**RIBBLE VALLEY BOROUGH COUNCIL**

DECISION

**REPORT TO PLANNING AND DEVELOPMENT COMMITTEE**

Agenda Item No

meeting date: THURSDAY, 15 DECEMBER 2016

title: PLANNING APPLICATIONS

submitted by: DIRECTOR OF COMMUNITY SERVICES

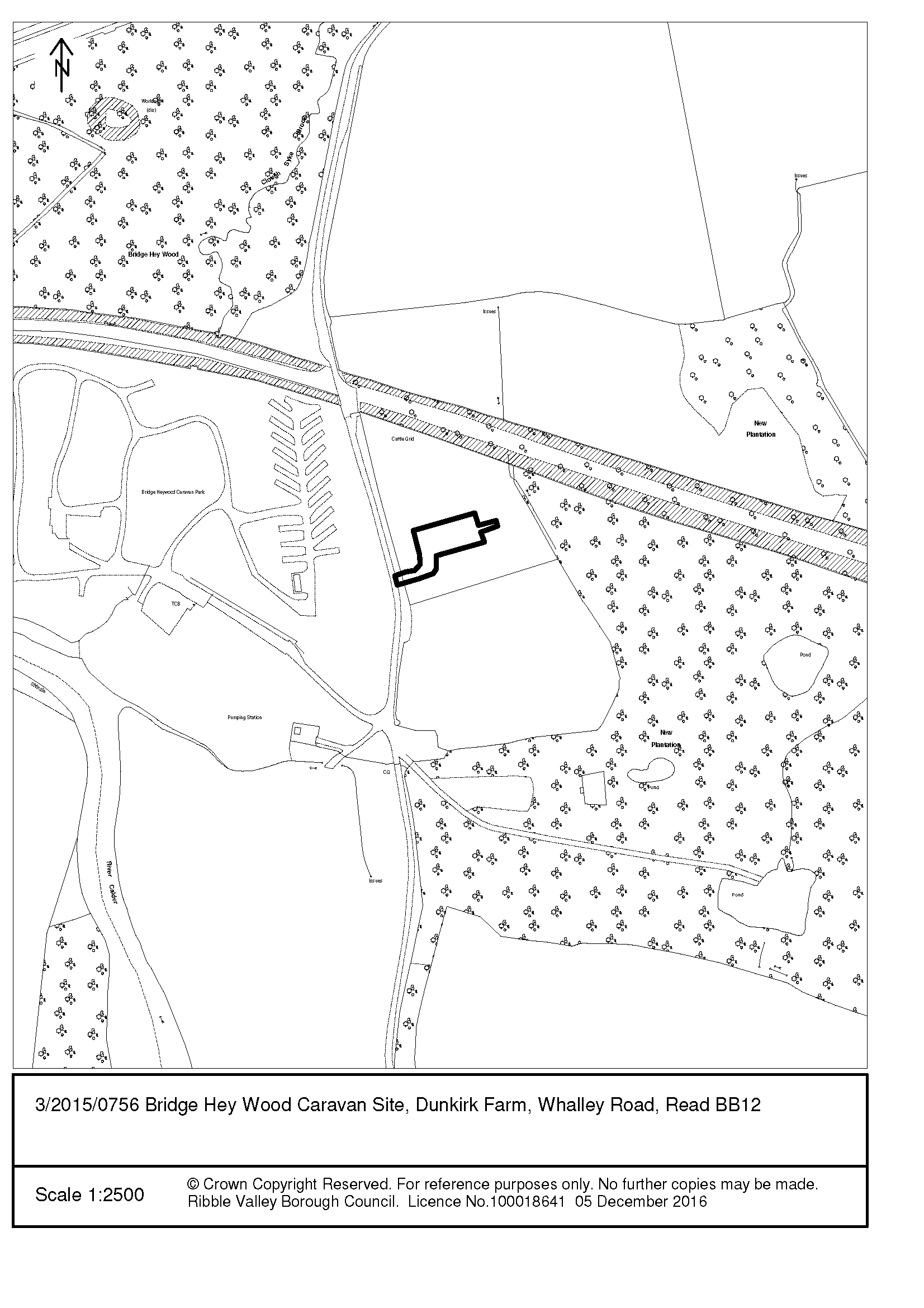
**PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990:**

**APPLICATION REF: 3/2015/0756**

GRID REF: SD 375947 434058

**DEVELOPMENT DESCRIPTION:**

ERECTION OF MANAGER’S DWELLING WITH RECEPTION AND STORAGE FACILITIES, CREATION OF ACCESS FROM EXISTING TRACK AND LANDSCAPING WORK. BRIDGE HEY WOOD CARAVAN PARK WHALLEY ROAD READ BB12 7RR



**CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

**PARISH COUNCIL:**

* Read Parish Council have raised no objections to the proposal

**ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

The Highway Development Control Section has raised no objection to the proposal stating that it is likely to have a negligible impact upon the highway network

**ADDITIONAL REPRESENTATIONS:**

* No representations have been received in respect of the application.

1. **Site Description and Surrounding Area**

1.1 The application site relates to a portion of land located directly to the east of Bridge Hey Caravan Park. Access is provided by an existing track located off Whalley Road (A671), Read. The site is currently green field in nature and is largely grassland with some perimeter woodland/tree-planting.

1.2 The site currently benefits from consent for 103 static caravans, 18 touring caravan pitches and an area for the storage of up to 214 caravans located directly to the south of the proposed dwelling.

