitchen extractor fans, boiler rooms and a 'terrace' all of which will provide noise nuisance to my property, even though it is over 160m away,
26. Why has a noise assessment not been submitted?
27. Given the current economic climate, surely a new hotel business in the area will finish other hoteliers off?
28. Surely there will be an impact on the adjacent slaughterhouse when visitors to the hotel start complaining about 'smells'?
29. Proposed new entrance to the site is dangerous, and within 250 yards of a very dangerous blind bend, this will be an accident black spot waiting to happen,
30. The proposal will cause an increase in light pollution,
31. Proposal would be visually detrimental to this location,
32. It is likely that the development will require an Environmental Permit, however this may not be successful. We therefore suggest a suitable condition be imposed to prevent its use without one,
33. Impact on flora/fauna due to drainage from septic tank,
34. Loss of wildlife from the area due to development,
35. The project has the potential to cause a significant employer in the Ribble Valley to close down, with the risk of losing over 300 jobs,
36. Gisburn has been made a laughing stock thanks to the Renault advert, and this will add further insult to injury,
37. 24/7 business will affect livestock in adjacent fields,
38. There is no need for additional hotels in this area,
39. Detrimental issues locally for residents and similar businesses far outweigh any positive aspects,

40. Due to the location of the hotel, it will overlook our farm and affect our privacy,
41. The scheme will have an adverse impact on wildlife,
42. The proposed 'bike hire' facility is not in the best location, as the A59 is not the place for families,
43. The Great Crested Newts on site are surely an environmental concern?
44. How anyone could choose this location for a new hotel is beyond belief,
45. Concern regarding the issues the new access may cause in relation to existing accesses adjacent to it,
46. Signage should be added to warn vehicles of the new access if this is approved,
47. No drainage scheme or Flood Risk Assessment provided with proposal,
48. No mention of badgers on the site,
49. There is a lack of an identified operator,
50. A 38 bedroom hotel would normally be accommodated on a much smaller footprint,
51. There is no requirement to fix the number of rooms in the submission, so this may see a hotel being approved with some 8493 sq.m. that could be altered to increase rooms thereby creating a busier and more commercial hotel,
52. The Traffic Assessment provided is inaccurate for the functions proposed at the site,
53. The adjacent business should be able to function without unreasonable restriction, and this should not be prejudiced by a potentially conflicting scheme,
54. The scheme should have been accompanied with an Environmental Assessment that considers noise and air-quality issues,
55. The location is not sustainable with the majority of visitors relying on car travel, as there are no bus stops near the site, and it lies 6.5 miles from the train station,
56. An independent Transport Assessment has been carried out, which questions the accessibility of the site along with the junction proposed and visibility splays,
57. The site/proposal are not considered viable in any way,
58. The proposed mitigation offered in the way of landscaping would result in significant and adverse change in the existing rural character,
59. The Landscape Visual Impact Assessment has been produced by some who does not understand the assessment process,
60. The baseline analysis is incomplete,
61. The assessment in relation to landscape receptors, landscape sensitivity, visual baseline, view points and visual receptors is all confusing,
62. Landscaping detail is sought as a 'reserved matter', how the level of detail is inadequate,

63. The document does not represent a 'thorough assessment of the likely landscape and visual impacts' as noted by the LCC Landscape Officer,
64. The proposal represents built development of a substantial scale within open countryside, which together with ancillary parking would be clearly visible from the A59, and
65. Although mitigation is provided, the development will result in a significant and adverse change in the rural character of this location, having a suburbanizing impact on this rural landscape.

Sixteen letters of support for the proposal have also been received, thirteen of which were received via a third party who carried out a marketing exercise on behalf of the Applicant. The reasons for support are as follows,

1. People surely welcome a proposal that brings customers to our doorstep, and
2. Customers are often looking for places to stay in the area, so I welcome this proposal.
3. The proposal will have a positive impact on the local community and the regional economy,
4. An increase in high-end tourism as a result of the development will benefit both my business and relevant sectors of the local economy in Clitheroe,
5. In order to have a 'pull' factor, for tourists, we need more high-end leisure facilities in the Ribble Valley,
6. Our business, like so many others, benefits greatly from the influx of tourists into the locality, and as such I welcome the creation of this type of complex, and
7. The customer base for the proposal would be families who intend to spend time and money in the Ribble Valley, and surrounding areas, thus bringing extra tourism revenue into the region.

Proposal

This application seeks outline planning permission for a proposed new Hotel, Spa, Wedding and Conference Venue. The application seeks approval for details relating to Access, Landscaping, Layout and Scale. The Hotel will have 38 accommodation suites, located over two and a half storeys. The Spa will include a Pool, Gym, Solarium, Treatment Rooms, Coffee Shop, Kids Area and two small shops with the Lobby Area selling local goods. The Wedding/Conference facilities include the two storey Great Hall; this hall will accommodate 160 covers, a restaurant accommodating 50 covers and a Bar area. The revised car parking layout, in-line with comments made by the LCC Highways Officer, now includes 143 car parking spaces (including 14 mobility spaces), 12 secure cycle spaces and 6 motorcycle spaces. The plan also now includes the provision of a designated coach parking area is included within the site plan. Pick-up/set-down areas are also provided adjacent to the hotel building. The scheme will potentially provide employment for 85 people, with a range of full and part-time posts.

Site Location

The site is located mid-way between the settlements of Sawley and Gisburn, some 6 miles from Clitheroe. It lies immediately adjacent to the A59 Liverpool – Preston – Skipton – York Road on its southern side; and the Clitheroe – Skipton rail line on its eastern side. The site is located in an area of gently undulating open countryside, characterised by fields bounded by hedgerows and trees, with a scattering of built development in the locality, including a number of farmsteads and houses, and larger establishments such as Dunbia Castill Laithe Abattoir to the west of the site (with its lagoons lying immediately adjacent to the western boundary, but the built form separated by a distance of approximately 250m) and Stirk House Hotel to the north east (the entrance to which is approximately 1200m away).

Relevant History

None relevant.

Relevant Policies

Policy G1 - Development Control.

Policy G5 – Settlement Strategy.

Policy ENV2 – Land adjacent to Area of Outstanding Natural Beauty.

Policy ENV3 – Development in Open Countryside.

Policy ENV7 – Species Protection.

Policy ENV13 – Landscape Protection.

Policy RT1 – General Recreation and Tourism Policy.

Policy T1 – Development Proposals – Transport Implications.

Policy T7 – Parking Provision.

Regional Spatial Strategy (RSS) Policy DP7: Promote Environmental Quality.

RSS Policy RDF2: Rural Areas.

RSS Policy EM1: Integrated Enhancement and Protection of the Region's Environmental Assets.

RSS Policy W6: Tourism and the Visitor Economy.

RSS Policy W7: Principles for Tourism Development.

RSS Policy EM17: Renewable Energy.

PPS1 – Delivering Sustainable Development.

PPS4 – Planning for Sustainable Economic Growth.

PPS7 - Sustainable Development in Rural Areas.

PPS9 - Biodiversity and Geological Conservation.

PPG13 – Transport.

PPG24 – Planning and Noise.

PPS25 - Development and Flood Risk.

Good Practice Guide on Planning for Tourism.

The Wildlife and Countryside Act 1981 (as amended).

The Conservation of Habitats and Species Regulations 2010.

EU Habitats Directive (92/43/EEC)

Environmental, AONB, Human Rights and Other Issues

This application seeks outline planning permission for a proposed new Hotel, Spa, Wedding and Conference Venue, with the applicant seeking reserved matters approval for details relating to Access, Landscaping, Layout and Scale. The Appearance of the building is reserved for future

consideration. The applicant's aim (as detailed within the Supporting Planning Statement) is to achieve a high quality, 38 bedroom, County House Hotel with a range of complimentary facilities, set in well-landscaped grounds and providing attractive and flexible accommodation for a range of guests. The Applicant considers this location to provide a perfect base to explore the surrounding countryside and the wider Ribble Valley as a holiday destination, as well as promoting the use of the Hotel as a wedding or conference venue.

Whilst bearing in mind the reserved matters being sought, in assessing this proposal consideration must also be had in relation to the principle of the proposed development, the scheme as viewed from an economic perspective, the visual impact of the scheme on the surrounding location, the ecological considerations of such a scheme and of course the impact on highway safety at this location.

There have been a number of objections from occupiers of neighbouring dwellings and businesses and in assessing this scheme these objections/issues will be answered/considered throughout this report.

PRINCIPLE OF DEVELOPMENT / ECONOMIC STRATEGY VIEW

In terms of the principle of developing the site for the hotel facilities, car parking, roadways and landscaped areas being proposed, I will refer in part to comments from the Head of Regeneration and Housing, and the advice given at Pre-Application stage.

Advice was given in relation to this proposed development in May 2010, where the Planning Department considered that in respect to the principle of the development, current Policies would support such a development, both from a Planning Policy and Economic Development viewpoint. In general terms, it is considered that the number of rooms proposed, from a policy view point, would sit as small scale tourism development in line with the provisions of Local Plan Policies G5 and RT1, which support small-scale tourism developments that add to the range of facilities within the borough. The Council's Economic Strategy also supports this form of tourism development, and the proposal is also considered to be consistent with RSS Policy W7 – Principles of Tourism, which considers that schemes should, amongst other things, improve the region's overall tourism offer, meet diverse needs of people and promote facilities that extend the existing visitor season. Of course, balanced alongside this are the other facilities proposed as part of the business model, which need to be carefully considered, and in planning policy terms there is a need to make a judgment on whether the scheme complies with our exceptions approach that supports small scale tourism developments in the countryside. On this basis, and having regard to the above Policies, it is considered that the scheme as proposed in its particular form is capable of falling within the scope of the policy considerations, however given the balancing of these considerations, if there was a significant increase in the number of rooms or the extent of built development across the site was to increase over and above the current proposals, it is likely that this view would alter.

As noted above, from an economic development viewpoint, the Council is supportive of business growth, and seeks to encourage appropriate investment, particularly in the field of tourism within the Borough. The proposal is consistent with the Council's Economic Strategy which seeks to develop the visitor economy by extending the range of visitor facilities and attractions, as in itself the proposal would add to the visitor offer.

The Head of Regeneration and Housing notes within his reply that attention had been drawn to the commercial merit of the scheme by a number of objectors to the scheme, however he

believes this to be fundamentally a matter for the investor to have considered, and of course it is not for the planning system to control competition. In addition, whilst a number of objectors have also raised queries regarding the potential impact upon neighbouring developments, in particular the abattoir, as the scheme is at such an early detailed design stage, measures can be taken to ensure the impact is lessened for both parties, and whilst regard should be given to the extent of possible adverse impacts on neighbouring business, it is considered that there are however no overriding policy constraints that in their own right would warrant a recommendation of refusal.

On this basis, the scheme is considered to represent significant new investment in the borough and in the form proposed can be judged acceptable as a principle in planning policy terms and is consistent with the Council's Economic Development and Tourism aspirations. Therefore subject to matters of detailed development control consideration, there are no objections to the principle of the proposal.

VISUAL IMPACT OF SCHEME / LAYOUT / SCALE / LANDSCAPING

As noted earlier within this report, the site is located off the A59, mid-way between Gisburn and Sawley, and is within landscape classed as open countryside within the Districtwide Local Plan. The site is also close to the southern boundary edge of the Forest of Bowland Area of Outstanding Natural Beauty (less than 50m from the north west corner of the site boundary). On this basis, Policies ENV2 and ENV3 of the Local Plan must be considered when assessing the visual impact of the scheme proposed.

With specific regard to considering the layout, scale and landscaping of the scheme in relation to the above Policies, it is worthwhile noting the following. The hotel is positioned at the south of the site, set back from the A59 by some 100 metres, with the car parking area positioned between the hotel and the northern site boundary. The parking spaces themselves are somewhat governed by the position of the new access, which is located to ensure that it is as safe as possible for users, however the layout of the development site takes into account the existing landscape features as well as considering the location of additional mitigation planting/landscaping. With regards to the scale of the proposal, the Design and Access Statement notes that the buildings would fall within the following size parameters, as shown on the plans and drawings that accompany the application,

- Approximate eaves height – 2.5m to 7.2m (lower and upper limits),
- Approximate ridge height - 8.5m to 14.8m (lower and upper),
- Approximate width range – 77.7m,
- Approximate length range – 118.9m
- Floor area – 8493 sq.m.

The site levels also fall considerably over the site, some 10 metres towards the southwest boundary, and as such the ground levels around the hotel fall considerably from the east to the west. The scheme utilises the differing land levels, and the Applicant considers the scale, layout and landscaping of the proposal to be in keeping with developments of this type. It is therefore a judgement as to whether the positive elements to the scheme, which represents significant new investment in the borough which, in the form proposed, is judged acceptable in principle in planning policy terms and is consistent with the Council's Economic Development and Tourism aspirations, are outweighed by visual impact on the existing rural nature of the location.

Policy ENV2 states that 'The Landscape and character of those areas immediately adjacent to the Forest of Bowland Area of Outstanding Natural Beauty will be protected, conserved and wherever possible enhanced. The environmental effects of proposals will be a major consideration and the design, materials, scale, massing and landscaping of development will be important factors in deciding planning applications. Regard will also be had to the economic and social well being of the area.' Policy ENV3 states that 'Development will be required to be in keeping with the character of the landscape area and should reflect local vernacular, scale, style, features and building materials. Proposals to conserve, renew and enhance landscape features will be permitted, providing regards has been given for the characteristic landscape features of the area'.

Because of the sensitivity of the site in relation to the adjacent Forest of Bowland Area of Outstanding Natural Beauty, the LCC Landscape Unit was consulted for their views, as well as Natural England. The LCC Officer responded to the initial details provided with the application, noting that initially he had some reservations since one relatively large main building was being proposed, with the main hotel complex having extensive north and south elevations of approximately 110m in width, which would be considerably larger than most of the other buildings in the area. Indeed his analysis of the local landscape (that the application site lies within) indicates that generally – the nearby abattoir which is an intrusive feature in the landscape is an unfortunate exception to this – development of a comparable size to that proposed is predominantly comprised of clusters of smaller farm buildings, with these small scale clusters of farm buildings being one of the key characteristics of the local landscape character. The other notable exception to this common building form is the Grade II listed building Stirk House Hotel, and whilst the scale of this hotel is similar to that proposed, there are some important differences. Most notably, he states, is Stirk House's more clustered arrangement of buildings, the main hotel's architecture and historical significance, much greater distance from the A59 and the screening effects of topography and existing woodland. The proposed buildings would be in close proximity to the A59 and public rights of way nr's 13 and 15, and despite the presence of existing hedgerows and trees, the hotel would be seen from some viewpoints as a significant new development in what is an open rural landscape.

The scheme details initially presented were criticised by the LCC Landscape Unit and Natural England, as well as many other neighbours, by virtue of the lack of a thorough assessment of the likely landscape and visual impacts. The scale of the application and the site's location adjacent to an A.O.N.B. would deem, in his opinion, that such work should have been essential, and as such was requested of the Applicant. The Landscape and Visual Impact Assessment for Dudland Croft Country House Hotel was submitted to the Council on the 4th of August 2011, and was considered by the LCC Landscape Architect to be an acceptable and competent piece of work, principally for the following reasons,

- a) It has been undertaken in accordance with recognised good practice produced by the Landscape Institute, which is the Royal Chartered body for professional landscape architects.
- b) Use has been made of appropriate landscape character assessments e.g. Forest of Bowland AONB Landscape Character Assessment (Lancashire County Council, September 2009),
- c) Equal weight is given to assessing landscape and visual resources. Weak assessments tend to focus almost entirely on visual impacts,
- d) The zone of potential visual influence has been mapped,
- e) Impacts on the Forest of Bowland AONB are considered, and
- f) A range of mitigation and compensation proposals is provided.

He notes that the assessment does have some weaknesses but overall he does not consider that they significantly detract from it or limit its use in determining the proposed hotel's likely landscape and visual impacts. Having reviewed the submitted Landscape and Visual Impact Assessment, he remains of the view (held in his original response) that the overall impacts of the proposals on the Forest of Bowland A.O.N.B. would be of **negligible - slight** significance and the reasons for designation would not be compromised.

In considering the above, as the built element of the development would be set back some 100 metres from the A59 road frontage and be two-storey in scale, I do not consider that the development will appear as a prominent feature in the local landscape. Viewing directly into the site from the A59, the development would be seen against the backdrop of hedges trees and rising land beyond, and as the typical views of the site would be at oblique angles, views into the site from either direction are effectively filtered by existing roadside trees and hedges along the highway edge, and intervening trees along the western and eastern boundaries. All existing trees and other landscape features on site will be retained as part of the development, and as well as the change in land levels, the scheme has been sensitively designed around the landscape form, flora and fauna. The car parking and servicing areas have been designed to be the smallest size possible, and in order to minimise the visual impact of the scheme, the parking areas have been provided in two separate sections. Most access roads will be gravel/stone surfaces, and will be single track width, in order to further minimise the urbanization of the site, and with an extensive tree planting scheme being proposed, this will further filter the views of the development, and help achieve its effective absorption into the landscape without significant visual intrusion or damage to its character or appearance. The Council's Countryside Officer noted originally that he did not consider the landscape proposal indicated on the Ecological Site Design Plan to sufficiently reflect the landscape character of the area, however he raised no objection to the layout. Having discussed the revised scheme with him, he has recognised that there is sufficient scope to alter and amend the proposed planting details to allow a suitable scheme to be achieved, namely new tree and woodland planting (native broadleaved) along with naturalistic water areas and wildflower meadows, and as such he is happy for the specific landscaping details relating to the site to be dealt with via planning condition.

Therefore, on the basis of the above assessment, the scheme is considered to apply with the requirements of the relevant Local, Regional and National Plan Policies. Where the site is most visible from the A.O.N.B. and the landscape and visual impacts could be most significant (at distances of up to 500m) the effects of topography, existing trees and hedgerows would significantly mitigate any likely impacts of the proposed hotel, and in addition, the proposed development is not considered to be of a sufficient scale to have a significant impact on the setting of the A.O.N.B. It is for this reason that the proposed Scale, Layout and Landscaping are considered to have an acceptable visual impact on the landscape character and setting of the location.