2. **Proposed Development for which consent is sought**

2.1 Consent is sought for the erection of a single-storey three bedroom dwelling to serve as managers accommodation in association with Bridge Heywood Caravan Park, Whalley Road, Read.

2.2 It is proposed that the dwelling will utilise the existing topography on site, being dug into the site. The dwelling will be low profile in nature, benefit from a ‘green-roof’ and has been designed to maximise passive solar gain through the use of curtain wall-glazing that dominates the southerly aspect.

2.3 It is proposed that the areas of curtain walling will be interspaced with natural stone walling to allow it to be read positively in context and lessen its visual impact, areas of larch of cedar cladding will also compliment the aforementioned stone elements of the facade and further soften the visual impact of the proposed dwelling.

2.4 The proposed footprint adopts a gentle inverted crescent form with natural drystone retaining walls extending to the east and west that will aid in softening the visual transition from the southern elevation of the dwelling to that of the topography of the site.

2.5 It is proposed that the dwelling will additionally accommodate a garage/workshop, store, office, lobby, utility and reception/waiting area. These areas are solely to be used in conjunction with the existing caravan park operations on-site.

2.6 The applicant has stated that the dwelling is required due to operational requirements and a change in managerial circumstances. Accommodation for the warden/manager is currently provided in the form of a lodge/mobile home on site however the current accommodation cannot adequately meet the applicants needs due to the applicant having a family.

2.7 The current accommodation was given granted planning consent under application reference 3/2013/0804. The occupation of the consented accommodation is currently controlled through planning condition and a legal agreement that requires the lodge/mobile home be solely occupied by an employee/manager of the existing business. It is the applicant’s intention, should consent be granted, to relinquish the previous consent with the current wardens accommodation then becoming holiday accommodation.

2.8 The applicant has submitted a legal agreement in the form of a Unilateral Undertaking in support of the application which ensures that prior to the practical completion or residential occupation of the proposed development, the existing owner’s caravan shall ceased to be used for residential purposes and thereafter be used solely for that of holiday use.

3. **Relevant Planning History**

3/2013/0881:

Discharge of conditions 3 (landscaping) 4 (tree protection) 6 (drainage) 7 (fencing) and 9 (caravan colour) of planning permission 3/2012/0910. (Approved)

3/2012/0910:

Proposed change of use of land for the siting of 15 new static holiday caravans in place of the storage area which will be relocated. (Approved with conditions)

3/2012/0909:

Proposed erection of a manager's dwelling. (Application Withdrawn)

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy

Key Statement DS2 – Presumption in Favour of Sustainable Development

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DMH3 – Dwellings in the Open Countryside

Policy DME1 – Protecting Trees & Woodlands

Policy DME2 – Landscape and Townscape Protection

Policy DME3 – Site and Species Protection and Conservation

Policy DME6 – Water Management

Policy DMB1 – Supporting Business Growth and the Local Economy

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Technical Guidance to National Planning Policy Framework

5. **Assessment of Proposed Development**

5.1 Principle of Development:

5.1.1 The site is located outside any defined settlement boundary and is located in an area classed as defined open countryside.

5.1.2 Key Statement DS1 of the Ribble Valley Core Strategy states that the majority of new housing development will be concentrated within an identified strategic site located to the south of Clitheroe towards the A59 and the principal settlements of Clitheroe, Longridge and Whalley.

5.1.3 Members will note that whilst the application seeks consent for the erection of a new dwelling (for manager occupation) within the defined open countryside, the applicant has submitted a Unilateral Undertaking containing a clause that ensures the existing owner’s caravan shall ceased to be used for residential purposes and thereafter be used solely for that of holiday use. As a result there is no increase in the number of dwellings, for managerial occupation, on site.

5.1.4 It is therefore considered that there are no direct conflicts with Key Statement DS1 or Policies DMG2 or DMH3 as a result.

5.2 Impact upon Residential Amenity:

5.2.1 Given the relatively isolated location of the managers dwelling in relation to other dwellings it is not considered that the proposal would be of detriment or have any negative impact upon existing or future residential amenities.

5.3 Visual Amenity/External Appearance:

5.3.1 The proposed dwelling utilises the topography of the existing site, with the main body of the footprint being subterranean and only the southern elevation being exposed. Given the location of the dwelling and its siting within a dip in the land it is concluded that any visual impacts will be largely localised and do not consider that the dwelling would have any detrimental impact upon the character of the area as a result.

5.4 Highway Safety and Accessibility / Public Rights of Way:

5.4.1 The Highway Development Control Section have raised no objection to the proposal stating that it is unlikely to have any measurable impact upon the immediate highway network.

5.5 Landscape/Ecology:

5.5.1 The applicant has proposed additional landscape buffer planting to the north and south of the dwelling including significant tree and hedgerow planting. It is further proposed that additional mature screen-planting will be undertaken to the south west of the site. No details in respect of species mix or exact planting location have been provided and these will be secured through the imposition of planning conditions.

6. **Observations/Consideration of Matters Raised/Conclusion**

6.1 Taking account of the above observations and matters raised it is not considered that the proposed dwelling would result in any detrimental impact upon the visual amenities or character of the area.

6.2 In relation to the principle of the development, given the supporting information accompanying the application and the submission of a Unilateral Undertaking it is not considered that there are any direct significant conflicts with the Development Strategy for the Borough resultant from the application.