IMPACT ON NEIGHBOURING AMENITY / NOISE

Concerns have been raised with the developments potential impact on the amenity of the occupiers of neighbouring properties, despite the closest property being approximately 170m to the south of the site. Nonetheless, the proposal has been discussed with the Council's Head of Environmental Health who considers that whilst the development will cause some increase in the existing noise levels on the existing site, consideration must be held with the fact that the site will be close to an existing, and significant, slaughterhouse and meat plant that in itself causes noise issues at this present time (According to the Council's records, 23 complaints have been received and investigated on various matters from 2000). On this basis,

he recommends that a noise assessment report be submitted as a condition of any approval, as it is known that the area has a very quiet background noise level and details of noise attenuation measures would need to be agreed as part of any approval.

He also considers that noise control measures will probably be necessary in relation to,

- extraction and cooler equipment and in relation to any function suite,
- attenuation to bedroom windows,
- details of any kitchen extraction filtration, and
- Deliveries and collections shall be restricted to normal office hours i.e. 08.00 to 18.00 Monday to Friday and 09.00 to 16.00 hours Saturday, Sundays and Bank Holidays.

And on this basis, has requested that such details be provided and agreed as a condition of any approval.

With regard to other issues, he also notes the following. This proposal will be in close proximity and down wind to an existing significant slaughterhouse and meat plant, and the applicant must appreciate and recognise that there could be potentially both noise and odour issues from the adjacent sites activities which will not be actionable under current nuisance legislation. On this basis, it is considered the likelihood of the proposed development (subject to this application) negatively affecting the existing usage and business operating on the site adjacent to this site is relatively slim, and is therefore not significant enough to warrant refusal of the proposal.

FOUL AND SURFACE WATER MANAGEMENT

The proposed development is not in an area served by public sewers, and the application form states that foul drainage will be to a new package treatment plant and surface water will be disposed of to a sustainable drainage system and a pond/lake. The EA raise no objections to this, however as a detailed drainage scheme has not been submitted, certain planning conditions are recommended.

The Council's Head of Environmental Health, however, recommends that the applicant be required to investigate the feasibility of connecting to the public sewer in Sawley, which they believe Dunbia Meats and the Stirk House Hotel are connected too, as he considers it desirable for a commercial property of this scale and type to be connected to both a public sewer system and be served by mains water. However, again he is happy for details of this to be provided as a condition of any approval.

The EA consider that surface water runoff from the proposed development should be restricted to existing rates, which can be achieved through the use of Sustainable Drainage Systems (SUDS). Support for the SUDS approach to managing surface water run-off is set out in paragraph 22 of Planning Policy Statement (PPS) 1: Delivering Sustainable Development and in more detail in PPS25: Development and Flood Risk at Annex F. Paragraph F8 of the Annex notes that "Local Planning Authorities should ensure that their policies and decisions on applications support and complement Building Regulations on sustainable rainwater drainage". These not only attenuate the rate of surface water discharged to the system but also help improve the quality of the water. They can also offer other benefits in terms of promoting groundwater recharge and amenity enhancements. This approach involves using a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. Approved Document Part H of the Building Regulations 2000 establishes a hierarchy for surface water disposal, which encourages a SUDS approach. Under Approved

Document Part H the first option for surface water disposal should be the use of SUDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it must be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Under the Environmental Permitting Regulations 2010, the package treatment plant associated with this development will require an Environmental Permit from the Environment Agency, unless an exemption applies, and the EA have made the Planning Department aware that such a Permit may not necessarily be granted, however without a formal application being made by the Applicant yet (due to Planning Permission not being granted consent at this time) they can provide no other advice at this time.

IMPACT ON BIODIVERSITY

The revised plan highlights the location of the existing watercourses on site in relation to the proposed development, and as such the EA are satisfied that the watercourses will be retained, and that it is not proposed to modify them. They note that development that encroaches on watercourse has a potentially severe impact on their ecological value, contrary to government policy in Planning Policy Statement 1 and Planning Policy Statement 9 and to the UK Biodiversity Action Plan, and that land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change. It is for this reason that they have requested a planning condition requiring a buffer zone around the watercourse, as buffer zones alongside watercourses offer the following benefits,

- They allow the watercourse to undergo natural processes of erosion and deposition, and associated changes in alignment and bank profile, without the need for artificial bank protection works and the associated destruction of natural bank habitat,
- They provide for the terrestrial life stages of aquatic insects, for nesting of water-related bird species, and for bank dwelling small mammals,
- They provide a "wildlife corridor" bringing more general benefits by linking a number of habitats and affording species a wider and therefore more robust and sustainable range of linked habitats,
- They allow for the maintenance of a zone of natural character with vegetation that gives rise to a range of conditions of light and shade in the watercourse itself - this mix of conditions encourages proliferation of a wide range of aquatic species, including fish,
- They allow, where appropriate, for the re-grading of banks to a lower and safer profile, in areas where there is public access,
- They prevent overshadowing of watercourses by buildings, and
- They reduce the risk of accidental pollution from run-off.

The buffer zone needs to be at least 6 metres wide measured from bank top for the whole extent of the site. This zone should be without structures, hard standing, footpaths or fences and should not include formal landscaping. The buffer zone needs to be designed and managed to develop this natural character and maintain wildlife corridors through the site.

IMPACT ON ECOLOGY

With regards to Natural England's thoughts on the Ecology Report, they are satisfied with the methodologies and survey effort given the limitations imposed by the need to complete the work during the current survey season. They note that their advice is given to help the Local Planning Authority determine this planning application, and that on the basis of the information made available, they are satisfied that the mitigation proposals, if implemented, are sufficient to avoid adverse impacts on the local populations of protected species, including great crested newts, and therefore avoid affecting favourable conservation status. They note that with specific regard to Great Crested Newts, given the works identified, an offence is highly likely under The Conservation of Habitats and Species Regulation 2010, and as such consider that a European Protected Species (EPS) Licence to carry out these works WILL be required. Because of this, it is for the Local Planning Authority to establish whether the proposed development is likely to offend against Article 12(1) of the EU Habitats Directive, in order to discharge their legal duty under regulation 9(5) of The Conservation of Species and Habitats Regulations 2010, that is to "have regard to the requirements of the Habitats Directive" in exercising this function.

Article 12 (1) of the Habitats Directive notes that "Member States shall take the requisite measures to establish a system of strict protection for the animal species listed in Annex IV (a) in their natural range prohibiting:

- (a) all forms of deliberate capture or killing of specimens of these species in the wild,
- (b) deliberate disturbance of these species, particularly during the period of breeding, rearing, hibernation and migration,
- (c) deliberate destruction or taking of eggs from the wild, and
- (d) deterioration or destruction of breeding sites or resting places.

Given that Natural England themselves have noted that a 'breach is likely', we must consider whether therefore, they are likely to grant an EPS Licence for the works involved. Given a recent Supreme Court decision in January 2011, the case of *Vivienne Morge v Hampshire County Council [2010]*, the Supreme Court has made clear that a LPA should ONLY refuse planning permission if it believes that Natural England is unlikely to grant an EPS Licence. Therefore, given that Natural England are sufficiently satisfied with the mitigation proposals to enable them to withdraw their objection to the proposal, I consider it likely that they WILL grant an EPS Licence for the works involved, and therefore raise no concerns with regards to the proposal impact upon protected species within the sites area or the ecology of the area in general.

IMPACT ON TREES

With specific regards to the developments impact on trees on site, the Council's Countryside Officer notes that the Arboricultural survey provides sufficient detail to determine the planning application. The scheme mainly involves crown lifting along the frontage of the site in order to provide suitable visibility displays, and despite the loss of a few trees within the site, the retention of key frontage trees onto the A59 and the significant landscaping/tree planting scheme proposed as part of the landscaping scheme for the site are considered to more than mitigate for the minor impact of the development on existing trees on site.

ACCESS / IMPACT ON HIGHWAY SAFETY

The following comments relate to the final formal response from the County Surveyor in respect to the proposal, sent in response to the Transport Statement (Mayer Brown), Design and Access Statement (Sunderland Peacock Architects) and the Planning Statement (Janet Dixon Town Planners Ltd), all dated April 2011, prepared on behalf of the Applicant, and the revised Transport Statement (Mayer Brown) received 22 August 2011.

He refers to his initial response of 15 June 2011 and subsequent discussions concerning detailed access arrangements for the site, which, as a consequence, ensured amended site plans being provided in correspondence dated 19 August 2011 (received in the Council Offices 22nd August 2011).

The proposed development of a Country House Hotel and Spa on land adjacent to Dudlands Croft, Sawley, will provide a 38 bedroom hotel, spa, gym and bar/restaurant facilities, and will cater for weddings, conferences, guests and members of the public. There is also staff accommodation within the site. In view of its location adjacent to the A59 Gisburn Road, the proposed access has been designed with the speed and volume of traffic on this route of Regional significance in mind. Lancashire County Council is responsible for providing and maintaining a safe and reliable highway network. With this in mind the present and proposed traffic systems have been considered in and around the area of the proposed development.

Having visited the site on a number of occasions, he has the following comments regarding the means of access to the proposed development and the consequent highway safety and capacity impacts.

Proposed Access from A59 Gisburn Road, Sawley.

There are two points of access to the site, an existing entrance to Dudlands Croft and the new access point to the southwest. The existing access will be used to serve the manor house, which will be the residence of the hotel manager. There are no proposed links between the existing access and the remainder of the development site. The new access is sited 37m to the south west of the existing access and has been designed to a satisfactory standard for the anticipated end users and provides a safe means of access to the site. This level of separation is at the lower limit of the standard for a road of this speed. While the existing access will accommodate a small number of movements, its proximity to the main entrance to the site is not ideal.

The creation of the new ghost island access to the site has been designed to address some existing highway safety concerns in this vicinity and has taken into account the record of recent road traffic collisions in this area. The amended layout of the right-turn ghost island (Dwg No. NW/SPA/GISBURN.1/03/RevE) satisfies the relevant Design Manual for Roads and Bridges criteria (TD42/95) and that there is no third party land ownership issue regarding the requirements for 4.5m by 215m visibility splays.

Liaison with Network Rail

The Applicant has provided additional detail concerning discussions with Network Rail that confirm the extent of the proposed highway works will not impose on their structures or give rise to any objections.

Traffic Flows

The revised list of locations identified from the range of comparison sites on the TRICS database has been considered and the data produced has been assessed as appropriate for this site. While extensive, the database cannot be relied on to reflect every nuance of a particular location or facility. However, the locations identified provide an acceptable source of verifiable traffic data.

Committed and Other Proposed Developments

There are no committed developments in the vicinity of this site.

Pedestrians and Cyclists Access

There is an existing Public Rights of Way running along the length of the existing access to Dudland Croft. There is no proposed revision of the footway as a result of this development.

Public Transport

There are no existing stops on A59 Gisburn Road within a 1km radius of the proposed site access. It would be desirable to introduce stops that were more convenient for the development and improved access to public transport services would be an important factor in helping to reduce dependence on the private car for users of this development. However, the nature of the traffic on A59 and the inherent safety implications of pedestrians crossing in this area make this unlikely and there is no prospect of diverting a scheduled service into the site.

Road Safety

The County Surveyor has reviewed the latest accident data on the immediate highway network surrounding the development and the relevant statistics for the last five years were included as "Table 6.1: RTC Data" in the Transport Statement. The frequency and severity of these incidents is a cause for considerable concern. Indeed, this section of A59 was included in a recent study by colleagues in LCC Safety Engineering. As a result of their report, completed in 2009, there were no specific traffic issues highlighted. However, the Local Safety Scheme that resulted from this report is currently in the County's Reserve list for design. It includes a recommendation to introduce central warning lines from west of Kiln Lane in an easterly direction, continuing to the east of the lay-by.

Parking Standards

The additional provision of on-site parking spaces and a designated coach parking area satisfy the previous recommendations.

Internal Site Layout

The internal layout is designed to comply with Manual for Streets and will encourage speeds below 20mph.

Servicing, Delivery, Waste Collection, Emergency Access and Routing

The Transport Statement (Section 3.14) indicates that suitable manoeuvring space is available within the site to allow for the safe movement of refuse and other service vehicles. This has been confirmed by details of the swept path analysis of relevant vehicles contained within the revised Transport Statement dated 19 August 2011 (received 22nd August 2011).

Travel Plan

A formal Travel Plan will be conditioned as part of the planning consent and will include details of a proposed shuttle bus service. An Interim Framework Travel Plan (IFTP) has been produced as part of this planning application to improve accessibility of the site by sustainable modes, including a completed Accessibility Questionnaire. The LCC Highways Officer also requests that a formal Travel Plan should be developed and approved by LCC Travel Plan team before the hotel is opened to the public and that this should be a condition of planning approval. The Travel Plan needs to include the following as a minimum,

- Appointment of a named Travel Plan Co-ordinator,
- Travel survey,
- Details of cycling, pedestrian and public transport links to the site,
- Details of secure, covered cycle parking,
- SMART Targets for non-car modes of travel,
- Action plan of measures to be introduced

Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years.

Planning Conditions

1. The provision of the all off site highway works can be achieved without reference to an Order making process and their introduction will be agreed and scheduled by means of the Section 278 Agreement.
2. A contribution of £6,000 has been requested to enable Lancashire County Council Travel Planning team to provide a range of services as described in 2.1.5.16 of the Planning Obligations in Lancashire paper dated September 2008.
3. In view of my remarks concerning the Public Transport provision and long-term Sustainability of the site, the benefits of a robust Travel Plan cannot be overstated.

There are no Traffic Regulation Orders proposed as a part of this application.

One of the local objectors to the proposal commissioned their own Transportation Planning Consults to carry out an Appraisal of Highway Matters relating to this proposal, and the report carried out by Singleton Clamp and Partners is available on the Planning File. Within it they raise a number of issues and concerns regarding the Transport Statement submitted by the Agent, and in particular a number of assumptions made. In particular they question, amongst other things,

- the junction layout and question whether it is achievable,
- the fact that the level of accidents in the area is downplayed,
- the accessibility of the site and the weight attached to the applicant's assertions that bus and rail links are realistic alternatives,

- the impact a hotel of this size will have on the highway network, and
- the suitability of the comparison data provided.

Having had sight of this report, the LCC County Surveyor was aware of the issues raised by the Independent Transport Assessment when re-assessing the revised Transport Statement provided by the Applicant on the 22nd of August 2011, prior to providing his final comments on the scheme. The isolated location of the site and the lack of public transport and pedestrian links are significant factors in assessing the accessibility of the site for non-car journeys and the overall sustainability of the development, and it is noted that the proposed development will result in increased flows on the existing transport network in and around a new junction with A59 Gisburn Road, and there will be increased vehicle turning movements. As such, the design of the junction features must accommodate all anticipated through and turning movements in a safe and efficient manner, consistent with the nature of this major road.

Having considered all of the above, the County Surveyor is confident that the Technical Notes and amended site plan details provided in response to his original comments provide a satisfactory response to the points raised; and have now provided an acceptable solution to the proposed new junction/access off Gisburn Road. He is also confident that the volume of increased vehicular activity can be accommodated safely by the existing/proposed highway infrastructure, and taking into account the sustainable measures proposed within the application, there is no objection to the proposal on highway safety grounds.

OTHER ISSUES

A lot has been made of the 'withdrawal' of support for the scheme from the Council's Tourism Officer; however upon closer inspection of the e-mail dated 13 May 2011, it is the 'level' of support that is retracted, and this is principally for the following reasons. The Council's Tourism Officer notes that the level of detail provided during the meeting with the Applicant was not as in-depth as now proposed, and that the closeness of the site to both the Stirk House Hotel and Dunbia was not raised during discussions. Had this been the case, there is a case that a level of concern would have been raised in respect to the potential detrimental impact on the existing long-standing business, and whether or not this site would be suitable for an accommodation business in such close proximity to an abattoir.

It is interesting to note that in principal, the Council's Tourism Officer offers support for all developments that create new and enhanced tourism businesses to the Ribble Valley, which in turn would help generate further visitor income and jobs to an area. Particularly those that may increase scope and promotion of towns and villages, and that that would be of a high quality, which this development proposes.

As noted earlier, from an economic development viewpoint, the Council is supportive of business growth, and seeks to encourage appropriate investment, particularly in the field of tourism within the Borough. The proposal is consistent with the Council's Economic Strategy which seeks to develop the visitor economy by extending the range of visitor facilities and attractions, as in itself the proposal would add to the visitor offer. Granted, attention has been drawn to the commercial merit of the scheme by a number of objectors to the scheme, however this to be fundamentally a matter for the investor to have considered, and of course it is not for the planning system to control competition.

In addition, whilst objections have been raised queries regarding the potential impact upon neighbouring developments, in particular the abattoir, it is the applicant who must appreciate

and recognise that there could be potentially both noise and odour issues from the adjacent sites activities, however they would not be actionable under current nuisance legislation. On this basis, it is considered the likelihood of the proposed development (subject to this application) negatively affecting the existing usage and business operating on the site adjacent to this site is relatively slim, and is therefore not significant enough to warrant refusal of the proposal, and whilst regard should be given to the extent of possible adverse impacts on neighbouring business, it is considered that there are however no overriding policy constraints that in their own right would warrant a recommendation of refusal.

I note comments regarding the lack of an Environmental Impact Assessment but I consider that no formal assessment is required in this instance. However, it should be noted that much of the information submitted would be that normally contained in such an Assessment.

CONCLUSION

The proposal seeks to develop a high quality 38 bedroom country house hotel and spa, and having assessed the proposal in relation to the relevant Local Plan Policies, specifically in relation to new tourism ventures, in planning policy terms the scheme is considered to be acceptable in principle. Alongside this, Local Planning Authorities are advised by Government to adopt a positive and constructive approach towards planning applications for economic development, especially for sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors, and it is considered that this proposal will potentially bring significant benefits to the local economy and provide local employment opportunities.

In addition, the scheme is considered to be sensitively designed to ensure it is effectively absorbed into the existing landscape, without significant harm to its quality or character, and as discussed earlier in this report, will have no significant impact on the amenity of the occupiers of nearby businesses. The access to the site, along with the internal parking and manoeuvring layouts, have all been agreed in principle with the LCC County Surveyor, and the applicant has agreed to provide a substantial and significant landscape plan for the site that includes appropriate mitigation and compensation measures in relation to the loss/retention of existing habitats and ecological features on the site.

It is for these reasons outlined above that the scheme proposed is considered to accord with the relevant Planning Policies, and the application is recommended accordingly.

SUMMARY OF REASONS FOR APPROVAL

The proposal represents an appropriate form of development and given its design, size and location would not result in visual detriment to the surrounding countryside, nor would its use have an adverse impact on highway safety.

RECOMMENDATION: That planning permission be granted subject to the following conditions.

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The permission shall relate to the development as shown on Plan Drawing No's 6302, 4043–27 Rev.A, 4043, NW/SPA/GISBURN.1/07 Rev.B (both entering and exiting plans), NW/SPA/GISBURN.1/06 Rev.C (both entering and exiting plans), NW/SPA/GISBURN.1/05 Rev.C, NW/SPA/GISBURN.1/03 Rev.E and NW/SPA/GISBURN.1/02 Rev.C.

REASON: To ensure the development is carried out in accordance with the submitted plans.

3. This permission shall be implemented in accordance with the proposal as amended by letter and plan received on the 4 August 2011, 22 August 2011 AND 27 September 2011.

REASON: For the avoidance of doubt since the proposal was the subject of agreed amendments.

4. Detailed plans indicating the design and external appearance of the buildings, landscape and boundary treatment, parking and manoeuvring arrangements of vehicles, including a contoured site plan showing existing features, the proposed slab floor level and road level (called the reserved matters) shall be submitted to and approved by the Local Planning Authority before development commences.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan and in order that the Local Planning Authority should be satisfied as to the details and because the application was made for outline permission.

5. Precise specifications and samples of walling and roofing materials and details of any window and door surrounds including materials to be used shall have been submitted to and approved in writing by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policies G1, ENV2 and ENV3 of the Ribble Valley Districtwide Local Plan.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2010 (or any Order revoking or re-enacting that Order) any future extensions and/or alterations to the building hereby approved, as defined in Schedule 2, Part 42 Classes A to B shall not be carried out without the formal written consent of the Local Planning Authority.

REASON: In the interests of the amenity of the area and in order that the Local Planning Authority shall retain effective control over the development, in accordance with Policies G1, ENV2, ENV3 and ENV13 of the Ribble Valley Districtwide Local Plan.

7. Prior to commencement of development, further details of the waste management of the site, including the access arrangements for such areas, shall be submitted to the Local Planning Authority and approved in writing and thereafter maintained in perpetuity.

REASON: To ensure an adequate waste transfer system is in place, and to comply with Policy G1 of the Districtwide Local Plan.

8. No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved in writing by the Local Planning

Authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

REASON: To ensure a satisfactory means of drainage.

9. No development approved by this permission shall be commenced until a scheme for the provision and implementation, of a surface water regulation system has been approved by the Local Planning Authority.

REASON: To reduce the increased risk of flooding.

10. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from the parking areas shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with, the site being drained. Roof water shall not pass through the interceptor.

REASON: To prevent pollution of the water environment.

11. Prior to the commencement of development, a scheme for the provision and management of a buffer zone alongside the watercourse shall be submitted to and agreed in writing by the local planning authority, in consultation with the Environment Agency. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority.

REASON To protect and enhance the aquatic environment.

12. Prior to the commencement of development, full details of the proposed mitigation measures, as indicated within section 6 of the Landscape and Visual Impact Assessment, received 4th of August 2011, shall be submitted to and approved in writing by the Local Planning Authority. All mitigation and enhancement for biodiversity shall be implemented in the first twelve months following completion of the development and maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority.

REASON: In order to protect and provide aftercare and long-term habitat management of the site, in accordance with Policy ENV7 of the Ribble Valley Districtwide Local Plan, The Wildlife and Countryside Act 1981 (as amended), The Conservation of Habitats and Species Regulations 2010 and the EU Habitats Directive (92/43/EEC).

13. Prior to the commencement of development, full details of the proposed mitigation measures, as indicated within section 4 of the Ecological Appraisal received on the 4th of August 2011, shall be submitted to and approved in writing by the Local Planning Authority. All mitigation and enhancement for ecology shall be implemented prior to commencement of any development on site and maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority.

REASON: In order to protect and provide aftercare and long-term habitat management of the site, in accordance with Policy ENV7 of the Ribble Valley Districtwide Local Plan, The Wildlife and Countryside Act 1981 (as amended), The Conservation of Habitats and Species Regulations 2010 and the EU Habitats Directive (92/43/EEC).

14. No development shall take place until a scheme for creation of the proposed new wildlife/feature pond to the front of the site has been submitted to and agreed in writing by the local planning authority and implemented as approved. The scheme must include full details relating to its construction, long-term management and phasing and must be created and completed prior to the occupation of the building. Thereafter the development shall be implemented in accordance with the approved scheme.

REASON: To provided compensation and mitigation measures for on-site ecology, in accordance with Policy ENV7 of the Ribble Valley Districtwide Local Plan.

15. Notwithstanding the submitted landscaping details on the amended plan dated 27th of September 2011, the development hereby permitted shall not be commenced until more specific details of the landscaping of the site have been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

The approved landscaping scheme shall be implemented in the first planting season following commencement of the proposed development unless otherwise agreed by the Local Planning Authority, whether in whole or part and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub, which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: In the interests of the amenity of the area and to comply with Policies G1, ENV2, ENV3 and ENV7 of the Ribble Valley Districtwide Local Plan.

16. The new access between the site and the A59 shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

REASON: To comply with Policies G1 and T1 of the Ribble Valley Districtwide Local Plan and to ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

17. The car park shall be surfaced or paved in accordance with a scheme to be approved by the local planning authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative.

REASON: To comply with Policies G1, T1 and T7 of the Ribble Valley Districtwide Local Plan and to allow for the effective use of the parking areas.

18. Prior to the commencement of development on site, an enforceable, formal Travel Plan shall have been agreed with the Local Planning Authority in consultation with the Highway Authority. The formal Travel Plan should be developed and approved by LCC Travel Plan team before the hotel is opened to the public. The Travel Plan will include details of the proposed shuttle bus service contained with the Interim Framework Travel Plan (IFTP)

produced as part of this planning application. The Travel Plan needs to include the following as a minimum,

- Appointment of a named Travel Plan Co-ordinator,
- Travel survey,
- Details of cycling, pedestrian and public transport links to the site,
- Details of secure, covered cycle parking,
- SMART Targets for non-car modes of travel,
- Action plan of measures to be introduced

Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years.

REASON: To reduce the dependence on car travel and promote sustainable transport measures, in compliance with comply with G1 and T1 of the District wide Local Plan.

19. Secure cycle and motorcycle parking shall be provided in line with the details indicated on plan reference number 4043-27 prior to the use commencing, and thereafter be retained in perpetuity.

REASON: To reduce the dependence on car travel and to comply with G1 and T1 of the District wide Local Plan.

20. Prior to the commencement of the built development on site, precise specifications and samples of the proposed surfacing materials to be used for the access roads, footways and parking bays shall have been submitted to and approved by the Local Planning Authority before their use on site.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policies G1 and ENV2 of the Ribble Valley Districtwide Local Plan.

21. Prior to commencement of the built development on site, a final scheme identifying the chosen method of how a minimum of 10% of the energy requirements generated by the development will be achieved on site by renewable energy production methods shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the full details, specifications and types of renewable energy production methods to be used, as well as their location on site. This shall then be provided in accordance with the approved details prior to occupation of development and thereafter retained.

REASON: In order to encourage renewable energy and comply with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy EM17 of the Regional Spatial Strategy.

22. No site preparation or development work shall take place until a scheme for the lighting of the site, both pre and post development, has been submitted and approved in writing by Ribble Valley Borough Council in consultation with specialist advisors. The approved scheme shall be implemented in full. The scheme shall demonstrate that there will be no artificial illumination (above existing levels) of retained and boundary trees, bat roosts, bat foraging and commuting habitat, or ponds.

REASON: In order to ensure the minimal visual intrusion after daylight hours, and in order to protect existing habitats, in accordance with Policies G1, ENV2 and ENV7 of the Ribble Valley Districtwide Local Plan.

23. Prior to commencement of any site works, including delivery of building materials and excavations for foundations or services, all trees identified to be retained in the arboricultural/tree survey submitted with the application, shall be protected in accordance with the BS5837 [Trees in Relation to Construction] the details of which shall be agreed in writing and implemented in full prior to commencement of any site development work. A tree protection - monitoring schedule shall be agreed and tree protection measures inspected by the local planning authority before any site works are begun.

The root protection zone shall be minimum of 12 x the DBH and shall remain in place until all building work has been completed and all excess materials have been removed from site including soil/spoil and rubble.

During the building works no excavations or changes in ground levels shall take place and no building materials/spoil/soil/rubble shall be stored or redistributed within the protection zone. In addition no impermeable surfacing shall be constructed within the protection zone.

No tree surgery or pruning shall be implemented with out prior written consent, which will only be granted when the local authority is satisfied that it is necessary, will be in accordance with BS3998 for tree work and carried out by an approved arboricultural contractor.

REASON: In order to ensure that any trees affected by development and included in the Arboricultural Survey are afforded maximum physical protection from the adverse affects of development, and in order to comply with Policies G1 and ENV13 of the District Wide Local Plan.

24. Prior to commencement of development, the applicant shall submit a scheme showing how access to Bridge 87 is to be retained as well as details of works undertaken near the railway boundary. This is to be agreed by the Local Planning Authority in conjunction with Network Rail.

REASON: In the interests of the protection of the adjacent railway infrastructure.

25. Prior to any works or modifications to Bridge 88, details shall be submitted to the Local Planning Authority for approval in conjunction with Network Rail. Network Rail shall supervise any modifications to the structure at the developer costs.

REASON: In the interests of the protection of the adjacent railway infrastructure.

26. Due to the adjacent land being opened up to members of the public, the proposer shall ensure the boundary fencing is of a suitable standard to prevent trespass onto the railway. The fence should be a minimum of 1.8m in height, the details of which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The fence shall be erected at the applicant's own expense.

REASON: In the interests of the protection of the adjacent railway infrastructure.

27. The applicant must ensure that their proposal both during construction and after completion of works on site does not encroach onto Network Rail land, it must not affect the safety, operation or integrity of the railway and its infrastructure or undermine or damage or adversely affect any railway land and structures, nor over-sail or encroach upon the air-space of any Network Rail land or cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future to be undertaken on Network Rail land and infrastructure. Any future maintenance must be conducted solely on the applicant's land.

REASON: In the interests of the protection of the adjacent railway infrastructure.

28. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways as a means of storm/surface water disposal must not be constructed near/within 10 metres of Network Rail's boundary or at any point that could adversely affect the stability of Network Rail's property.

REASON: In the interests of the protection of the adjacent railway infrastructure.

29. The applicant must ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus avoiding provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land. No structure/building should be built hard-against Network Rail's boundary. The applicant/applicant's contractor must ensure that any scaffolding required for working at height can be undertaken wholly within the footprint of the applicant's land. Any scaffold, which is to be constructed within 10 metres of the railway boundary fence, must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

REASON: In the interests of the protection of the adjacent railway infrastructure.

30. Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation will be required to remove the conflict at the applicant's expense.

REASON: In the interests of the protection of the adjacent railway infrastructure.

31. Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the

boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing.

REASON: In the interests of the protection of the adjacent railway infrastructure.

32. Prior to the commencement of development, a suitable noise assessment report shall be submitted to and approved in writing by the Local Planning Authority, as details of noise attenuation measures would need to be agreed as part of any approval.

REASON: To comply with Policy G1, and in the interests of protecting the amenity of nearby residents as it is known that the area has a very quiet background noise level.

33. Prior to the commencement of development, further details relating to noise control measures shall also be submitted to and approved in writing by the Local Planning Authority. Details will be necessary in relation to the following,
- o extraction and cooler equipment and in relation to any function suite,
 - o attenuation to bedroom windows, and
 - o details of any kitchen extraction filtration.

REASON: To comply with Policy G1, and in the interests of protecting the amenity of nearby residents as it is known that the area has a very quiet background noise level.

34. Deliveries and collections to/from the site shall be restricted to normal office hours i.e.
1. 08.00 to 18.00 Monday to Friday, and
 2. 09.00 to 16.00 hours Saturday, Sundays and Bank Holidays.

REASON: To comply with Policy G1, and in the interests of protecting the amenity of nearby residents as it is known that the area has a very quiet background noise level.

35. No development shall take place, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

66. the parking of vehicles of site operatives and visitors,
67. loading and unloading of plant and materials,
68. storage of plant and materials used in constructing the development,
69. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
70. wheel washing facilities,
71. measures to control the emission of dust and dirt during construction, and
72. a scheme for recycling/disposing of waste resulting from demolition and construction works.

REASON: In the interests of residential amenity.

INFORMATIVES

1. The applicant is reminded of the need, when drawing up details for any subsequent "approval of details", to take account of the needs of making the development accessible to and usable by disabled people. Your attention is particularly drawn to the requirements of Part M of the Building Regulations 1985 which establishes requirements for satisfactory access to parts of certain buildings and, in some circumstances, to provide suitable sanitary accommodation.
2. Under the terms of the Water Resources Act 1991, the prior written consent of the Agency is normally required for any discharge of sewage or trade effluent into controlled waters, and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld. (Controlled waters include rivers, streams, groundwater, reservoirs, estuaries and coastal waters).

The foul drainage system should be sited so as not to cause pollution of any watercourse, well, borehole, spring or groundwater.

Establishments of this nature can cause problems when connected to a septic tank. The applicant would be advised to consider the use of a package sewage treatment plant for preference.

All downspouts should be sealed directly into the ground ensuring the only open grids present around each dwelling are connected to the foul sewerage systems.

3. Surface water from car parking areas of less than 0.5 hectares and roads should discharge to watercourses via deep sealed trapped gullies. For car parks greater than 0.5 hectares in area, oil interceptor facilities are required such that at least six minutes retention is provided for a 12.5mm rainfall per hour. With approved 'by-pass' type of interceptors, flow generated by rainfall rates in excess of 5mm per hour may be allowed to by-pass the interceptor provided the overflow device is designated so that oily matter is retained.

Lorry parks, scrap yards, off loading areas require full oil interception facilities and 'by-pass' interceptors are not considered suitable.

Segregation of roof water should be carried out where possible to minimise the flow of contaminated water to be treated.

Detergents, emulsifiers and solvents must not be allowed to drain to the interceptor as these would render it ineffective.

The stables should be designed and constructed so that there is no discharge of effluent to any surface water or seepage to underground strata.

Any manure must be stored and handled so as not to pollute surface or underground waters.

4. Swimming pool contents must be allowed to dechlorinate by standing for at least 2 days prior to a consented discharge taking place to a surface water sewer, a watercourse or

controlled waters. The Agency should be advised at least 7 days before such discharge is made.

The applicant may require the written consent of the Agency under the Water Resources Act 1991, to discharge the pool contents to a surface water sewer, direct to a watercourse, to controlled waters or to soakaway and should contact the Agency for advice.

Swimming pool filter backwash should be passed to soakaway or the foul drainage system, and not to a surface water sewer or watercourse.

5. Note-No raw materials, finished or unfinished products or parts, crates, materials, waste, refuse or any other item shall be stacked or stored outside any building on the site without the prior approval in writing of the Local Planning Authority.
6. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement with the County Council as Highway Authority. The Highway Authority may also wish to implement their right to design all works within the highway related to this proposal. The applicant should be advised to contact the Environment Director at PO Box 9, Guild House, Cross Street, Preston, PR1 8RD in the first instance to ascertain the details of such an agreement and the information to be provided.
7. A separate consent from the Environment Agency under the terms of the Water Resources Act 1991 for any proposed sewage or trade effluent discharged to a water course or other controlled waters, and may be required for discharge to a soakaway. If the effluent discharged to ground is 2 cubic metres less in any 24 hour period, then a consent is not required providing the discharge is from a private dwelling, is not within 50m of a private water supply, well or borehole, or is within Groundwater Protection Zone 1. (Controlled waters include rivers, streams, groundwater, reservoirs, estuaries and coastal waters).
8. Access to bridge 87 for inspection and maintenance shall be retained around the clock, (24/7, 365 days of the year). Any variation in use of this bridge arising from the development must be approved by Network Rail.

Trees Permitted as part of the Landscaping Proposal:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata “Zebrina”

Trees Not Permitted as part of the Landscape Proposal:

Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

Committee will be aware that this application was recommended for approval by officers at the meeting of 13 October 2011. Following a debate by Members for refusal being given by officers, a motion to approve the application was voted on and lost and subsequently it was resolved to be minded to refuse the application and requested that the application go back to a future Committee with precise details of the wording.

Members, in their recommendation of minded to refuse the proposal, raised concerns regarding sustainability of the scheme in relation to its location divorced from main settlements and that the proposal would be heavily dependent on car borne visitors. They also expressed concern regarding the scale and size of the development and its likely visual impact on the open countryside and the Area of Outstanding Natural Beauty.

On the basis of Committee's resolution, I consider that the appropriate reason for refusal related to Policies G1, G5, RT1, ENV2 and ENV3 of the Districtwide Local Plan. This was referred to in Policy T1 of the Districtwide Local Plan which specifically deals with highway considerations which amongst other things, state that 'in making decisions on development proposal the Local Planning Authority will attach considerable weight to: ... availability and adequacy of public transport to serve those moving to and from the development'. Mindful of their concerns, I also consider that it may be prudent to refer to the key principles of PPS1 planning guidance, and particularly in the way that it seeks to promote sustainable development and to minimise impact on the open countryside. Should Committee with to refuse the application I consider the following reasons to still be appropriate.