6.3 It is for the above reasons and having regard to all material considerations and material matters raised that the application is recommended accordingly.

**RECOMMENDATION:** That the application be APPROVED subject to the following conditions:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Proposed Site Plan: HAN01/Dwg 02

Proposed Floor Plan & Elevation: HAN01/Dwg 03

Proposed Sections 1: HAN01/Dwg 04

Proposed Sections 2: HAN01/Dwg 07

Proposed Sections 3: HAN01/Dwg 08

Proposed Sections 4: HAN01/Dwg 09

REASON: For the avoidance of doubt since the proposal was the subject of agreed design improvements/amendments and to clarify which plans are relevant to the consent.

3. Precise specifications or samples of all external surfaces, including surfacing materials of the development hereby approved shall have been submitted to and approved by the Local Planning Authority before their use in the proposed development.

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 DMG1 of the Ribble Valley Core Strategy.

4. Notwithstanding the submitted details, prior to the commencement of the development details at a scale of not less than 1:20 of the proposed boundary treatments/fencing,, gates walling and any retaining walls shall have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the detailed design of the proposal is appropriate to the locality in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

5. Notwithstanding the submitted details, no development, including any site preparation, demolition, scrub/hedgerow clearance or tree works/removal shall commence or be undertaken on site until a scheme for the hard and soft landscaping of the site shall be 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 specifications of all retaining structures (where applicable).

The approved soft landscaping scheme shall be implemented in the first planting season following occupation or use of the development unless otherwise required by the reports above, whether in whole or part and shall be maintained thereafter for a period of not less than 10 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.

The hard landscaping shall be implemented in accordance with the approved details prior to the first occupation or use of the development and retained thereafter at all times.

REASON: To ensure the proposal is satisfactorily landscaped and appropriate to the locality in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

6. The car parking arrangements (including Reception Parking Bays) as indicated on drawing HAN01/Dwg 02 shall be marked out and surfaced in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority, the development shall be carried out in strict accordance with the approved details and the parking provision shall be made available for use prior to first occupation of the dwelling hereby approved and prior to the office/reception area being first brought into use.

REASON: To ensure adequate parking provision is provided on site in accordance with Policies DMG1, DMG3 and Key Statement DMI2 of the Ribble Valley Core Strategy.

7. The occupation of the dwelling hereby permitted shall be limited to a person solely or mainly working, or last working at Bridge Heywood Caravan Park including, as the case may be, a widow or widower of such a person, and to any resident dependant.

REASON: To comply with the terms of the application and because permission would not normally be granted for a dwelling in this location for general residential occupation, and to comply with the requirements of Key Statement DS1 and Policies DMG2 and DMH3 of the Ribble Valley Core Strategy.

8. This permission shall relate to the Unilateral Undertaking dated 7th November 2016 which contains a clause requiring that prior to the practical completion or residential occupation of the proposed development, the existing owner’s caravan shall ceased to be used for residential purposes and thereafter be used solely for holiday use.

REASON: To comply with the terms of the application and because permission would not normally be granted for the creation of an additional dwelling in this location for general residential occupation, and to comply with the requirements of Key Statement DS1 and Policies DMG2 and DMH3 of the Ribble Valley Core Strategy.

9. The ground floor rooms annotated as "workshop", "store", "reception/waiting", “lobby/utility” and "office" on drawing number HAN01/Dwg 03 shall only be used for commercial purposes associated with the business functions undertaken at Bridge Heywood Caravan Park. These rooms shall not be used for any other purposes (including any residential use) unless a further planning permission has first been granted in respect thereof.

REASON: As part of the justification for the proposed building relates to facilitating improvements to the operation of the existing business and to comply with Key Statement DS1 and Policies DMG2 and DMH3 of the Ribble Valley Core Strategy.

BACKGROUND PAPERS

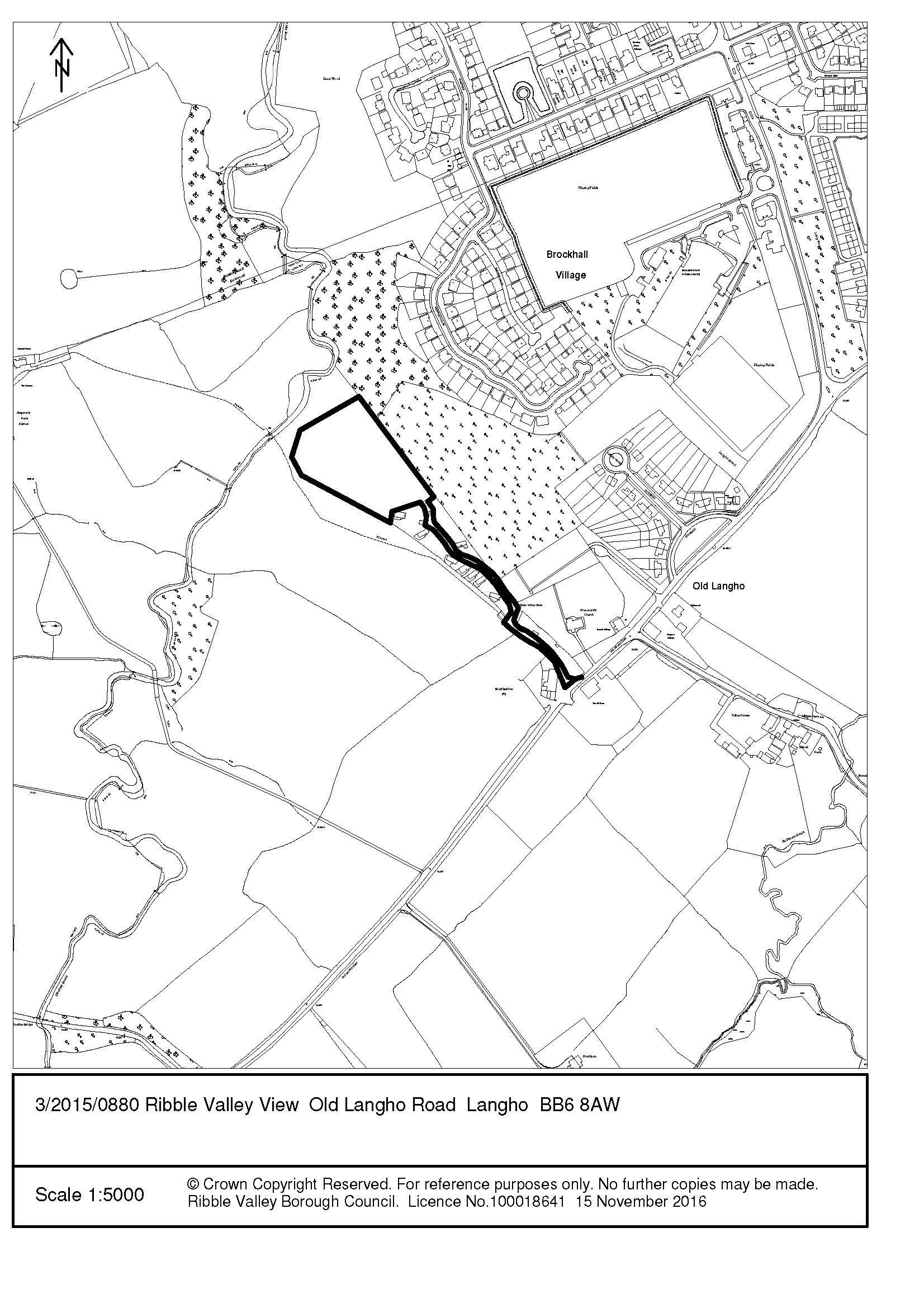
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**APPLICATION REF: 3/2015/0880/P**

GRID REF: SD 369992 435924

**DEVELOPMENT DESCRIPTION:**

**CHANGE OF USE OF AGRICULTURAL LAND TO ALLOW EXTENSION TO LODGE PARK AND THE ERECTION OF AN ADDITIONAL 12 LODGES AND INFORMAL RECREATIONAL AREA AND FOOTPATH ON LAND AT ASPINALL FARM, OLD LANGHO, BLACKBURN, LANCASHIRE**



**CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

**PARISH COUNCIL:**

No objections.

**ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

No objections to this application on highway safety but request that consideration be given to an improved footpath link.

**ADDITIONAL REPRESENTATIONS:**

One letter of concern which predominately relates to the management of the site, including lighting, delivery of post and a lack of warden facilities on site. One letter of support from the landlord at the Black Bull who welcomes the income generated.

1. **Site Description and Surrounding Area**

1.1 The site is located to the west of the Brockhall Village development, and to the rear of the Black Bull Inn. It is a northerly extension of the existing site, on a triangular parcel of land on the fringe of the land within the ownership of the owners of Aspinall Farm, which lies to the north west of the site. The site is situated within open countryside outside a defined settlement boundary.

2. **Proposed Development for which consent is sought**

2.1 This application seeks permission for the proposed use of agricultural land to allow an extension to the existing complex. The proposal has been amended to allow an additional area of landscaping, the creation of an informal recreational area and a reduction in the number of lodges.

2.2 Access to the site is as existing and gained via an existing vehicular access off Old Langho Road, adjacent to the Black Bull Inn. The proposal now includes a tarmac surfaces path from the Black Bull public house to the site.

3. **Relevant Planning History**

3/2010/0417 – Static caravan park. Approved with conditions.

4. **Relevant Policies**

Ribble Valley Core Strategy:

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement EN2 – Landscape

Key Statement EC1 – Business and Employment Development

Key Statement EN5 – Heritage Assets

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DME2 – Landscape and Townscape Protection

Policy DMB1 - Supporting Business Growth and the Local Economy

Policy DMB3 – Recreation and Tourism Development

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

5. **Assessment of Proposed Development**

5.1 Principle of Development

5.1.1 The key issues to consider are the principle of the development, potential visual impact caused by the development, any potential impact on highway safety, the potential impact on the amenity of other properties in this vicinity and any ecological impacts.

5.1.2 Given that this proposal is for an extension of an existing business as well as having regard to its strategic location it is relevant to have regard to Policy DMB1 which makes reference to encouraging appropriate business growth. I am of the opinion that on the basis that this is an extension of an existing site, adjacent to the existing settlement of Brockhall Village, and within 2 miles of nearby settlements Langho, Billington that the principle is acceptable.

5.2 Visual Impact

5.2.1 Although the site can be seen from the adjacent highway, I am satisfied that the existing and proposed landscape reduce any visual impact to an acceptable level. The scheme provides for retention of exiting tree cover, planting of trees on the proposed site and existing park which includes a range of oak, ash and birch trees.