RECOMMENDATION: That planning permission be REFUSED for the following reason(s):

1. By virtue of the design, scale and massing of the proposed development, this application is considered contrary to Policies, G1, G5, RT1, ENV2 and ENV3 of the Districtwide Local Plan and the key principles of PPS1 in that the proposed development would inevitably result in significant and adverse changes in existing real and open character of the area to its visual detriment.
2. By virtue of the isolated location of the site in relation to nearby service centres and villages, the proposal is considered to be contrary to Policies G1, RT1 and T1 of the Districtwide Local Plan and the key principles of PPS1, in that the proposed development would inevitably result in the over reliance on car usage, as opposed to more sustainable forms of transport thereby impacting on the overall transport infrastructure at this location to its detriment.

APPLICATION NO: 3/2011/0316/P (GRID REF: SD 360094 436116)
PROPOSED OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT OF 60
DWELLINGS AT LAND OFF PRESTON ROAD, LONGRIDGE

TOWN COUNCIL: It was resolved that the Council object to this proposal on the grounds of the following material considerations:

1. The proposed development is outside the existing settlement boundary and would extend the town in a direction that the Council feels is contrary to the need to ensure Longridge retains its separateness from neighbouring Grimsargh.
2. The land is currently in agricultural use and is of high visual amenity for the main route of the entry into Longridge, often described as the gateway to the Ribble

Valley. Urbanisation on this greenfield site on the scale proposed would be to the detriment of the overall character and aspect of Longridge.

3. The scale and density of the proposed development is inappropriate given the characteristics of the existing residential area it would adjoin, for example, a number of three storey properties are envisaged.
4. Preston Road had a reputation for being a dangerous road, and the record of traffic accidents, some involving fatalities, has recently resulted in a reduction of the speed limit along this road. Such a large-scale development will result in a significant number of additional traffic movements in the area, and inevitably magnify the potential for further accidents. Pedestrian traffic will also increase significantly and footpath capacity on the section of Preston Road connected with the proposed development is limited, and this presents further risks to pedestrians, a larger proportion of which will be children accessing the local schools.
5. The existing road infrastructure between Longridge and Preston is inadequate for the current population of Longridge and other commuters who use this route. Traffic congestion at peak times is a serious problem, and a development of the scale proposed will significantly aggravate this problem.
6. It is noted that the land proposed for development floods during period of high rainfall, and this suggests that the local topography will create drainage problems in response to higher levels of run-off that would result from the construction of dwellings and roads. This particular characteristic of the site also underpins its value ecologically.
7. Although in agricultural use, the land proposed for development is of significant amenity to Longridge as it offers habitat to a variety of protected fauna. The site is also in a relationship with neighbouring sites of ecological importance, for example the Alston Reservoirs Biological Heritage site, and it is not evident that this relationship is fully understood.
8. The increase in the number of households envisaged by the proposed development will impact on local infrastructure particularly medical services and schools, the nearest of which to the site is currently reported to be over-subscribed.

9. It appears that the proposed development conflicts with a number of important planning policies at regional and local level. For example in relation to Ribble Valley Local Plan Policies G2 and G5 which relate to allowing development wholly within the built-up part of the settlement or the rounding off of the built-up area. The Ribble Valley Strategic Land Assessment has designated a portion of land for housing at Preston Road, but it is evident that the proposed development extends well beyond this. The breaching of a significant greenfield site in this way will significantly dilute the pressure for developing brownfield sites in Longridge as a priority.

WHITTINGHAM PARISH
COUNCIL:

Whilst not formally notified of the application as it is close to our building and will have implications for the area of Whittingham Parish Council would like to oppose the application on the following grounds:

1. The application is outside the Longridge settlement boundary and if approved will extend development towards Whittingham.
2. The Central Lancashire Core Strategy has not yet been adopted and Whittingham Parish Council has made written representation stating that land within Central Lancashire should not be used to support Longridge becoming a key service centre.
3. Planning permission has been awarded for 650 houses at the former Whittingham Hospital and an application is also being considered for up to 200 residential units and 929m² of office space and a swimming pool at the former Ridings Depot south of Whittingham Road – again on the Longridge/Preston boundary. All of this will have a serious impact on the quantity of traffic travelling through Longridge particularly on Preston Road. It is unclear whether this additional traffic has been incorporated in any traffic assessment submission.
4. In terms of sustainability, the increase in demand for shops, schools and services will be significant – forcing shops to expand and diversify and thus altering the current appeal of rural significant life. On this basis it is felt that the development is unsustainable without seriously affecting the character of the area. there will also be a major impact on local schools on medical facilities.

5. Based on all the above points, Whittingham Parish Council is strongly opposed to the application. Notwithstanding this, if a decision is taken to approve the development, conditions should be included to ensure that construction traffic does not approach through Whittingham.

GRIMSARGH PARISH
COUNCIL:

Wish to object on the grounds of traffic/highway.

PRESTON CITY COUNCIL:

The Central Lancs Publication Core Strategy, currently subject to EiP, recognises (Policy 1) that Longridge is a key Service Centre which serves rural areas to the north and east of Preston. It is therefore recognised that this may involve development in Longridge, the quantum of which will depend on options taken forward in the RV Core Strategy.

There are issues relating to traffic and highways impact of the development and as such LCC highways should be consulted with regards to contributions.

The Central Lancashire Transport Study predicts that traffic flows on the B6243 will increase by 2018 to a level above its design capacity, creating considerable delays and congestion. Similarly, there are long standing capacity issues at the junction of A6/B5269 at Broughton. As such these cross-boundary infrastructure impacts need to be adequately addressed when considering new development at Longridge.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR):

Have no objections in principle to this application on highway safety grounds subject to the imposition of conditions. A request is also made for a highways contribution for sustainable transport measures made for a highways contribution for sustainable transport measures of £94,470 for measures including, but not limited to, the provision of new bus stops and associated infrastructure on both sides of Preston Road adjacent to the development site and improvements to the cycle facilities between Longridge and Preston.

LANCASHIRE COUNTY
COUNCIL (PLANNING
CONTRIBUTIONS):

Have confirmed that there is likely to be a contribution for sustainable transport measures and that a contribution of £29,280 is sought towards waste management.

LANCASHIRE COUNTY
COUNCIL (ECOLOGIST):

Further to my consultation response of 20 May I have now reviewed the Great Crested Newt and bat survey reports. These reports confirm that the proposals have the potential to impact upon Great Crested Newts, bats and their habitat and could therefore result in breaches of the Conservation of Habitats and Species Regulations 2010 unless adequate mitigation is secured. Unfortunately the applicant has not yet submitted sufficient information with regard to roosting bats to enable determination of this application.

NATURAL ENGLAND:

In relation to the originally submitted applicant commented that in respect of both bats and Great Crested Newts further survey work was required and if not the application should be refused. If further survey information is submitted you should use our standing advice to decide if there is a reasonable likelihood of potential species being present and whether survey and mitigation requirements have been met.

ENVIRONMENT AGENCY:

Originally objected to the development but further to the submission of a Great Crested Newt survey dated June 2011 withdraw our objection therefore subject to the imposition of conditions regarding biodiversity and flood risk raise no objection to the development.

UNITED UTILITIES:

Have no objections to the proposal subject to the imposition of a condition regarding surface water discharge.

ADDITIONAL
REPRESENTATIONS:

A total of 27 letters of objection have been received to the development. Members are referred to the file for all details of these which can be summarised as follows:

1. The application is contrary to Policies PPS7, PPS3, PPS9 (presence of Great Crested Newts and bats).
2. The application is contrary to Policy RDF2 of the Regional Spatial Strategy (RSS) which protects open countryside areas from inappropriate development placing an emphasis on locating development in the most sustainable locations.
3. RSS target for housing are excessive and unrealistic given the rapid slow down in house building and many other Councils have reduced their targets by 20% as a starting point for reviewing these figures in the future.
4. RSS sets a target of locating at least 65% of housing development on brownfield land. The whole of this application is greenfield and brownfield sites should be prioritised before allowing greenfield development.

5. There are several areas within the boundaries of Longridge with outline permission for housing which remain undeveloped. Some of these are occupied by derelict buildings and should therefore be a priority for improvement.
6. The application is contrary to Policy G2. The site cannot be described as rounding off and is not within the settlement limit. The settlement boundary has been drawn to contain development and avoid the sprawling expansion of Longridge in a southerly direction.
7. As the site is outside the settlement boundary it is contrary to Policy G5 of the Districtwide Local Plan.
8. Reference to the SHLAA process which is intended to contribute to the evidence base for the site allocations within the LDF. As the target portion of this application site is not included within the SHLAA then this suggests that the application site is unlikely to come forward as an allocation in the LDF.
9. In addressing the 5 year land supply issue the Council should seek effective cross boundary working relationships with neighbouring authorities to assess demand for, and provision of, sites for housing within Longridge.
10. Expanding the site in a southerly direction is unsustainable as it is at the furthest part from the shops and services of the town.
11. Many properties for sale in the area have been on the market for some time – do we need further empty properties?
12. The development doesn't even have the merit of offering useful social housing. The area needs affordable housing with 3 bedrooms for young families, the number of these offered is derisory.
13. There are no employment opportunities available for a measured population.
14. The proposed development would put an excessive amount of pressure on an already congested route through Longridge and Preston leading to increased queuing traffic through Grimsargh.
15. The peripheral location of the site puts greater reliance on the car contrary to PPG13.

16. The site does not provide a convenient or safe route to a bus stop for people wishing to travel towards Preston as there is no footway on the eastern side of the road.
17. The narrow width of this part of Preston Road makes a new junction difficult to integrate without causing hazardous movements within the highway.
18. The speed of traffic on this section is often in excess of 40mph and the difficulty to turn right from within the application site would cause queuing traffic at the junction which coupled with frustration would lead to hazardous movements that would cause serious and fatal accidents.
19. The application site fails to provide safe conditions for pedestrians using the proposed pedestrian links between the site and the end of 2 existing cul-de-sacs on Lindale Road.
20. The proposed site is directly between two accident hotspots in the area which have only recently had traffic calming and school crossing measures introduced – the benefits of which are yet to be determined. This development would increase the risk of accidents and potentially add a further 120 vehicles onto these roads.
21. The access road to be used is in fact the existing road to 3 properties at the former Grimbaldeston Farm and not a new access road development to serve the scheme. These 3 properties are responsible for maintenance of this access road. Questions are raised about responsibilities for any resurfacing resulting from construction traffic and a further 61 dwellings.
22. The application form appears to state that no new parking will be created.
23. The development would result in a level of vehicular traffic and general activity which would be contrary to the provisions of Policy G1.
24. The proposed development is adjacent to a Biological Heritage Site and provides a diverse habitat for grazing for a great variety of birds and other wildlife. There are protected species on site and it is unlawful to deal with unknown impacts on protection species by way of condition.
25. Loss of green fields, hedgerows, trees, flora/fauna and agricultural land.

26. The site is used to graze animals and should not be allowed for development.
27. A request that if consent is granted a preservation order be put on the wooded area and pond.
28. If developed it would cut off an important wildlife corridor running for miles.
29. The proposed site and adjacent areas suffer from very poor drainage. Can the system in place cope with an increased in sewerage and rain water?
30. Schools are already struggling and would have no capacity to accommodate additional places.
31. Health facilities are already stretched and would be put under extra pressure.
32. The proposed houses are being built in close proximity to an electric pylon.
33. Noise levels will be dramatically increased.
34. Devaluation of property prices.
35. Loss of privacy, light, new
36. The plot in question acts as part of a green buffer zone between Grimsargh and Longridge and building on this land will erode the rural character between the two towns.
37. The proposed density is excessive.
38. The proposed mix of 2 and 3 storey houses would create an excessive vertical scale, character, context of existing development within the settlement boundary.
39. The development is a quick fix profit project at the expense of local residents.
40. Question the level of detail provided as part of this submission.
41. Question raised other procedural issues associated with the submission.

There has been 1 neighbouring letter received in support of this application which recognises there is a real need for new housing and that the plans submitted will address a public need with minimal or no detrimental effects on the local environment.

Proposal

This is an outline application which as revised seeks consent for the erection of a total of 60 dwellings which include 18 affordable units. Approval is sought at this stage for a means of access into the site. The site is approximately 2.55 hectare, with this scheme having an overall density of 24 dwellings per hectare.

Access to the site is proposed from Preston Road and would utilize an existing access point to the properties at Grimbaldeston Farm. Pedestrian routes are proposed through the site to link with the existing footpath network on the B6244 Preston Road and onto the adjacent housing estate. A strong frontage to Preston Road continues the building line established by existing houses and allows for a 5m wide planted zone to the eastern boundary of the site that abuts Preston Road. The majority of the development (58 dwellings) are sited on land to the north and north-west of Grimbaldeston Farm occupying the grassland between that and residential development on Lindale Road. There is a pocket of land to the south of the access road that would accommodate two of the larger family houses.

It is proposed that the majority of the houses will be two storey with a small number of three storey properties located at the south western boundary with also a number of 2½ storey properties and bungalows throughout. The proposal allows for detached and semi-detached dwellings with short rows of terrace properties. A table of approximate overall dimensions of the house types shown on the submitted layout has been provided and indicates heights ranging from 9m to 9.6m for the two storey properties, 10.5 m for the 2½ storey units, 12m for the three storey units and 6.3m for the bungalows.

The affordable offer on this site is 18 units which is 30% of the total dwellings on site and would comprise six, two bed units, six three bed units and six bungalows. In terms of tenure, 9 will be affordable rent and nine shared ownership.

A large area of public open space is located at the centre of the development with three smaller areas positioned elsewhere within the overall development site.

Site Location

The site lies to the west of Preston Road outside but immediately adjacent to the settlement limit of Longridge lying within land designated open countryside. The site is greenfield in nature with existing trees and hedgerow throughout. The scheme has its main area of development filling the land between an existing small group of properties at Grimbaldeston Farm and the housing estate of Lindale Road – the latter which lies within the settlement boundary. There are open fields beyond to the south and south-west. The smaller section of development lies to the immediate south of the access road and runs parallel to Preston Road filling in a parcel of land between the aforementioned access and a pair of semi-detached dwellings on Preston Road.

Relevant History

3/80/0859/P – Proposed residential development – Refused 17 September 1980.

Relevant Policies

Policy G1 - Development Control.

Policy G5 - Settlement Strategy.

Policy ENV3 - Development in Open Countryside.

Policy H20 - Affordable Housing - Villages and Countryside.

Policy H21 - Affordable Housing - Information Needed.

Policy RT8 - Open Space Provision.

Policy T1 - Development Proposals - Transport Implications.

Policy T7 - Parking Provision.

Affordable Housing Memorandum of Understanding.

Policy DP1 – Spatial Principles, North West of England Regional Spatial Strategy to 2021.

Policy DP2 – Promote Sustainable Communities, North West of England Regional Spatial Strategy to 2021.

Policy DP7 – Promote Environmental Quality, North West of England Regional Spatial Strategy to 2021.

Policy L1 – Health, Sport, Recreation, Cultural and Educational Services Provision, North West of England Regional Spatial Strategy to 2021.

Policy L4 – Regional Housing Provision, North West of England Regional Spatial Strategy to 2021.

Policy L5 – Affordable Housing, North West of England Regional Spatial Strategy to 2021.

PPS1 – Delivering Sustainable Development.

PPS3 – Housing.

PPS7 – Sustainable Development in Rural Areas.

PPG13 – Transport.

PPG17 – Planning for Open Space, Sport and Recreation.

PPS22 – Renewable Energy.

PPS25 – Development and Flood Risk.

Policy H2 - Dwellings in the Open Countryside.

Environmental, AONB, Human Rights and Other Issues

The matters for consideration in the determination of this application are the principle of development, whether the affordable housing offer meets identified needs, highway safety, infrastructure provision, nature conservation, visual and residential amenity. For ease of reference these are broken down into the following sub-headings for discussion.

Principle of Development

The policy basis against which this scheme should be appraised is set out in the context of national, regional and local plan development policies. The site falls within land designated as Open Countryside in the Ribble Valley Districtwide Local Plan (policies ENV3 and G5).

The proposals are for the development of 60 residential units, 18 of which are for affordable housing. Policy G5 of the Districtwide Local Plan recognises the need to protect the countryside from inappropriate development, and therefore planning permission for local needs housing would only be considered if an affordable local housing need could be identified in this location.

This approach of meeting an identified, affordable housing need is consistent with Policy ENV3 of the Districtwide Local Plan which, as well as requiring that any development must be in keeping with the character of the landscape area and reflect local vernacular, scale, style, features and building material, also stipulates that only development that has benefits to the area will be allowed. Although small-scale affordable housing that meets an identified need would comply with this requirement, wider issues of site suitability and housing supply must also be considered.

In looking at this issue it is apparent that Ribble Valley Borough Council is currently unable to identify a 5-year supply of deliverable housing land, with this figure standing at 3.3 years as at 1/10/11 (most up to date monitoring information). Paragraph 71 of PPS3: Housing, states that where Local Planning Authorities cannot demonstrate an up to date five year supply of deliverable sites they should consider favourably planning applications for housing having regard to the policies in PPS3 including the considerations in paragraph 69.

Paragraph 69 states that in deciding planning applications, Local Planning Authorities should have regard to:

- achieving high quality design,
- ensuring developments achieve a good mix of housing ,
- the suitability of a site for housing, including its environmental sustainability,
- using land effectively and efficiently; and
- ensuring the proposed development is in line with planning for housing objectives.

An important consideration in assessing these proposals is bullet point 3 of para 69 (as above), which relates to the need for Local Planning Authorities to have regard to the suitability of a site for housing, including its environmental sustainability, as well as bullet point 5, which requires that development consider planning for housing objectives. Paragraph 10 and 36 of PPS3 discuss this further and state that housing developments should be in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.

In assessing the sustainability of the site regard should also be had to national planning guidance offered in PPS1 'Delivering Sustainable Development' and PPS7 'Sustainable Development in Rural Areas'. The latter document comments in paragraph 3 that 'away from larger urban areas, planning authorities should focus most new development in or near to local service centres where employment, housing (including affordable housing), services and other facilities can be provided close together'. PPS1 comments in paragraph 8 that 'the plan led system, and the certainty and predictability it aims to provide is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan unless material considerations indicate otherwise (in this instance the requirements of PPS3). Reference is also made in paragraph 33 to the fact that 'good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development'.

It is considered that although the site would be located on land designated as open countryside, it is adjacent to the settlement boundary of Longridge and therefore closely related to a service centre which can offer these facilities and access, which is in line with planning for housing objectives and considered a suitable site for housing. Therefore based upon the information

received the proposals satisfy the criteria set out in paragraph 69 of PPS3 and the requirements of PPS1 and PPS7 in terms of sustainable development.

It will also be important to consider any potential visual impact of the scheme. Policy H2 of the adopted Districtwide Local Plan discusses this in greater detail and states that the impact of proposals on the countryside will be an important consideration in determining all planning applications. Development should be appropriately sited and landscaped. In addition, scale, design, and materials used must reflect the character of the area. This is covered in detail elsewhere within this report.

In relation to the issue of a 5-year supply of deliverable housing sites, it is important to note that the situation is subject to rapid change. At the present time, the overall housing requirement for Ribble Valley is determined by the Regional Spatial Strategy (RSS) however Government advice has highlighted that the RSS is soon to be abolished and as a result it will fall upon Local Planning Authorities to determine what the housing requirement should be for their own borough, albeit determined upon strong and robust evidence. As a result, in preparation for this abolition and having regard to the time frames involved in consulting upon and adopting new housing numbers for use in determining planning applications and working on the Strategic Development Plan, Ribble Valley Borough Council recently instructed Nathaniel, Litchfield and Partners (NLP) consultants to undertake some work on assessing what the overall requirement for housing land should be in the borough. This work is now complete, and Members have resolved to publish this information for public consultation. Therefore as a result it must be considered that dependent upon the outcome of this consultation, the five-year supply position is subject to change.

The potential for change in policy is also relevant in relation to the emerging Local Development Framework. Between June and August 2011, consultation took place on further development strategy options work, forming part of the Regulation 25 stage Core Strategy. A high level of response was received and analysis work is currently being undertaken to work towards identifying a preferred development strategy option. Consultation work was also undertaken on developing the LDF Development Management policies and Key Statements document, as well on a revised AHMU now titled 'Addressing housing need in Ribble Valley'. Once adopted, as is anticipated in the coming months, there will be a requirement to provide sheltered provision as part of the scheme, and the thresholds for affordable housing provision currently set out in the AMHU are subject to change.

Affordable Housing

In considering the affordable housing element of the proposal, it is important to have regard to Policies H20 and H21 of the Ribble Valley Districtwide Local Plan and the Council's Affordable Housing Memorandum of Understanding (AHMU). Policy H20 of the Plan identifies that on sites outside defined settlement limits, schemes should provide for 100% affordable needs. However, having regard to material considerations, namely PPS3 as outlined above, I am of the opinion that as the scheme immediately abuts the saved settlement limit of Longridge a more relaxed approach is in order and that it is the requirements of the AHMU and Policy H21 that the affordable elements of the scheme should be assessed against.

In terms of assessing the development under the requirements of the AHMU a scheme outside defined settlement limits for three or more dwellings (or sites of 0.1 hectare or more) should provide 30% of the site for affordable provision. Policy H21 sets out the information to be submitted in support of affordable schemes in terms of who the accommodation is intended to

be provided for and details of the methods by which the accommodation will be sold, let, managed and retained a suitable for its original purpose.

The scheme is made in outline for the erection of 60 dwellings. A draft Legal Agreement was submitted with the application and has been the subject of discussions with the Council's Housing Strategy Officer in order to ensure that the scheme matches identified needs. Given the scheme is within the Longridge area, the approach taken is that development in this key service centre should meet housing needs expressed throughout the borough and not just those specific to the parish as is the case in the villages. The Legal Agreement content sub-heading later within this report provides specific details for the clauses covering the affordable elements as summarised under the proposals section of this report.

Highway Safety

It is clear from the observations of the County Surveyor that no objections are raised in principle to this development on highway safety grounds. He has suggested a number of conditions regarding an extension of the existing 30mph speed limit from its present boundary at 110 Preston Road by approximately 250m to the south of Spout Farm. There is the need to maintain sight lines and LCC require submission of details regarding the construction of the site access roads. A request is made in terms of highway contributions for sustainable transport measures of £94,470 to include but not be exclusively limited to the provision of new bus stops and associated infrastructure on both sides of Preston Road adjacent to the development site and improvements to the cycle facilities between Longridge and Preston. Subject to these items being satisfactorily conditioned he raises no objection to the development. Therefore, notwithstanding the objections received to this scheme on highway safety grounds, I must be guided by colleagues at LCC on this matter and conclude that there are no justifiable highway safety reasons to warrant an unfavourable recommendation.

Infrastructure Provision

LCC have not requested any financial contributions from this scheme towards education matters having made an assessment and forecasting of capacity at schools in the area.

In respect of potential flooding, the Environment Agency have studied the flood risk assessment that accompanied this submission. The only comment they have made in respect of the submission in this respect is that a detailed drainage proposal has not been identified at this outline stage and that they recommend any subsequent planning approval is conditioned to ensure submission of such information. United Utilities have also been consulted on this submission and similarly do not raise any objections to the development. Therefore, on the basis of these comments from our technical advisors, I must conclude that there is no justifiable reasons to withhold consent on concerns raised by objectors regarding such infrastructure matters.

Public Open Space

Policy RT8 of the Districtwide Local Plan requires that residential sites over 1 hectare provide adequate and usable public open space. The supporting text notes that community open space within new residential areas provides a useful informal recreational facility for residents of the neighbourhood and a particular requirement will be for the provision of children's play areas.

The site layout provides for an extensive area of public open space in the centre of the development with 3 smaller areas located to the south of the site and along its northern boundary. The only details provided at this outline stage are the location of the areas concerned and that the proposed public open space will constitute 18% of overall site area. Should Committee be minded to approve the application conditions will need to be imposed to request full details of the layout, management and maintenance of these areas.

Subject to such details being submitted at reserved matters stage I am of the opinion that in principle the amount of public open space provided is adequate and thus the requirements of Policy RT8 of the plan have I consider been met.

Nature Conservation – Protected Species/Landscape/Trees

This is a greenfield site with trees and hedgerow within and that align the site boundaries. As part of the application a tree survey was submitted that assesses the quality of trees on site and provides management recommendations. The assessment identifies a number of trees which are to be felled and has been assessed by the Council's Countryside Officer. It is considered that whilst some trees will be lost, there is scope within the development to provide areas of replacement planting and thus a loss can more than be adequately mitigated for as part of the landscaping scheme submitted at reserved matters stage.

The application is also submitted with a Phase 1 Habitat Survey, Bat Survey and Great Crested Newt Survey. These reports confirm that the proposals do have the potential to impact upon Great Crested Newts, bats and their habitat. There is an existing pond on site and the Great Crested Newt Survey recommends that this pond is retained to create a higher quality habitat. The submitted documents in respect of nature conservation interests have been examined by the Environment Agency, the Ecologist at Lancashire County Council and this Council's Countryside Officer. The latter has discussed appropriate conditions with Natural England in terms of their potential licence application in connection with the need to protect the Great Crested Newt population and the conclusion reached is that satisfactory safeguards can be imposed and suitably worded conditions formed in order to adequately protect the conservation interests identified.

Therefore notwithstanding comments received about the nature conservation value of the site, it is considered that subject to the aforementioned safeguards there is no justifiable reason to withhold consent on ecological grounds.

Layout/Scale/Amenity

As stated previously this is an outline application with the only detailed matter being applied for at this stage being the means of access. To assist the Local Planning Authority in making a decision on such applications, there is a requirement for applicants to provide a basic level of information on other matters including parameters of scale and layout. An indicative site layout has been submitted to show how the scheme would fit into the immediate surroundings with existing residential development to the north of the site. Revisions have been secured to that since initial submission for reasons of residential amenity that will be discussed elsewhere within this report. In terms of the actual layout of the development, the submitted Design and Access Statement outlines that an initial density was considered that maximised the density of housing at 82 dwellings on the site but that this was adjusted down to the level of submission at 61 dwellings having regard to the surrounding development. A subsequent amendment to the scheme reduces this further to 60 dwellings. When assessing the proposed layout of the

scheme against the properties of Lindale Road which were constructed in the 1990's I am of the opinion that the scheme would not appear out of context. This is a greenfield location and a development of this nature would extend the urban edge of Longridge in a southerly direction but I do not consider that significant detriment would be caused were this scheme to proceed. The two units to the south of the access point are located behind existing tree coverage to Preston Road. The properties to the frontage of the site to the north of the access would be a mix of terraced units with a pair of semi-detached dwellings. These are set back from the road edge to enable a landscaped belt to be formed. The location of the large area of public open space in the centre of the site with the retention of hedgerows with supplemental planting would be a focal point in the development and add a sense of openness.

Turning to the scale of development, the submission outlines the limits for development and these have been reduced since the original submission to between 6.3m bungalows to 12m for three storey properties that would be set to the southwest boundary overlooking fields to the southwest of the development site. Committee should remember that as scale is not a detailed matter being applied for at this stage, the heights are indicative with further information being submitted at reserved matters stage to provide precise details of each unit in terms of the scale and appearance. On the basis of the information provided and that the differences in height throughout the scheme will provide a varied roofscape I do not consider that the parameters of scale as revised on 24 October 2011 would prove significantly detrimental to the visual amenities of the area.

Residential Amenity

In considering residential amenity it is important to have regard to the relationship with properties outside the site as well as that between units proposed as part of this scheme. To the north are properties on Lindale Road and the end property on Preston Road (number 110) and to the south of Grimbaldeston Farm and numbers 138 and 140 Preston Road.

I am of the opinion that two dwellings proposed in the most southerly section of the site between Grimbaldeston Farm and numbers 138 and 140 Preston Road be set sufficient distance away from existing residents so as not to significantly affect existing amenities.

The critical relationship is that between the proposed houses and the existing dwellings on Lindale Road where the two access roads terminate with a turning-head at the site boundary. These dwellings face towards the proposed development and as stated previously revisions have been sought to the site layout in order to provide greater separation distances between existing and proposed dwellings. Plot 48 and 49 have their proposed gable elevations towards existing houses and I do consider that relationship satisfactory. Plot 38 would have its rear elevation facing towards an existing property but I am satisfied that adequate separation distances are shown. The area of most negotiation with the application has been Plot 37 which had a distance of approximately 13m from its rear elevation to the front elevation of an existing dwelling. Whilst the properties did not directly face each other this was not felt to be appropriate and would, I consider, have an adverse impact on existing amenities. The layout has subsequently been revised to delete this plot so that the overall total number of units is reduced to 60. On the basis that this impact has been satisfactorily addressed I do not consider that the development of this site in the manner show would prove significantly detrimental to existing residential amenities.

In respect of the internal relationship of the development site, the proposed layout shows properties facing onto internal access roads/shared accesses. Where properties align both

sides of these roadways, separation distances between facing blocks are approximately 21m and thus I conclude the relationship to be satisfactory.

Section 106 Content

The application has been submitted with a draft legal agreement to cover matters of affordable housing. This report has outlined this aspect and also identified matters raised by consultees in respect of various other contributions towards sustainable transport measures. As Members will be aware it is not the practice of this authority to seek money for waste management as requested by Lancashire County Council. To clarify for Members, the Section 106 Agreement would stipulate the following.

1. *Affordable Housing*

- The total number of affordable units shall consist of 18 new build dwellings.
- 9 of the units shall be affordable rental (6 bungalows and 3x2 bed properties).
- 9 of the units shall be shared ownership (to be made up of 6x3 bed houses and 3x2 bed houses).
- Delivery of the affordable units to be phased with the provision of market units to ensure that no more than 50% of the private housing is occupied until the affordable dwellings are developed.
- In terms of eligibility for the properties, this shall relate to a boroughwide connection.

2. *Wheeled Bin Provision*

- The developer to fund the administration and delivery costs of up to £90 per unit providing the appropriate wheeled bins.

3. *Highways*

- A highways contribution towards supporting sustainable transport measures of £94,470 (based on average accessibility score and with the current indicative breakdown of property sizes).

Therefore having carefully considered all the above, I am of the opinion that the scheme accords with plan policy and recommend accordingly.

SUMMARY OF REASONS FOR APPROVAL

The proposal has no significant detrimental impact on nearby residential amenity, nor would it have an adverse visual impact or be to the detriment of highway safety.

RECOMMENDATION: That the application be DEFERRED and DELEGATED to the Director of Community Services for approval following the satisfactory completion of legal agreement within a period of six months (from the date of this decision) as outlined in paragraphs numbered 1-3 under the Section 106 Agreement sub-heading within this report, and subject to the following condition(s):

1. Application for approval of reserved matters must be made not later than the expiration of 3 years beginning with the date of this permission and the development must be begun not later than whichever is the latter of the following dates:
 - (a) the expiration of 3 years from the date of this permission; or
 - (b) the expiration of 2 years from final approval of the reserved matters, or in the case of approval of different dates, the final approval of the last such matter to be approved.

REASON: In order that the Local Planning Authority shall be satisfied as to the details and because the application was made for outline permission and comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

2. Detailed plans indicating the design and external appearance of the buildings, landscape and boundary treatment, parking and manoeuvring arrangements of vehicles, including a contoured site plan showing existing features, the proposed slab floor level and road level (called the reserved matters) shall be submitted to and approved by the Local Planning Authority before development commences.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan and in order that the Local Planning Authority should be satisfied as to the details and because the application was made for outline permission.

3. This outline planning permission shall be read in conjunction with the Legal Agreement dated ...

REASON: For the avoidance of doubt as the application is subject of an agreement.

4. Prior to commencement of development a scheme identifying how a minimum of 10% of the energy requirements generated by the development will be achieved by renewable energy production methods, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall then be provided in accordance with the approved details prior to occupation of the development and thereafter retained.

REASON: In order to encourage renewable energy and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

5. No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved in writing by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

REASON: To ensure a satisfactory means of drainage in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

6. No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water regulation system has been approved by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans.

REASON: To reduce the increased risk of flooding in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

7. The submission of reserved matters in respect of scale, appearance and landscaping and implementation of development shall be carried out in substantial accordance with the Design and Access Statement and the Indicative Proposed Layout drawing 10.192/03/F as amended dated 26 October 2011 and parameters of scale as revised dated 24 October 2011.

REASON: For the avoidance of doubt to define the scope of this permission.

8. Prior to commencement of development a landscape management plan including long term design objectives, timing of the works, management responsibilities and maintenance schedules for all landscaped areas (other than within curtilages of buildings) including the public open space area shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall also provide precise details of any play equipment and its maintenance and indicate a timescale when the open space shall be provided and made available for use. The landscape management plan shall be carried out in accordance with the details so approved.

REASON: In the interests of residential and visual amenity in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

9. No development shall take place until an updated protected species survey has been carried out on those trees identified in the protected species survey dated June/July 2011 [T11&T18] during the optimum period of May to September prior to commencement of any part of development.

The tree work specified in the tree survey dated the 20th of December shall be carried out under the supervision of qualified/licensed bat worker.

Hedgerows identified as important for foraging [H1/2/3/4/5/6 inclusive] shall be retained and protected in accordance with BS5837, Trees in Relation to Construction.

The results of the updated survey shall be submitted to the Local Planning Authority Countryside Officer and Natural England. If such a use by a protected species of any trees included in the protected species report/tree survey report is established, a mitigation scheme including appropriate protected species license details shall be submitted to and agreed in writing by Natural England & the Local Planning Authority Countryside Officer before any work commences on the approved Development.

The actions, methods & timings included in the mitigation measures identified and the conditions of any Natural England License shall be fully implemented and adhered to. In the event that any bats are found, disturbed or harmed during any part of the development work, work shall cease until further advice has been sought from a licensed ecologist.

REASON: To ensure that no species/habitat protected by the Wildlife and Countryside Act 1981/European Directive for Protected Species are harmed/destroyed/ in accordance with Policies G1, ENV7 and ENV8 of the Ribble Valley Districtwide Local Plan.

10. No part of the development shall be commenced until a license application has been submitted to and issued by Natural England, a copy of which shall be submitted to the local planning authority and include details of mitigation and compensation measures including,

details on exclusion zones, protective fencing and monitoring procedures. The protection and monitoring measures included in the license issued by Natural England shall be fully implemented and maintained during the entire duration of the development and in the event that any great crested newts are found or disturbed within the impact zone during any part of the development, work shall cease until further advice has been sought from a licensed ecologist.

Mitigation refers to practices adopted to reduce or remove the risk of disturbance, injury or death of a protected species.

REASON: To protect the great crested newt population from damaging activities and reduce or remove the impact of development, to ensure that there are no adverse effects on the favourable status of a great crested newt population before and during the proposed development and to maintain a great crested newt population in the long term in accordance with ENV7 of the District Wide Local Plan.

11. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services all trees identified to be retained in the arboricultural/tree survey shall be protected in accordance with the BS5837 [Trees in Relation to Construction] the details of which shall be agreed in writing, implemented in full, a tree protection monitoring schedule shall be agreed and tree protection measures inspected by the local planning authority before any site works are begun.

The root protection zone shall be 12 x the DBH and shall remain in place until all building work has been completed and all excess materials have been removed from site including soil/spoil and rubble.

During the building works no excavations or changes in ground levels shall take place and no building materials/spoil/soil/rubble shall be stored or redistributed within the protection zone, in addition no impermeable surfacing shall be constructed within the protection zone.

No tree surgery or pruning shall be implemented with out prior written consent, which will only be granted when the local authority is satisfied that it is necessary, will be in accordance with BS3998 for tree work and carried out by an approved arboricultural contractor.

REASON: In order to ensure that any trees affected by development and included in a Tree Preservation Order/ Conservation area/considered to be of visual, historic or botanical value are afforded maximum physical protection from the adverse affects of development in order to comply with planning policies G1, ENV13 of the Districtwide Local Plan.

12. No development shall take place until a badger survey has been carried out during the optimum period at least three months prior to commencement of any part of development.

The results of the updated survey shall be submitted to the Local Planning Authority Countryside Officer and Natural England. If such a use by badgers of any part of the land included in the planning permission granted is established, a mitigation scheme including appropriate protected species license details shall be submitted to and agreed in writing by Natural England & the Local Planning Authority Countryside Officer before any work commences on the approved Development.