5.3 Highway Safety

5.3.1 No objection has been received from a highway aspect and given the limited amount of additional vehicular traffic, I do not consider this would have an adverse impact on highway safety.

5.4 Residential Amenity

5.4.1 The nearest property affected by the proposed development, other than the Black Bull Inn, is The Old Barn, which sits opposite the proposed entrance to the site. I am satisfied that there is no further adverse impact on residential amenity as a result of the proposal.

5.5 Ecological Impacts

5.5.1 The original approval fully assessed the ecological impact. A further report submitted with this application concludes that there is no significant impact on local habitat. Furthermore I consider that the retention of existing trees and hedgerow minimises any impact and helps safeguard the local habitat.

6. **Observations/Consideration of Matters Raised/Conclusion**

6.1 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 the application be APPROVED subject to the following conditions:

*Commencement of Development*

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.

*Drawings and Plans*

2. The permission shall relate to the development as shown on Plan Reference No's SIMPS/01B Dwg 2B received on 17 October 2016.

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

*Landscape and Ecology*

3. The development hereby permitted shall not be commenced until further details of the proposed landscaping scheme, including wherever possible the retention of existing trees, has 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, the types and details of all fencing and protection and details on their maintenance.

The approved landscaping scheme shall be implemented in the first planting season prior to commencement of the development unless otherwise agreed by the Local Planning Authority, whether in whole or part and shall be maintained thereafter in perpetuity 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 DMG1 of the Ribble Valley Core Strategy.

4. Unless otherwise agreed in writing with the Local Planning Authority the development shall be carried out in strict accordance with the recommendations of the habitat survey and report submitted with the application dated October 2015.

Reason: To comply with Policy DMG1 of the Ribble Valley Core Strategy ensuring that no species/habitat protected by the Wildlife and Countryside Act 1981 are destroyed.

5. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services, all trees identified in the tree survey dated October 2015 shall be protected in accordance with the BS5837 [Trees in Relation to Construction]. The root protection zone shall be 12 x the DBH (unless otherwise agreed in writing with the LPA), 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 considered to be of visual, historic or botanical value is afforded maximum physical protection from the adverse effects of development and to comply with Policy DME1 of the Ribble Valley Core Strategy.

*Highway*

6. The proposed footway path and informal recreational area shown on drawing SIMPS/01/2B shall be completed to the satisfaction of the Local Planning Authority before any of the lodges, the subject of this application, are occupied.

REASON: To comply with Policy DMG1 of the Ribble Valley Core Strategy and in the interests of highway safety.

*Amenity*

7. The mobile homes/lodges hereby permitted,

* 1. shall be occupied for holiday purposes only,
  2. shall not be occupied as a person’s sole, or main place or residence, and
  3. the owners/operators shall maintain an up-to-date register of the names of all owners/occupiers of individual caravans/log cabins/chalets on the site, and of their main home addresses, and shall make this information available at all reasonable times to the local planning authority.

REASON: To comply with the terms of the application, to ensure that the units are used as holiday accommodation only, and not used for unauthorised permanent residential occupation. To comply with Policy DMG2 of the Ribble Valley Core Strategy.

8. Prior to occupation of any of the lodges the subject of this application, warden’s accommodation and reception shall be submitted to and agreed by the Local Planning Authority and fully implemented.

REASON: To comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

*Visual*

9. Before the development hereby permitted is commenced, details of any external lighting, including details of the location and height of columns and the intensity of lighting, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and operated in accordance with the approved details.

REASON: In the interests of preserving the visual amenities of the locality and to comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