The actions, methods & timings included in the mitigation measures identified and the conditions of any Natural England License shall be fully implemented and adhered to. In the event that any bats are found, disturbed or harmed during any part of the development work, work shall cease until further advice has been sought from a licensed ecologist.

REASON: To ensure that no species/habitat protected by the Wildlife and Countryside Act 1981/European Directive for Protected Species are harmed/destroyed/ in accordance with Policies G1, ENV7 and ENV8 of the Ribble Valley Districtwide Local Plan.

13. Clearance of scrub, trees or hedgerows shall take place outside the breeding bird season [August to February inclusive].

REASON: To ensure that bird species are protected and their habitat enhanced in, accordance with the Wildlife & Countryside Act 1981, as amended, and the Conservation [Natural Habitats &c] Regulations 1994 and Policy ENV9 of the Districtwide Local Plan

14. No part of the development hereby granted consent shall be implemented until the details of protection & mitigation measures for the on site pond have been submitted to and agreed in writing with the local authority. The details of which shall include biodiversity mitigation and enhancement measures in order to meet the requirements set out in the recommendations of the Phase 1 Habitat Survey & the Great Crested Newt Survey.

As well as a specified time table of operations the details submitted shall include construction and introduced vegetation types, all protection and enhancement measures shall be completed in full prior to the substantial completion or the first bringing into use of the development hereby approved, whichever is sooner. The pond shall subsequently be implemented entirely in accordance with the approved details and maintained thereafter, unless otherwise agreed in writing by the local planning authority, the mitigation measures shall be permanently maintained and retained in accordance with the approved details.

REASON: To provide a wildlife corridor, to allow movement of species between suitable habitats and promote the expansion of biodiversity and protect a species identified in the UK Biodiversity Action Plan [UK BAP] in accordance with Policy ENV7 of the Ribble Valley Districtwide Local Plan.

15. Prior to first occupation of the development the existing 30mph speed limit shall be extended from its present boundary at 110 Preston Road by approximately 250 metres to just south of Spout Farm and suitable high conspicuity 'gateway' type signs shall be provided on both sides of the carriageway.

REASON: In the interests of highway safety in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

16. There shall not at any time in connection with the development be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4 metres measured along the centreline of the proposed access road from the nearer edge of the carriageway of Preston Road to points measured 90 metres in each direction along the nearer edge of the carriageway of Preston Road, and shall be constructed and maintained at footway level in accordance with a scheme to be agreed in writing by the Local Planning Authority in conjunction with the Highway Authority.

REASON: To ensure adequate visibility at the site access in the interests of highway safety in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

17. The proposed access road shall be constructed to a minimum width of 5.5 metres with continuous footway provision on both sides from Preston Road into the site.

REASON: To enable vehicles and pedestrians to enter and leave the site in a safe manner in the interests of highway safety in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

18. The new estate road/access between the site and Preston Road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

REASON: To ensure that satisfactory access is provided to the site in the interests of highway safety in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

NOTE(S):

1. In respect of condition 15 this work will require a Section 278 agreement between the developer and the Highway Authority.
2. This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 the County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works and therefore before any access works can start you must contact the Environment Directorate for further information by telephoning Area Surveyor East 01254 823831 or writing to the Area Surveyor East, Lancashire County Council, Area Office, Riddings Lane, Whalley, Clitheroe BB7 9RW quoting the planning application number.
3. In accordance with PPS25 surface water should not be allowed to discharge to foul/combined sewer. This prevents foul flooding and pollution of the environment. This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should be discharged directly to soakaway and/or watercourse and may require the consent of the Environment Agency. No surface water is allowed to be discharged to the public sewerage system.

APPLICATION NO: 3/2011/0541/P (GRID REF: SD 361167 437191)
PROPOSED FULL APPLICATION FOR 49 HOUSES AND ASSOCIATED INFRASTRUCTURE
WORKS AT LAND BOUNDED BY DILWORTH LANE AND LOWER LANE, LONGRIDGE

TOWN COUNCIL: It was resolved that the Council objects to this application on the basis of the following material considerations.

1. The development is outside the settlement boundary and represents a significant extension into the countryside.
2. Steep incline that characterises Dilworth Lane will discourage access on foot or bicycle and will be

particularly challenging to the infirm, people with disabilities and the elderly.

3. There will be a significant increase in traffic movements created by the development and this will contribute to the already hazardous traffic conditions in this area. The proposed access to the site on to Dilworth Lane will create increased traffic hazards, particularly given the excessive vehicle speeds frequently witnessed in this area.
4. The removal of trees at the proposed access point on Dilworth Lane as a traffic safety measure will result in a consequential loss of an attractive landscape amenity.
5. There is nothing in the development that reflects the needs of the elderly and infirm.
6. Provision for foul water drainage is inadequate.
7. The development will increase pressure on local infrastructure such as school, health and transport services which may be unable to respond to the extra demands.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR):

My main concern regarding this development proposal in highway safety terms is that vehicle speeds passing the proposed site entrance on to Dilworth Lane are generally higher than the 30mph speed limit but there is scope to reduce speeds with the introduction of suitable traffic calming measures. Therefore, I raise no objection in principle to this application on highway safety grounds subject to the imposition of conditions.

In terms of highway contributions for sustainable transport measures, a highway contribution of £85,000 is requested to fund by means of Section 106 measures including, but not limited to, pedestrian improvements around the King Street/Market Place/Berry Lane junction and improvements to the cycle facilities between Longridge and Preston.

LANCASHIRE COUNTY
COUNCIL PLANNING
CONTRIBUTIONS:

LCC have confirmed that they will not be making a claim in respect of education contributions as there are forecast to be sufficient school places in the area to support this development.

LANCASHIRE COUNTY
COUNCIL STRATEGY AND
POLICY:

The application site lies within the boundary of the Mineral Safeguarding area as defined in the emerging Lancashire Minerals and Waste Development Framework Site Allocations and Development Management Policies DPD. It has the potential to sterilise sandstone. In certain circumstances, we may request that prior extraction of these reserves is carried out. In this case, we do not consider that this is appropriate but it is an option your authority may wish to consider prior to the application being determined.

ENVIRONMENT AGENCY:

Initially raised objections. However, after reviewing the additional information submitted on 17 October are now satisfied that there are no culverted watercourses crossing the site. They therefore withdraw their objection to the development but recommend that any approval is appropriately conditioned.

UNITED UTILITIES:

Have no objections subject to the imposition of conditions.

ADDITIONAL
REPRESENTATIONS:

A total of 95 letters of objection have been received. Members are referred to the file for full details which can be summarised as follows:

1. This is again a case of trying to push planning through before the core strategy has been approved - the application should be held in abeyance until the core strategy is in place. We fail to understand how the application can be considered logically until the housing needs of the area are properly evaluated and the location of these houses within the borough has been agreed.
2. Agree with the local councillor that a new village at Barrow or alongside the A59 would be a better way forward.
3. It would be an intrusion into the countryside and contravenes a previous Inspector's decision from 1985 which states that there is a clear building line which follows from the rear of the properties across Higher Road, continues across Dilworth Lane, along the present development across Lower Lane and into the development with the triangle formed by Dilworth Lane and Lower Lane. Nothing has changed.
4. The proposed development site is not within the natural eastern boundary of Longridge. It represents a serious extension into the countryside which would lead to further land becoming threatened by development.
5. The proposed development is situated on the wrong side of the long ridge making the services available in Longridge difficult to access on foot or by bicycle given the gradients of Dilworth Lane and Calfcote Lane.

6. Object to the removal of G6 status on land surrounding Longridge.
7. There are plenty of Brownfield sites in Longridge that should be developed first.
8. Greenbelt land should be left alone.
9. Reference to other developments planned/submitted within Ribble Valley and neighbouring authority for new housing developments.
10. What is the merit in saying the number of houses has been reduced following consultation with planners. This is achieved simply by starting a negotiating point that was far too high.
11. Over-development of the site in an area with low density.
12. Longridge used to be a village but has now become a small town.
13. There are serious road safety issues on Dilworth Lane and Lower Lane.
14. Increased traffic volumes will create problems in other parts of Longridge.
15. There is a proposal for pedestrian access to the open space and play area. As the hedge bounding Lower Lane is right up to the roadside and is to be retained, there is no sight line. We consider this creates a dangerous situation for people leaving the play area. Could the footpath exit be repositioned?
16. At the proposed access point to the site, the road narrows and so the proposed entry is positioned at a place where the road is already restricted.
17. Poor visibility on a very busy road with fast moving traffic.
18. It would generate 100+ cars. The proposed road leading on to Dilworth Lane with its gradient and bends is already a problem and could quite easily become an accident black spot.
19. The proposal does not take into consideration the fact that existing trees (which are to be retained) are so near the proposed footpath on the south side of the lane that the footpath will be severely restricted.
20. Impact on nature conservation – no environmental assessment or ecological report and the field supports roosting bats, deer, curlew, kestrels, pheasants, owls, lapwings, foxes, and rabbits.
21. The land is in agricultural use.
22. The tree survey undertaken does not give confidence that the trees will not be lost if this development goes ahead.
23. A request that TPOs are put on the trees on Dilworth Lane.
24. The road floods.

25. Question response of United Utilities.
26. The existing foul sewer is not capable of accommodating existing flows let along any additional flows from this development.
27. No drainage details have been included in the application. It is clear that no detailed foul drainage design has been carried out since from examination of the site it is obvious that it will not be possible to drain into manhole 1101 under gravity without substantial filling to raise levels. If the intention is to achieve the required depth of cover by raising the site levels by filling, this is a major issue which should be indicated in the planning application. Will a pump system be required? How can a decision be made with so little information submitted.
28. Question the calculations in the drainage report.
29. There is a stone culvert running under Dilworth Lane at the head of the watercourse which brings water from the fields to the north of Dilworth Lane. This culvert has been neglected by the owners of the land leading to poor drainage of the field surrounding Dilworth Lane.
30. The amount of new houses in Longridge is incompatible with the infrastructure of the village, schools, medical services, fire services, shopping/parking etc.
31. Reference to Councillor Hirst's statement that as far as the Council's present policy is concerned, we do not wish to build on Greenfield sites.
32. If housing is to be built, the affordable ones should be up first.
33. As we understand most of the houses will be in the £300,000-£400,000 price bracket but these do not appear to be selling in Longridge.
34. No specific provision for elderly accommodation.
35. The plans show all properties to be two storey buildings. The present development contains a majority of true bungalows and dormer bungalows with a limited number of houses. The proposed development would be at odds with the properties in the area.
36. Development of the site will be a great loss to visual amenity.
37. Loss of privacy to properties surrounding the development.
38. Likely to be an increase in crime.
39. Increase in dust and debris related pollution during construction that will impact greatly on the health of residents.
40. Noise during the building process.
41. Loss of light.
42. Longridge has few employment opportunities so people would need to commute to work in Blackburn, Preston and beyond.

43. Who will maintain the hedge to Lower Lane and the public open space?
44. Levels should be provided to give an indication of the site works required.
45. GL Hearn have not taken on board any of the concerns of the meeting on 4 July.
46. Question land ownership and a possible ransom strip on the grass verge on to the Lower Lane.
47. Increase in vibration.
48. Reference to the landowners previous involvement with the planning system.
49. For such a sensitive development at full application stage would have expected a more detailed submission.

Proposal

This is a detailed planning application which seeks consent for the erection of a total of 49 houses with associated infrastructure works. The site is approximately 2.02 hectares with this scheme giving a density of development of 24 dwellings per hectare.

The scheme comprises a mix of two and three bedroomed semi and terraced housing and four bed detached properties of varying house types, sizes and tenures (10 x 3 bed; 5 x 2 bed and 34 x 4 bed). The external appearance of the dwellings is a mix of brickwork and render under tiled roofs with windows and fascias in white PVC-u with black guttering in PVC-u. All properties will be two storeys in height ranging from approximately 7.6m to 8.3m. In respect of vehicular parking, each dwelling has designated parking areas – the application form specifies a total of 137 spaces throughout the site.

A new access will be provided to serve the development off Dilworth Lane which will be 5.5m wide with 1.8m wide footways and will achieve visibility splays of 2.4m x 56m. As part of the proposals, this scheme will relocate the west bound bus stop on Dilworth Lane alongside a new footway fronting the site. Dragons teeth markings will be introduced along Dilworth Lane upon entry into the 30mph zone and upgrading of the speed signs and a new pedestrian link will be provided on to Lower Lane.

An area of public open space is provided to the south east of the site that will be managed by a separate management company.

The affordable housing element of the scheme comprises 15 units in total broken down as 10 x 3 bed units (8 for shared ownership and two for social rent) and 5 x 2 bed units (all five for social rent).

Site Location

The site lies outside but immediately adjacent to the defined settlement limit of Longridge. It is bounded by the B6243 (Lower Lane) to the south, the B5269 (Dilworth Lane) to the north with No's 39 and 41 on Dilworth Lane being residential properties bordering the site, to the east by properties on Dilworth Court and Dilworth House Farm and to the west by dwellings on Hoghton Road/Valley Road. The site is Greenfield in nature and enclosed by a mixture of hedgerows, trees and fences.

Relevant History

3/87/0663/P – Extension of residential curtilage. Refused. Appeal dismissed.
3/84/0481/P – Erection of 27 private dwelling-houses. Refused. Appeal dismissed.

Relevant Policies

Policy G1 - Development Control.
Policy G5 - Settlement Strategy.
Policy ENV3 - Development in Open Countryside.
Policy H20 - Affordable Housing - Villages and Countryside.
Policy H21 - Affordable Housing - Information Needed.
Policy RT8 - Open Space Provision.
Policy T1 - Development Proposals - Transport Implications.
Policy T7 - Parking Provision.
Affordable Housing Memorandum of Understanding.
Policy DP1 – Spatial Principles, North West of England Regional Spatial Strategy to 2021.
Policy DP2 – Promote Sustainable Communities, North West of England Regional Spatial Strategy to 2021.
Policy DP7 – Promote Environmental Quality, North West of England Regional Spatial Strategy to 2021.
Policy L1 – Health, Sport, Recreation, Cultural and Educational Services Provision, North West of England Regional Spatial Strategy to 2021.
Policy L4 – Regional Housing Provision, North West of England Regional Spatial Strategy to 2021.
Policy L5 – Affordable Housing, North West of England Regional Spatial Strategy to 2021.
PPS1 – Delivering Sustainable Development.
PPS3 – Housing.
PPS7 – Sustainable Development in Rural Areas.
PPG13 – Transport.
PPG17 – Planning for Open Space, Sport and Recreation.
PPS22 – Renewable Energy.
PPS25 – Development and Flood Risk.
Policy H2 - Dwellings in the Open Countryside.

Environmental, AONB, Human Rights and Other Issues

The matters for consideration in the determination of this application are the principle of development, whether the affordable housing offer meets identified needs, highway safety, infrastructure provision, nature conservation, visual and residential amenity. For ease of reference these are broken down into the following sub-headings for discussion:

Principle of Development

The policy basis against which this scheme should be appraised is set out in the context of national, regional and local plan development policies. The site falls within land designated as Open Countryside in the Ribble Valley Districtwide Local Plan (policies ENV3 and G5).

The proposals are for the development of 49 residential units, 15 of which are for affordable housing. Policy G5 of the Districtwide Local Plan recognises the need to protect the countryside

from inappropriate development, and therefore planning permission for local needs housing would only be considered if an affordable local housing need could be identified in this location. This approach of meeting an identified, affordable housing need is consistent with Policy ENV3 of the Districtwide Local Plan which, as well as requiring that any development must be in keeping with the character of the landscape area and reflect local vernacular, scale, style, features and building material, also stipulates that only development that has benefits to the area will be allowed. Although small-scale affordable housing that meets an identified need would comply with this requirement, wider issues of site suitability and housing supply must also be considered.

In looking at this issue it is apparent that Ribble Valley Borough Council is currently unable to identify a 5-year supply of deliverable housing land, with this figure standing at 3.3 years as at 1/10/11 (most up to date monitoring information). Paragraph 71 of PPS3: Housing, states that where LPAs cannot demonstrate an up to date five year supply of deliverable sites they should consider favourably planning applications for housing having regard to the policies in PPS3 including the considerations in paragraph 69.

Paragraph 69 states that in deciding planning applications, Local Planning Authorities should have regard to:

- achieving high quality design,
- ensuring developments achieve a good mix of housing ,
- the suitability of a site for housing, including its environmental sustainability,
- using land effectively and efficiently; and
- ensuring the proposed development is in line with planning for housing objectives.

An important consideration in assessing these proposals is bullet point 3 of para 69 (as above), which relates to the need for Local Planning Authorities to have regard to the suitability of a site for housing, including its environmental sustainability, as well as bullet point 5, which requires that development consider planning for housing objectives. Paragraph 10 and 36 of PPS3 discuss this further and state that housing developments should be in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.

In assessing the sustainability of the site regard should also be had to national planning guidance offered in PPS1 'Delivering Sustainable Development' and PPS7 'Sustainable Development in Rural Areas'. The latter document comments in paragraph 3 that 'away from larger urban areas, planning authorities should focus most new development in or near to local service centres where employment, housing (including affordable housing), services and other facilities can be provided close together'. PPS1 comments in paragraph 8 that 'the plan led system, and the certainty and predictability it aims to provide is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan unless material considerations indicate otherwise (in this instance the requirements of PPS3). Reference is also made in paragraph 33 to the fact that 'good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development'.

It is considered that although the site would be located on land designated as open countryside, it is adjacent to the settlement boundary of Longridge and therefore closely related to a service

centre which can offer these facilities and access, which is in line with planning for housing objectives and considered a suitable site for housing. Therefore based upon the information received to date, the proposals satisfy the criteria set out in paragraph 69 of PPS3 and the requirements of PPS1 and PPS7 in terms of sustainable development.

It will also be important to consider any potential visual impact of the scheme. Policy H2 of the adopted Districtwide Local Plan discusses this in greater detail and states that the impact of proposals on the countryside will be an important consideration in determining all planning applications. Development should be appropriately sited and landscaped. In addition, scale, design, and materials used must reflect the character of the area. This is covered in detail elsewhere within this report.

In relation to the issue of a 5-year supply of deliverable housing sites, it is important to note that the situation is subject to rapid change. At the present time, the overall housing requirement for Ribble Valley is determined by the Regional Spatial Strategy (RSS) however Government advice has highlighted that the RSS is soon to be abolished and as a result it will fall upon LPAs to determine what the housing requirement should be for their own borough, albeit determined upon strong and robust evidence. As a result, in preparation for this abolition and having regard to the time frames involved in consulting upon and adopting new housing numbers for use in determining planning applications and working on the Strategic Development Plan, Ribble Valley Borough Council recently instructed Nathaniel, Litchfield and Partners (NLP) consultants to undertake some work on assessing what the overall requirement for housing land should be in the borough. This work is now complete, and Members have resolved to publish this information for public consultation. Therefore as a result it must be considered that dependent upon the outcome of this consultation, the five-year supply position is subject to change.

The potential for change in policy is also relevant in relation to the emerging Local Development Framework. Between June and August 2011, consultation took place on further development strategy options work, forming part of the Regulation 25 stage Core Strategy. A high level of response was received and analysis work is currently being undertaken to work towards identifying a preferred development strategy option. Consultation work was also undertaken on developing the LDF Development Management policies and Key Statements document, as well on a revised AHMU now titled 'Addressing housing need in Ribble Valley'. Once adopted, as is anticipated in the coming months, there will be a requirement to provide sheltered provision as part of the scheme, and the thresholds for affordable housing provision currently set out in the AMHU are subject to change.

Affordable Housing

In considering the affordable housing element of the proposal, it is important to have regard to Policies H20 and H21 of the Ribble Valley Districtwide Local Plan and the Council's Affordable Housing Memorandum of Understanding (AHMU). Policy H20 of the Plan identifies that on sites outside defined settlement limits, schemes should provide for 100% affordable needs. However, having regard to material considerations, namely PPS3 as outlined above, I am of the opinion that as the scheme immediately abuts the saved settlement limit of Longridge a more relaxed approach is in order and that it is the requirements of the AHMU and Policy H21 that the affordable elements of the scheme should be assessed against.

In terms of assessing the development under the requirements of the AHMU a scheme outside defined settlement limits for three or more dwellings (or sites of 0.1 hectare or more) should provide 30% of the site for affordable provision. Policy H21 sets out the information to be

submitted in support of affordable schemes in terms of who the accommodation is intended to be provided for and details of the methods by which the accommodation will be sold, let, managed and retained a suitable for its original purpose.

The scheme is made in full for the erection of 49 dwellings. A draft Legal Agreement was submitted with the application and has been the subject of negotiations with the Council's Housing Strategy Officer in order to ensure that the scheme matches identified needs. Given the scheme is within the Longridge area, the approach taken is that development in this key service centre should meet housing needs expressed throughout the borough and not just those specific to the parish as is the case in the villages. The negotiations have secured revisions to the originally submitted agreement with the Legal Agreement content sub-heading later within this report providing specific details for the clauses covering the affordable elements.

Highway Safety

It is clear from the observations of the County Surveyor that the principle of the scheme is acceptable. He has suggested a number of conditions regarding construction of the access road and the need to keep the visibility splay clear from obstructions. One of the conditions will relate to traffic calming measures to be provided in the form of vehicle activated interactive speed warning signs on both approaches to the development site on Dilworth Lane and improvements to the carriageway markings at the 30mph/national speed limit boundary to the east of the site. Subject to the imposition of these he raises no objections to the development and thus even though objectors have raised highway safety as an issue, I must be guided by his observations and conclude that no significant detriment would be caused to highway safety as a result of this scheme's implementation. In respect of the construction sought towards sustainable transport measures, correspondence has been received on this from the applicant and will be discussed under the Section 106 Agreement content heading of this report.

Public Open Space

Policy RT8 of the Districtwide Local Plan requires that residential sites over 1 hectare provide adequate and usable public open space. The supporting text notes that community open space within new residential areas provides a useful informal recreational facility for residents of the neighbourhood and a particular requirement will be for the provision of children's play areas.

The site layout provides for an area of public open space at a location to the south east of the site. The planning statement submitted in support of the application outlines that the maintenance of this area will be specified in the accompanying legal agreement and be privately managed. The land in question comprises grassed areas and a play area to be constructed on 'Natural Play' principles with log climbing tree set in sand, timber swings, seating etc. There is proposed to be additional tree/shrub planting within this area and a 2m wide tarmac footpath link will emerge onto the separate roadway that serves the dwellings fronting onto, but set back from, Lower Lane. I am of the opinion that the size of the site provided is adequate and it offers both formal and informal provision. Thus the requirements of Policy RT8 of the plan have I consider been met.

Infrastructure Provision

Members will note that concerns have been expressed about drainage, flooding and school provision. It is clear from the response of Lancashire County Council in respect of education

that there are forecast to be sufficient places in the area to support this development and thus no financial contribution is being sought.

Matters of drainage and flooding have been looked at by United Utilities and the Environment Agency. Initially the Environment Agency did raise objections as the location of the culverted watercourse had not been identified. The application is submitted with a flood risk assessment and drainage statement and following the submission of additional information regarding the culverted watercourse the Environment Agency have withdrawn their objection. They have however recommended that any approval is conditioned in respect of the submission of details for a scheme for the disposal of foul surface waters and also in respect of a scheme of surface water regulation. United Utilities have also confirmed to the applicant that the proposed scheme is viable to discharge into the existing sewer in Lower Lane.

Therefore on the basis of these comments from our technical advisers on such matters, I must conclude that notwithstanding the objections received to this development on drainage/flooding and education provision grounds, the scheme is acceptable.

Nature Conservation – Protected Species/Landscape/Trees

This is a greenfield site and there are trees and hedgerows that align three of its site boundaries. As part of this application a tree survey is submitted which identifies root zones and standoff distances for the development being based on those. Certain trees have been identified as being poor quality and/or in decline and it is proposed to remove them and replace with new species. Hedges are also identified in the survey and existing hedges will be retained. Any existing gaps in the hedgerow will be made good with species reflecting the existing. It is proposed that the hedgerow aligning Lower Lane should be maintained at a height of between 2-3m in conjunction with the young ash trees are present adjacent to the hedge inside the site as a woodland hedge.

The application is also submitted with a Ecological Survey with a Phase 1 Habitat Survey being carried out and all habitats plotted together with target notes expanding on areas of interest. As a result of this two trees have been identified as having the potential for bat roosts and it is recommended that if any tree work were to be undertaken to those trees that they should be inspected by a licensed bat surveyor in advance of such work being carried out. The Ecology Report has identified no issues that would prevent the site from being development for residential use.

Therefore notwithstanding comments received about the nature conservation value of the site, it is considered that subject to safeguards identified in the Ecology Report, there is no justifiable reason to withhold consent on ecological grounds.

Layout/Scale/Visual Amenity

This is a detailed application with a layout that has a curved vehicular route allowing the maximum potential to be made given the shape of the site whilst also creating an interesting street scene. The layout has been designed so that there is good natural surveillance over all public areas. I am of the opinion that the design and scale of the scheme does reflect buildings in the wider area. The buildings that immediately about the site are a mix of two-storey dwellings and bungalows/dormer bungalows and I do not consider that the details shown for this scheme would be detrimental to the visual amenities of the area. Development of this site would extend built form beyond the defined settlement boundary and effectively infill an area of grassland

between the settlement boundary and dwellings at the junction of Lower Lane/Dilworth Lane. However, in visual terms I am of the opinion that the site is well contained by existing residential development that form a clear boundary to this site with the two roads making good barriers against urban sprawl. I am mindful of the refusal for housing development on this site and subsequent dismissal on appeal but this dates from 1984. The circumstances today are different from that time and as explained elsewhere in this report there is the need to demonstrate a five-year supply of housing which the borough cannot do at this present time.

Residential Amenity

In considering residential amenity it is important to assess the relationship with properties outside the site as well as between the units proposed as part of this scheme. To the east of the site are properties on Dilworth Court and I am satisfied that at 24m between properties, sufficient separation distance is provided.

There is a dwelling to the north that backs onto the site and has a blank first floor at its closest point to the site (14m from proposed dwelling) and approximately 23m to the rear elevation where there are windows shown at first floor. Again I am satisfied that the relationship between that dwelling and proposed plots 7, 8 and 9 is acceptable.

To the west of the site existing residential development of Hoghton Road and Valley Road abut the site. There have been revisions to the layout as initially submitted in order to provide a more satisfactory relationship between plots 46-48 and the adjacent dwellings. Originally a unit was shown approximately 8m gable onto the rear elevation of number 8 Valley Road. This has now been revised so that plots 46-48 run in a line north/south and offset from the rear elevations of numbers 4-8 Valley Road. I am of the opinion that this presents a more appropriate relationship.

Having regard to the internal relationship of the development site, I consider separation distances are acceptable throughout.

Section 106 Agreement Content

The application has been submitted with a draft legal agreement which covers matters of affordable housing provision, public open space and wheeled bins. To clarify for Members, the Section 106 Agreement will stipulate the following:

1. Affordable Housing

73. The total number of affordable units shall consist of 15 new build dwellings.
74. 10 of the units shall be three bedroomed houses (8 for shared ownership and 2 for social rent).
75. Five of the units shall be two bedroomed houses (all for social rent).
76. That not more than 25% of the market dwelling shall be occupied until the owner has entered into a binding contract (and commenced construction of the affordable housing unit) with a registered social landlord.
77. Delivery of the affordable unit be phased with the provision of market units to ensure that no more than 50% of the market dwelling shall be occupied until all the affordable units have been constructed.
78. In terms of eligibility for the properties this shall relate to a boroughwide connection.

79.

2. Public Open Space

80. Not to permit occupation of the proposed development or any part thereof until a scheme in relation to the public open space has been submitted to and agreed in writing by the local planning authority.

81. To layout and provide the public open space prior to occupation of the 20th market dwelling.

82.

3. *Wheeled Bin Provision*

83. The developer to fund the administration and delivery costs of up to £90 per unit providing the appropriate wheeled bins.

84.

4. *Highways Contribution towards Sustainable Transport Measures*

As Members will note from the consultation response of LCC a sum of £85,000 is being requested to fund pedestrian improvements and improvements to the cycle facilities between Longridge and Preston. The applicant has submitted correspondence (dated 10 October 2011) that outlines a concern that the sum of money is being asked for without due regard to the provisions of the Community Infrastructure Levy (CIL) Regulations. That letter goes into some detail as to why the tests of the CIL Regulations would not be met and points out that as significant highways and pedestrian improvements are being proposed as part of the development, it is considered that a further contribution would not fairly and reasonably relate to the scale and kind of development proposed.

I have questioned officers at LCC regarding this matter and again full details of the response are on file for Members' information. To summarise they stress that it is important that greater weight be assigned to sustainability and that the requested contributions would result in improved opportunities to use sustainable transport modes from this development which is located on the edge of the existing built development. Whilst they would not recommend an objection, should the contribution not be forthcoming, the strength of their support for the scheme would be enhanced with greater consideration to sustainable transport.

Members will be aware that recent decisions on other schemes in the borough, have included reference to contributions towards sustainable transport measures and indeed there is another proposal on this agenda for a site on the edge of Longridge where a similar contribution is being requested. There is a clear steer from national government guidance in the form of PPSs that sustainability is a key issue and thus notwithstanding the concerns expressed by the applicant over this matter, I consider it appropriate at this stage to support colleagues at LCC in their pursuit of contributions to assist in this matter.

Therefore having carefully assessed all the above, I am of the opinion that the scheme accords with plan policy and recommend accordingly.

SUMMARY OF REASONS FOR APPROVAL

The proposal has no significant detrimental impact on nearby residential amenity, nor would it have an adverse visual impact or be to the detriment of highway safety.

RECOMMENDATION: That the application be DEFERRED and DELEGATED to the Director of Community Services for approval following the satisfactory completion of a Legal Agreement within a period of 6 months (from the date of this decision) as outlined in paragraphs numbered 1-4 under the Section 106 Agreement sub-heading within this report and subject to the following conditions:

1. The development must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall be implemented in accordance with the proposal as detailed on drawings HT105/P/103REVA, HT107/P/110, HT107/P/112, HT107/P/113, HT108/P/100, HT108/P/102, HT108/P/103REVA, HT117/P/103-2, HT130/P/100, HT130/P/102, HT130/P/103, HT139/P/100, HT139/P/102REVA, HT139/P/103REVA, HT146/P/100, HT146/P/102, HT146/P/103, HT147/P/101, HT147/P/102-2, HT147/P/105, HT147/P/106-2, SD.1, S.D.46REVA, R057/102, 1780/03, R057/001REVA proposed site layout as amended 25 October 2011.

REASON: For the avoidance of doubt to clarify which plans are relevant.

3. Precise specifications or samples of walling and roofing materials and details of any surface materials to be used including their colour and texture shall have been submitted to and approved in writing by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

4. No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water regulation system has been approved by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans.

REASON: To reduce the increased risk of flooding in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

5. No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved in writing by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

REASON: To ensure a satisfactory means of drainage in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

6. This permission shall relate to a Section 106 Agreement dated ... which includes provision for the delivery of affordable housing, public open space and financial contributions.

REASON: For the avoidance of doubt and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

7. This permission shall relate to the ecology survey submitted in support of the application and dated March 2011. All details shall comply fully with the recommendations of that report in respect of required bat survey work and timings of removal of hedgerows, trees, shrub and brash outside the bird breeding season (March to August).

REASON: In the interests of protecting nature conservation interests in accordance with Policies G1 and ENV7 of the Ribble Valley Districtwide Local Plan.

8. The development hereby permitted shall not be commenced until details of the landscaping of the site, including wherever possible the retention of existing trees, have been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening.

The approved landscaping scheme shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: In the interests of the amenity of the area and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

9. Prior to commencement of development a scheme identifying how a minimum of 10% of the energy requirements generated by the development will be achieved by renewable energy production methods, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall then be provided in accordance with the approved details prior to occupation of the development and thereafter retained.

REASON: In order to encourage renewable energy and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

10. No development shall take place until an updated protected species survey has been carried out on the group of trees growing in the north-west corner of the site [T15-T26 inclusive] & the mature Oak tree [T28] during the optimum period of May to September - Bats prior to commencement of any part of development.

The results of the updated survey shall be submitted to the Local Planning Authority Countryside Officer and Natural England. If such a use by a protected species of any trees included in the tree survey report Drawing no 1780/02 is established, a mitigation scheme including appropriate protected species license details shall be submitted to and agreed in writing by Natural England & the Local Planning Authority Countryside Officer before any work commences on the approved Development.

The actions, methods & timings included in the mitigation measures identified and the conditions of any Natural England License shall be fully implemented and adhered to. In the event that any bats are found, disturbed or harmed during any part of the development work, work shall cease until further advice has been sought from a licensed ecologist.

REASON: To ensure that no species/habitat protected by the Wildlife and Countryside Act 1981/European Directive for Protected Species are harmed/destroyed/ in accordance with Policies G1, ENV7 and ENV8 of the Ribble Valley District Wide Local Plan.

11. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services all trees identified in the arboricultural/tree survey [Drawing no 1780/02 - T1-T27/G14/G32 & Hedgerows H1/H2/H3 inclusive] shall be protected in accordance with the BS5837 [Trees in Relation to Construction] the details of which shall be agreed in writing, implemented in full, a tree protection monitoring schedule shall be agreed and tree protection measures inspected by the local planning authority before any site works are begun.

The root protection zone shall be 12 x the DBH and shall remain in place until all building work has been completed and all excess materials have been removed from site including soil/spoil and rubble.

During the building works no excavations or changes in ground levels shall take place and no building materials/spoil/soil/rubble shall be stored or redistributed within the protection zone, in addition no impermeable surfacing shall be constructed within the protection zone.

No tree surgery or pruning shall be implemented with out prior written consent, which will only be granted when the local authority is satisfied that it is necessary, will be in accordance with BS3998 for tree work and carried out by an approved arboricultural contractor.

REASON: In order to ensure that any trees affected by development and included in a Tree Preservation Order/ Conservation area/considered to be of visual, historic or botanical value are afforded maximum physical protection from the adverse affects of development in accordance with planning policies G1, ENV13 of the District Wide Local Plan.

12. The driveway for plots numbered 48/47/49 and affecting trees T15/T20/T21 inclusive [Drawing no 1780/02] shall be constructed above existing ground level, therefore there shall be no excavations, soil stripping or site grading within the root protection area. Construction shall be undertaken in dry weather between may and October, using a load bearing system laid directly onto existing ground, the details of which shall be submitted to and agreed with the local planning authority.

REASON: In accordance with policies G1 and ENV13 of the Ribble Valley Districtwide Local Plan in order to prevent root damage and ground compaction near to trees, to ensure long-term survivability of trees under which a driveway or parking area cannot be avoided.

13. No part of the development shall commence until a scheme for the construction of the site access and the off-site highway improvement works has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority.

REASON: To satisfy the Local Planning Authority and Highway Authority that the final details of the highway works are acceptable before work commences on site in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

14. There shall not at any time in connection with the development be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4 metres measured along the centreline of the proposed access road from the nearer edge of the carriageway of Dilworth Lane to points measured 38 metres to the west and 56 metres to the east along the nearer edge of the

carriageway of Dilworth Lane, and shall be constructed and maintained at footway level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority.

REASON: To ensure adequate visibility at the site access in the interests of highway safety in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

15. The new estate road/access between the site and Dilworth Lane shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

REASON: To ensure that satisfactory access is provided to the site in the interests of highway safety in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

16. Prior to commencement of development a scheme for the construction of traffic calming measures shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with the Highway Authority, in the form of vehicle activated interactive speed warning signs on both approaches to the development site on Dilworth Lane and improvements to the carriageway markings at the 30mph / national speed limit boundary to the east of the site. No dwellings within the development shall be occupied until the works have been constructed and completed in accordance with the agreed scheme.