BACKGROUND PAPERS

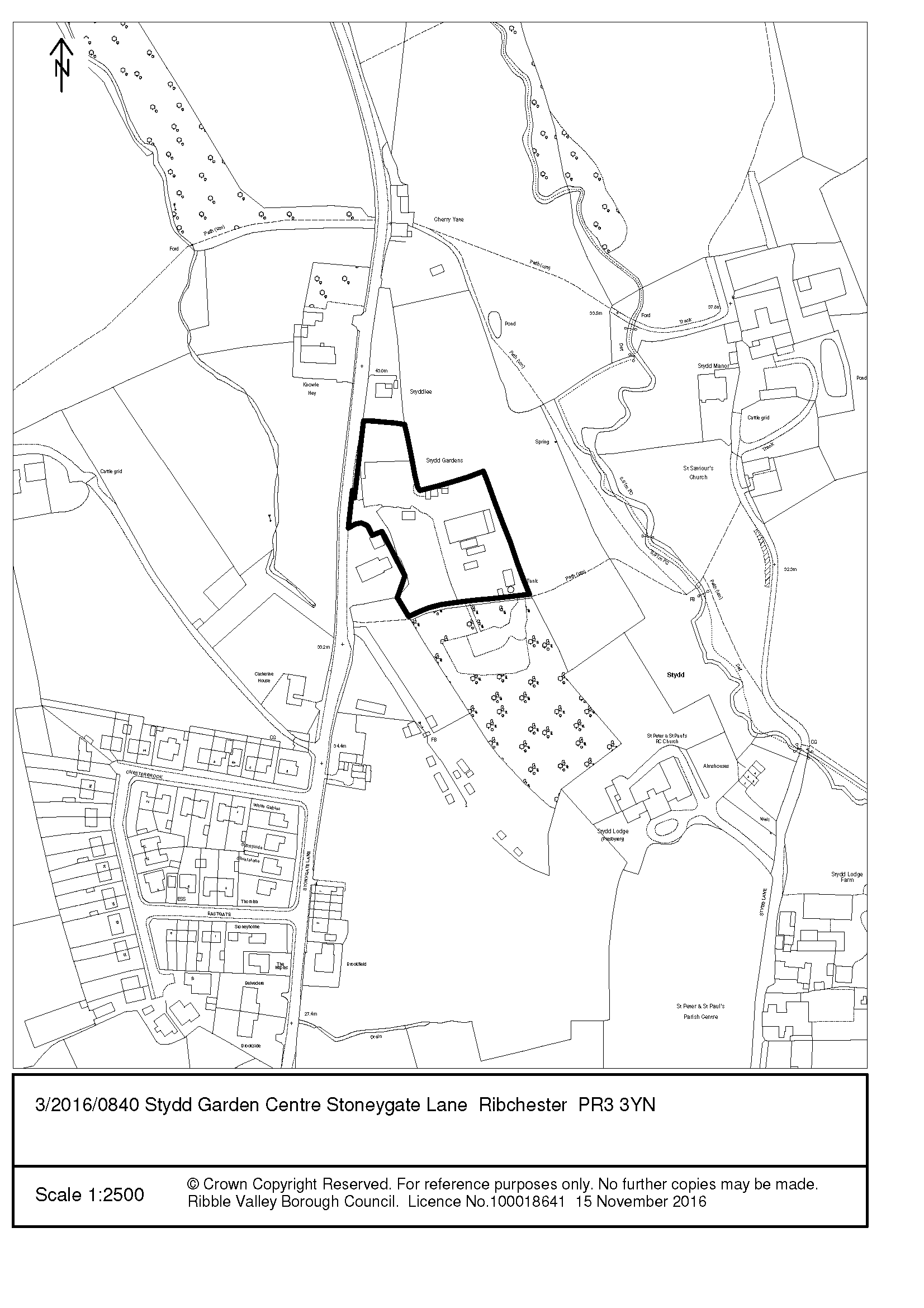
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**APPLICATION REF: 3/2016/0840**

GRID REF: SD 365223 435944

**DEVELOPMENT DESCRIPTION:**

RETENTION OF UNAUTHORISED BUILDINGS AND SHEDS, INCLUDING RETAIL SHEDS, STORES AND DOG KENNEL AT STYDD GARDEN CENTRE, STONEYGATE LANE, RIBCHESTER



**CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

**PARISH COUNCIL:**

Objects to the application and has made the following comments:

* The issue of traffic continues to be a serious concern;
* Even with the limited extension to the car park the applicant has failed to provide adequate space for the parking of vehicles within the site, resulting in an increasing demand for on-street parking in the area to the detriment of highway safety;
* Over the weekend of 2nd-4th September cars were parked on both sides of the lane and over-spilled onto Chesterbrook;
* The owner has not addressed the parking issues.

**ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

No objection if the application only sought to retain the existing buildings/structures currently on site. However the submission includes additional retail units and these would increase demand for car parking on the site and conflict with highway safety in the same way as the recently refused applications for the education building and deli.

If the application was to be amended to only seek consent for the existing units, there would be no highway objection to the proposal.

**ADDITIONAL REPRESENTATIONS:**

Two letters of objection have been received and the comments raised are summarised below:

* The number of piecemeal planning applications, along with the marquee, have culminated in a different operation to the one that first existed on this site and the scale/size of the business must be proportionate to its rural location and surrounding residential properties;
* Noise from the site, specifically in the summer and when the marquee is operation, disturbs residents;
* Disposal of waste and the inadequacy of the sewage system;
* Noise from the car parking area;
* The units do not serve the villager’s lives, they are mainly tourist gift shops;
* Traffic generated from the site on Stoneygate Lane;
* Car parking takes place on both sides of Stoneygate Lane, which is already a narrow lane;
* Cars that miss the entrance use residential drives to turn around;
* Applications should have been made prior to the sheds/structures being erected on sites.

1. **Site Description and Surrounding Area**

* 1. The application relates to the site known as Stydd Garden Centre which is situated on the east side of Stoneygate Lane in the open countryside north of Ribchester. There are a number of scattered dwellings in the vicinity of the site with the larger housing development at Chesterbrook and Eastgate located approximately 150m to the south.
  2. The site of Stydd Garden Centre comprises a number of existing buildings which are used for various purposes, including a gift shop, wine shop, food stall, clothes shop, furniture stall, and the largest building/unit on the site is the café/restaurant. At the north western end of the site, adjacent to the highway is a car parking area and this has recently been extended to provide a total of 42 car parking spaces for the garden centre.

* 1. The uses on this site have grown over time, and it has become clear to the Council that there are significantly more units/shops on this site than planning applications, however the applicant is seeking to rectify this by submission of various applications (detailed within the “Relevant Planning History” section of this report).

2. **Proposed Development for which consent is sought**

2.1 The application seeks retrospective consent to retain a total of seven buildings/structures on the site. A plan has been submitted showing all the buildings on site and the units to which this application relates are listed below (Unit numbers taken from submitted plan):

|  |  |  |  |
| --- | --- | --- | --- |
| **Unit Number** | **Use** | **Size** | **Description** |
| Unit 5 | Retail (A1) | 3.6m x 3m x 2.8m (h) | Pipkin’s Children’s and Fashion unit with external decking area, located close to north eastern boundary. |
| Unit 10 | Retail (A1) | 4.4m x 9.3m x 4.1m (h) | Fullalove’s Wine unit located directly to south of Glasshouse restaurant. |
| Unit 11 | Retail (A1) | 3.75m x 10.4m x 4.1m (h) | Maison De Lamond retail unit located directly to the south of unit 10. |
| Unit 16 | Storage | 2.7m x 6.7m x 2.5m (h) | Portacabin used for storage purposes |
| Unit 19 | Toilet block | 2.5 x 3.6m x 3m (h) | Two toilets |
| Unit 21 | Storage | 2.6m x 5m x 2.8m (h) | Storage shed |
| Unit 22 | Dog kennel | 2.7m x 1.5m x 1.5m (h) | Dog kennel |

2.2 The original submission also included a caravan (unit 15) and two additional retail units (units 6 & 7) which are in the process of being erected, however these have been removed from the application on the advice of the Highway Officer.

2.3 A separate lawful development certificate application (3/2016/0817) has recently been refused on the basis that the applicant failed to demonstrate that the structures subject to the LDC have existing on site for more than four years. Additionally, two separate applications for the retention of an education building (3/2016/0829) and a deli (3/2016/0829) have been refused on highway safety grounds due to lack of car parking provision at the site.

3. **Relevant Planning History**

3/2016/0830 - Retention of unauthorised shed (2) for sale of delicatessen products with light refreshments – refused

3/2016/0829 - Retention of unauthorised shed (1) for educational use – refused

3/2016/0817 - Use of structures identified on red-edged plan for A1 retail and A3 use, storage and polytunnels – refused

3/2016/0174 – Proposed erection of new shed (1) for the sale of Delicatessen and light refreshments – refused and dismissed at appeal

3/2016/0172 - Proposed erection of new shed (2) for educational use - refused and dismissed at appeal

3/2014/0749 – Change of use from nursery to mixed use comprising nursery and restaurant ­– approved with conditions

3/2014/0633 – Modify access and layout of existing car park - approved with conditions

3/2014/0265 – Erection of a wooden shed to be used as a beauty salon including a decked entrance area and decked side area. The shed comprises a reception area, 2 treatment rooms, a store/kitchen and a toilet room - approved with conditions

3/2014/0202 – Removal of existing polytunnel and erection of single storey shed to be used for sale of plants and as an information centre - approved with conditions

4. **Relevant Policies**

Ribble Valley Core Strategy:

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement EN2 – Landscape

Key Statement EC3 – Visitor Economy

Key Statement EC1 – Business and Employment Development

Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DME2 – Landscape and Townscape Protection

Policy DMB1 - Supporting Business Growth and the Local Economy

Policy DMB3 – Recreation and Tourism Development

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

5. **Assessment of Proposed Development**

5.1 Principle of development

5.1.1 The planning policy context for this application is set out in the National Planning Policy Framework and at local level by the Core Strategy. The adopted Core Strategy is the starting point for decision-making within the borough which sets out the vision for the borough and how sustainable development will be developed. This not only relates to housing but also economic and social uses.

* + 1. The overall development of the Strategy is set out in Key Statement DS2 which aims to promote development in most suitable locations in the borough (Principal Settlements and Tier 1 Villages). It is clear that the site is not located in what can be regarded as a sustainable location, nevertheless the application relates to an established Garden Centre and site currently exists as a commercial business and the principle of a commercial use at this site has previously been established.
    2. Policies DMB1 and DMB3 of the Ribble Valley Core Strategy are in favour of developments that are intended to support business growth, the local economy and increase tourism potential within the borough. However, both these policies state that such proposals should accord with other Policies of the Core Strategy and specifically DMG1 which (amongst other things) seeks to ensure development would not adversely affect the amenity of the surrounding area, and that safe access can be provided which is suitable to accommodate the scale and type of traffic associated with the development.

5.1.4 In view of the above, the main issues in the consideration of this proposal relate to the impact the proposal would have on residential amenity and highway safety, and how these balance against the economic and employment benefits to the rural economy that the proposal brings. The submitted application states that the units under consideration as part of this proposal employ a total of five full time employees.

5.2 Visual Amenity:

5.2.1 The application relates to Stydd Garden Centre and as detailed above the site is an established commercial enterprise consisting of a number of small retail units and a relatively large restaurant (The Glasshouse). The restaurant was granted consent in 2014 and is by far the largest building on the site, and in addition to the restaurant two additional retail sheds have previously been granted planning consent at Stydd Garden Centre. As such the principle of erecting shed/units on this site for commercial use has previously been established.

5.2.2 The seven buildings/units to which this application relates are all modest in size and the external boundaries of the site are well screen by existing vegetation. As such the units will not be highly visible from long views away from the site. It is accepted that a Public Right of Way runs through the site, but again the site has an established commercial use and the proposed units would not have any greater visual impact than the existing/previously approved units on this site.

5.2.3 The units would be similar in design to other buildings on the site and as such it is not considered that the proposal would result in any visual detriment to the surroundings in accordance with Policy DMG1.

5.3 Impact upon Residential Amenity

5.3.1 With regard to visual amenity, the units to which this application relates are modest in size and located a significant distance from any neighbouring residents so as to ensure the proposal would not have any undue impact in terms of loss of daylight, outlook, overshadowing or loss of privacy.