REASON: In order that traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway works and to reduce traffic speeds in the vicinity of the development in the interests of highway safety in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

NOTE(S):

1. The works referred to in condition 16 will require a Section 278 agreement between the developer and the Highway Authority.
2. Any works to the watercourses within or adjacent to the site which involve infilling, diversion, culverting or which may otherwise restrict flow, require the prior formal Consent of the Environment Agency under Section 23 of the Land Drainage Act 1991. Culverting other than for access purposes is unlikely to receive Consent, without full mitigation for loss of flood storage and habitats.
3. Details of any proposed new surface water outfalls, which should be constructed entirely within the bank profile, must be submitted to the Development Control Engineer for approval in accordance with the Land Drainage Act 1991.

Please contact the Development Control Engineer Mr J. C. Welsby on 01772 714016 to apply for Agency Land Drainage Consent.

4. This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 the County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works and therefore before any access works can start you must contact the Environment Directorate for further information by telephoning Area Surveyor East 01254 823831 or writing to the Area

Surveyor East, Lancashire County Council, Area Office, Riddings Lane, Whalley, Clitheroe BB7 9RW quoting the planning application number.

5. This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge directly into the adjacent watercourse as stated within the FRA submitted with the prior consent of the Environment Agency. The applicant must discuss full details of the site drainage proposals with John Lunt via planning.liaison@uuplc.co.uk.

ITEMS DELEGATED TO DIRECTOR OF COMMUNITY SERVICES UNDER SCHEME OF DELEGATED POWERS AND

The following proposals have been determined by the Director of Community Services under delegated powers:

APPLICATIONS APPROVED

<u>Plan No:</u>	<u>Proposal:</u>	<u>Location:</u>
3/2011/0281/P	Application for the discharge of condition No 3 (compensatory habitat), condition No 4 (disposal of foul and surface water) and condition No 5 (manure management plan) of planning permission 3/2010/0747/P	Withgill Farm Withgill Fold Withgill, Clitheroe
3/2011/0343/P	Proposed alterations to the existing farmhouse and adjoining barn/shippon to create refurbished living accommodation. Works to include new velux rooflights, and adapted and new openings in the external facades	Withinreap Farm Moss Side Lane Thornley
3/2011/0408/P	Provision of disabled persons WC with access ramp and associated alterations	English Martyr's Church The Sands, Whalley
3/2011/0499/P	New shop front and access ramp, steps and railings	42 Berry Lane, Longridge
3/2011/0524/P	Proposed replacement storage building	Balderstone C of E Primary School Commons Lane, Balderstone
3/2011/0531/P	Retrospective application for the insertion of two velux rooflights	76 Pendle Drive Calderstones Park, Whalley
3/2011/0540/P	Application to discharge condition No 5 (materials) and condition No 10 (contamination report) of planning permission 3/2008/1005/P	Croasdale Farm Whinney Lane Langho
3/2011/0550/P	Change of use from Class B to industrial use to car wash centre and tyre depot	Elan Precision Engineering Waterloo Road, Clitheroe
3/2011/0591/P	Proposed erection of 42no. 240Kw 1500mm x 900mm photovoltaic panels on existing barn roof	Little Dudlands Farm Rimington Lane Rimington
3/2011/0592/P	Proposed erection of 42no. 240Kw 1500mm x 900mm photovoltaic panels on existing barn	Wood Farm Rimington Lane Rimington
3/2011/0606/P	Demolition of existing garden room and store and proposed single storey kitchen/utility/ wc extension	114 Woone Lane Clitheroe
3/2011/0609/P	Proposed excavation for driveway and single storey extension to the rear of the existing garage and alteration from a flat roof to a sloping roof	15 Clitheroe Road Sabden

<u>Plan No:</u>	<u>Proposal:</u>	<u>Location:</u>
3/2011/0613/P	1 No new door opening to side elevation	116 Bawdlands Clitheroe
3/2011/0628/P	Resubmission of application 3/2010/0979/P for proposed replacement dwelling, to include the demolition of the existing cottage	Ashes Farm Cottage Salesbury
3/2011/0629/P	Retention of 3m x 3m storage building in connection with existing fish farm plus external storage area (overall build footprint 5.6m x 4.4m) at land adjacent to	The Barn Dunsop Road Newton-in-Bowland
3/2011/0632/P	Demolition of defective retaining wall to north and east boundaries of 56 Chapel Hill and construction of new retaining wall (Conservation Area Consent)	Linden Lea 56 Chapel Hill Longridge
3/2011/0633/P	Change of use from redundant barn to dwelling	Wycongill Farm Holden Lane Bolton-by-Bowland
3/2011/0658/P	New livestock building	Higher Flass Farm Settle Road Bolton-by-Bowland
3/2011/0660/P	Substitution of house type to include use of part of garage as additional living accommodation	26 Calderstones Green Pendle Drive Calderstones Park, Whalley
3/2011/0664/P	Application to discharge condition no.8 (tree protection) of planning consent 3/2011/0088P	1 Franklin Hill Brockhall Village Old Langho
3/2011/0665/P	Application to discharge condition no.8 (tree protection) of planning consent 3/2011/0087P	2 Franklin Hill Brockhall Village Old Langho
3/2011/0666/P	Proposed rear extension	Lyndon, Northcote Road Langho
3/2011/0668/P	Application to discharge condition no. 1 (time limit), condition no. 3 (historic building record), condition no. 4 (foul drainage), condition no. 9 (conservation roof lights) and condition no. 10 (materials) of planning consent 3/2011/0145/P	The Croft Lane Side Farm Alston Lane Alston, Preston
3/2011/0670/P	Application to discharge condition no.5 (details of off road car parking area) of planning consent 3/2008/0830/P	Greenside 13 Downham Road Chatburn, Clitheroe
3/2011/0678/P	Extension to existing muck store to provide fodder storage and replacement of existing cattle housing building	Cragg House Farm Out Lane, Chipping
3/2011/0681/P	Proposed removal of the existing toilet block with subsequent repair and render of wall, and formation of new internal disabled WC	EH Booth & Co Ltd Berry Lane Longridge

<u>Plan No:</u>	<u>Proposal:</u>	<u>Location:</u>
3/2011/0684/P	Single storey rear extension and widening of the existing driveway	51 St Peters Close Clayton-le-Dale
3/2011/0688/P	Proposed extension to the extraction area within the current planning permission boundary	Leeming Quarry Stonyhurst, Clitheroe
3/2011/0697/P	Proposed alteration of the rear elevation to provide 4no. windows	West Bradford Village Hall Grindleton Road West Bradford
3/2011/0704/P	Double apex roof replacement for existing flat roof at rear of the dwelling	9 Greenside Ribchester
3/2011/0706/P	Single storey rear extension	27 Buccleuch Avenue Clitheroe
3/2011/0718/P	Application to discharge condition no.4 (materials) of planning consent 3/2011/0423P	Smithfield Farm Twiston Lane, Downham
3/2011/0726/P	Application to discharge condition no. 1 (commencement of construction), no. 2 (materials) and condition no. 3 (dwg. MH/11/01) of planning consent 3/2011/0208P	Carr Meadow Barn Carr Lane Balderstone
3/2011/0733/P	Insertion of window	Flat 54 Well Court Well Terrace, Clitheroe
3/2011/0757/P (LBC)	Installation of board pile foundation underpinning to piers 33 and 34 and concrete structural lining to arch 34	Whalley Viaduct land adjacent to Broad Lane Whalley
3/2011/0810/P	Non-material amendment to planning consent 3/2011/0176, for the removal of the flat roof section to the roof profile and replace with a continuation of the pitched tiled roof profile	3 Darkwood Crescent Chatburn

APPLICATIONS REFUSED

<u>Plan No:</u>	<u>Proposal:</u>	<u>Location:</u>	<u>Reasons for Refusal</u>
3/2011/0361/P	Proposed erection of a 15Kw, 15m high turbine	Laneside Farm Pendleton Clitheroe	Proposal by virtue of its location, siting and scale would be contrary to Policies G1, ENV1, ENV24, ENV25, ENV26 of the Districtwide Local Plan and PPS 22, in that it would represent an isolated, incongruous feature into the open landscape

Cont/

<u>Plan No:</u>	<u>Proposal:</u>	<u>Location:</u>	<u>Reasons for Refusal</u>
Cont...			surrounding a major landmark to the detriment of the visual amenity of the area.
3/2011/0526/P	Proposed conversion and extension of the existing garage to create a dwelling and proposed double garage on the northern side of Back Lane	Acorn Cottage Back Lane Rimington	Policies G1, ENV3 and H12 Curtilage extension in the open countryside detrimental to visual amenity.
3/2011/0596/P	Proposed tennis court to be built on grassed land	Dennisfield House Rimington Lane Rimington	Policies G1, H12 and ENV3 – Curtilage extension in the open countryside to the detriment of visual amenity.
3/2011/0607/P	Proposed removal of the existing single storey extension and replacement with two-storey bedroom and kitchen	Woodbine Cottage 10 Dilworth Bottoms Longridge	Policy G1, ENV3, H10 and the Council's SPG on Extensions and Alterations to Dwellings – prominent addition adversely affecting the visual amenities of the locality.
3/2011/0634/P	Extension of porch to front elevation, insertion of roof lights to front and rear elevations, additional windows to rear and replacement of gothic windows	36 Pendleton Road Wiswell	G1, ENV16, H10, SPG – <ul style="list-style-type: none"> • Inappropriate design and size to the detriment of the visual appearance of the original property and street scene. • Overbearing and oppressive impact to the detriment of neighbouring residential amenity.

<u>Plan No:</u>	<u>Proposal:</u>	<u>Location:</u>	<u>Reasons for Refusal</u>
3/2011/0640/P	Amendment to planning approval 3/2011/0296P to bring roof design in line with existing rather than set back from front elevation and increase floor space in bedroom/en-suite room at front elevation	15 Somerset Avenue Clitheroe	Policies G1, H10 and the Council's SPG on extensions and alterations to dwellings – scale and massing – street scene.
3/2011/0647/P (PA) & 3/2011/0648/P (LBC)	Conversion of barn into two number dwellings at	Chadwick's Farm Settle Road Bolton-by-Bowland	The proposal would be unduly harmful to the character (including setting) and significance of the listed building and heritage asset because of the loss and alteration to the barn's important historic fabric and agricultural appearance as a result of the number, prominence and incongruous domestic style of openings. This would be contrary to Policies ENV20, ENV19 and H17 of the Ribble Valley Districtwide Local Plan.
3/2011/0654/P	Construction of new, detached, triple garage with office space above	41 Dilworth Lane Longridge	The proposed new garage/office building, by virtue of its location, scale, height, massing, design and materials, is considered contrary to PPS5, Policies G1 and ENV3 of Local Plan and the SPG – "Extensions and Alterations to Dwellings".

Cont/

<u>Plan No:</u>	<u>Proposal:</u>	<u>Location:</u>	<u>Reasons for Refusal</u>
Cont....			Insufficient visibility splay has been provided, so the scheme is considered detrimental to highway safety and contrary to Policy G1.
3/2011/0656/P	Construction of two-storey conservatory, with mezzanine, to south face of existing two-storey dwelling.	41 Dilworth Lane Longridge Preston	The proposed extension, by virtue of its scale, height, massing, design and materials, is considered contrary to PPS5, Policies G1 and ENV3 of Local Plan and the SPG – “Extensions and Alterations to Dwellings”.
3/2011/0671/P	Two-storey side extension with single storey wood store, water filtration system and double garage	Shays Farm Tosside	G1, ENV1, H10, SPG – Detrimental impact upon the appearance of the property to the visual detriment of the Area of Outstanding Natural Beauty.
3/2011/0677/P & 3/2011/0679/P	Single storey extension to listed farmhouse. Alterations to ancillary store building to create kitchen. Internal alterations including upgrading existing attic space to create habitable rooms and insertion of velux windows to the south facing roof slope	Higher Lickhurst Farmhouse Chipping	The proposal has an unduly harmful impact upon the character (including setting) and significance of the listed building because of the disruption to planform (double-pile) through room subdivision and the impact on the historic front elevation from conspicuous, incongruous and
Cont/			

<u>Plan No:</u>	<u>Proposal:</u>	<u>Location:</u>	<u>Reasons for Refusal</u>
Cont....			visually intrusive roof lights. This would be contrary to Policies ENV20 and ENV19 of the Ribble Valley Districtwide Local Plan. Insufficient information has been submitted to understand the impact on the special architectural and historic interest of the listed building from the introduction of new services and conversion of the attic to modern standards. This is contrary to Policy ENV20 of the Ribble Valley Districtwide Local Plan.
3/2011/0741/P	Non-material amendment to planning consent 3/2010/0552 to reduce side extension to single storey and keep existing garage as part of the overall single storey side and rear extension	11 Meadowlands Low Moor Clitheroe	The proposed single storey side and rear extensions result in a fundamental change in the appearance, as well as the description of the previously approved application.

SECTION 106 APPLICATIONS

<u>Plan No:</u>	<u>Proposal/Location:</u>	<u>Progress:</u>
3/2009/0732/P	Demolition of existing single storey extension and construction of new attached bungalow to form dwelling	27 Cringle Way Clitheroe NOT SIGNED YET
3/2009/1011/P	Outline application to build ten two bedroomed semi detached bungalows, four semi detached and two detached three bedroom dormer bungalows and eight three bedroom semi detached houses and diversion of public footpath	Land adjacent Petre House Farm Whalley Road Langho NOT SIGNED YET

<u>Plan No:</u>	<u>Proposal/Location:</u>	<u>Progress:</u>
3/2010/0078/P	Demolition of existing commercial building, redevelopment of the cleared site and adjoining land for residential development of 18 dwellings, with garages and gardens. resubmission	Old Manchester Offices Whalley New Road Billington NOT SIGNED YET
3/2010/0929/P	Demolition of 60 lock-up garages and construction of 8 family houses	Land between 36 and 38 Henthorn Road Clitheroe NOT SIGNED YET
3/2010/0934/P	2 terraced dwellings fronting Blackburn Road and 5 two storey terraced cottages on existing car park. Resubmission	Black Bull Hotel Church Street Ribchester NOT SIGNED YET
3/2010/1014/P	Removal of industrial unit. Construction of 5 houses with association parking	11 Stubbins Lane Sabden NOT SIGNED YET
3/2011/0039/P	Replacement of two garages with five two bedroom houses with gardens	Land at Hambledon View Simonstone NOT SIGNED YET
3/2011/0129/P	Demolition of part of Victorian mill and conversion into 22 apartments, conversion of office in to 3 town houses, erection of 4 affordable elderly care bungalows, 23 other affordable dwellings, 18 dwellings and new pond	Victoria Mill Watt Street Sabden NOT SIGNED YET
3/2011/0247/P	Outline application for 38 market dwellings and 16 affordable dwellings	Land off Chapel Close Low Moor, Clitheroe NOT SIGNED YET
3/2011/0307/P	37 dwellings	Barrow Brook Business Village, Barrow NOT SIGNED YET
3/2010/0324/P	Retrospective change of use of two first floor rooms from residential accommodation to a licensed area	The Freemasons Arms 8 Vicarage Fold Wiswell NOT SIGNED YET
3/2011/0448/P	Conversion of existing barn and outbuildings into two dwellings including new detached double garage and new vehicular/pedestrian access	Hougher Fall Farm Old Clitheroe Road Ribchester
3/2011/0460/P	Outline application for 34 dwellings	Land at Whalley New Road Billington NOT SIGNED YET
3/2011/0568/P	Demolition of existing barn and erection of new dwelling	Moornook Farm Clitheroe Road Knowle Green
3/2011/0596/P	Tennis court to be built on grassland	Denisfield House Rimington Lane Rimington

CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT

Plan No: 3/2011/0667/P
Proposal: Application for a Lawful Development Certificate for a proposed single storey rear extension
Location: 37 Bradyll Court
 Brockhall Village
 Old Langho

TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995
 PARTS 6 & 7 PRIOR NOTIFICATION OF AGRICULTURAL AND FORESTRY BUILDINGS
 AND ROADS PRIOR APPROVAL REQUIRED

Plan No: 3/2011/0463/P
Proposal: Proposed stone built machine, tractor and implement store
Location: Whins House
 Sabden

APPEALS UPDATE

<u>Application No:</u>	<u>Date Received:</u>	<u>Applicant/ Proposal/Site:</u>	<u>Type of Appeal:</u>	<u>Date of Inquiry/Hearing:</u>	<u>Progress:</u>
3/2010/0751 O	20.7.11	Acland Bracewell Ltd Outline application for a residential development for 39no. dwellings Land off Whalley New Road Billington	WR	-	Site visit 9.11.11 AWAITING DECISION
3/2010/0959 D	1.8.11	Mr Ian Smith Agricultural worker's dwelling - temporary for three years Stubs Wood Farm Rimington Lane Rimington	-		AWAITING DECISION
3/2011/0189 D	17.8.11	Mr Steven Turnbull Proposed upper storey side extension to be built over existing garage 51 Warwick Drive Clitheroe	House- holder appeal	-	APPEAL DISMISSED 28.9.11

<u>Application No:</u>	<u>Date Received:</u>	<u>Applicant/ Proposal/Site:</u>	<u>Type of Appeal:</u>	<u>Date of Inquiry/Hearing:</u>	<u>Progress:</u>
3/2009/0968 O	22.8.11	Mr A Patel Residential development comprising 9no. new dwellings Fell View Barnacre Road Longridge	WR	–	Site visit 9.11.11 AWAITING DECISION
3/2010/0719 O	29.9.11	Gladman Developments Ltd Proposed development of up to 270 residential dwellings, doctors surgery, landscape, open space, highways and associated works Land off Henthorn Road Clitheroe	–	Inquiry – to held 24.1.12 (scheduled to last for three days)	
3/2010/0159 ENF	7.10.11	Mr L P Dolman & Miss S Faragher Insertion of a first floor window in the roadside gable elevation of the property Old Chapel Barn Preston Road Alston	WR	–	Notification letter sent 17.10.11 Questionnaire sent 20.10.11 Statement to be sent by 17.11.11

LEGEND

D – Delegated decision
C – Committee decision
O – Overturn