5.3.2 Both the objectors have however raised a concern over noise disturbance from the proposed development, with the marque highlighted as an area of concern. The marque does not form part of this application and therefore is not a consideration in the determination of this proposal. The Council are however aware of the Marque and enforcement action has taken place in respect of this and if an application is submitted to regularise the marque then the impacts of this will on neighbouring properties/residents will be considered at such a time.

5.3.3 In respect of the proposed units/structures to be considered as part of this application, three are A1 retail units, two are used for storage purposes, one is a toilet and the other a dog kennel. It is not considered that the proposed uses would have any undue impact upon residential amenity, particularly given their positioning within the site, away from the boundaries shared with any residential dwellings.

5.3.4 It is noted that the objectors have referred to general noise form the site and the car park, however as mentioned above, the site does have a long established commercial use as a garden centre and consent was granted in 2014 for the restaurant. Whilst the submitted application does not specifically state operational hours of the proposed unit, the Stydd Garden Centre currently operates from 10:00 – 17:00 Tuesday to Sunday, and a condition has been attached restricted the hours of operation for these units to those detailed above.

5.3.5 In view of the above, it is not considered that the seven buildings subject of this application would result in an increase in noise and disturbance to an extent that would justify refusing the application in accordance with Policy DMG1, and Policies DMB1 and DMB3 are in favour of developments that are intended to support business growth, the local economy and increase tourism potential within the borough.

5.4 Highways

5.4.1 The application site currently benefits from a car parking area that can accommodate up to 42 vehicles. The Highway Officer has prepared a breakdown of the car parking provision required for each existing unit on the site, whether authorised or not. The Highway Officer has confirmed that the existing restaurant and other units on this site that are currently authorised would require approximately 45 car parking spaces based on their floorspace. The Highway Officer has confirmed that the units subject of this application would require an additional seven spaces. As such the total number of spaces for the existing use, and the proposed units forming this application would be approximately 52.

5.4.2 In view of the above, the existing 42 car parking spaces provided is 10 below the Highway Officer’s recommendation, however in this particular case the Highway Officer is of the opinion the provision of 42 car parking spaces is sufficient to serve the needs of the Garden Centre, as it is considered unlikely that due to the nature of the business/operation all the units on site would be fully occupied by customers at the same time.

5.4.3 The Highway Officer has however commented that the existing units on site is the maximum number of units that would be allowed and any additional units, such as the ones withdrawn from this application and refused under the separate application, would only be supported from a Highway Safety point of view if additional car parking provision was provided on site. It is for this reason that the proposed new units were withdrawn from this application.

5.4.4 In summary, the Highway Officer is satisfied that the current level of parking provision (42 spaces) is sufficient to meet the needs of the existing units on site, and the units subject of this application in accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

6. **Other Matters Raised/Conclusion**

6.1 One of the objectors has raised a concern in respect of waste disposal and in particular the disposal of sewage from the site, commenting that the owner/applicant needs to link the site to the main sewers. The submitted application states that the site currently uses a private septic tank and United Utilities (who review the weekly list of all planning applications) have not commented on the proposal. However, after being contacted by the LPA on this matter the applicant’s agent has commented that they have commissioned an engineer to prepare a full drainage scheme for the discharge of effluent from the site into the main sewer system. At present they are awaiting a topographical survey of the highway from the site to the proposed discharge point of the existing United Utilities sewer and this survey will be carried out within the very near future. In view of this a condition has been attached requiring details of the drainage scheme to be submitted to the LPA within three months of the date of any approval, and the agreed scheme to then be implemented within six months of the details being agreed with the LPA.

6.2 An objector has also commented on the retrospective nature of the application and the fact that buildings/structures are erected on the site without consent. Whilst it is accepted that this is not an ideal situation and applications should be made and granted prior to buildings being erected on site, it in itself is not a valid reason to refuse the application and the Council must access the merits of the application as submitted. The applicant/owner is now seeking to regularise the unauthorised developments on this site by way of a number of recent applications.

6.3 In summary, the site has a long established commercial use and the seven units under consideration by this application would not have any undue impact upon the amenity of neighbouring residents or land uses. The design/appearance of the structures is considered to be to acceptable and the Highway Officer is satisfied that the level of parking provision on site is sufficient to meet the requirements of the units proposed by this application, however as detailed above any additional units would require more on-site car parking to be provided.

**RECOMMENDATION:** That the application be APPROVED subject to the following conditions:

1. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Location plan (scale 1:1250)

CAL 2015 100 002 Rev C (amended plan received 04/11/16)

CAL 2015 100 004

CAL 2015 100 006

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

2. The retail units hereby approved shall only be open for trade or business between the hours of 10:00 – 17:00 Tuesday to Sunday inclusive, and between the hours of 10:00 - 17:00 on Bank Holidays.

REASON: In order to prevent nuisance arising in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

3. There shall be no deliveries or collections to/from the units hereby approved except between the hours of 10:00 – 17:00 Tuesday to Sunday inclusive, and between the hours of 10:00 - 17:00 on Bank Holidays.

REASON: In order to prevent nuisance arising in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

4. Within three months of the date of this approval, details of the foul drainage scheme shall have been submitted for the written approval of the Local Planning Authority. The duly approved scheme shall be implemented in full within six months of the date of the details being agreed by the Local Planning Authority, and shall be maintained and managed as agreed thereafter.

REASON: To ensure satisfactory means of foul drainage in accordance with Policies DMG1 and DME6 of the Ribble Valley Core Strategy.

BACKGROUND PAPERS

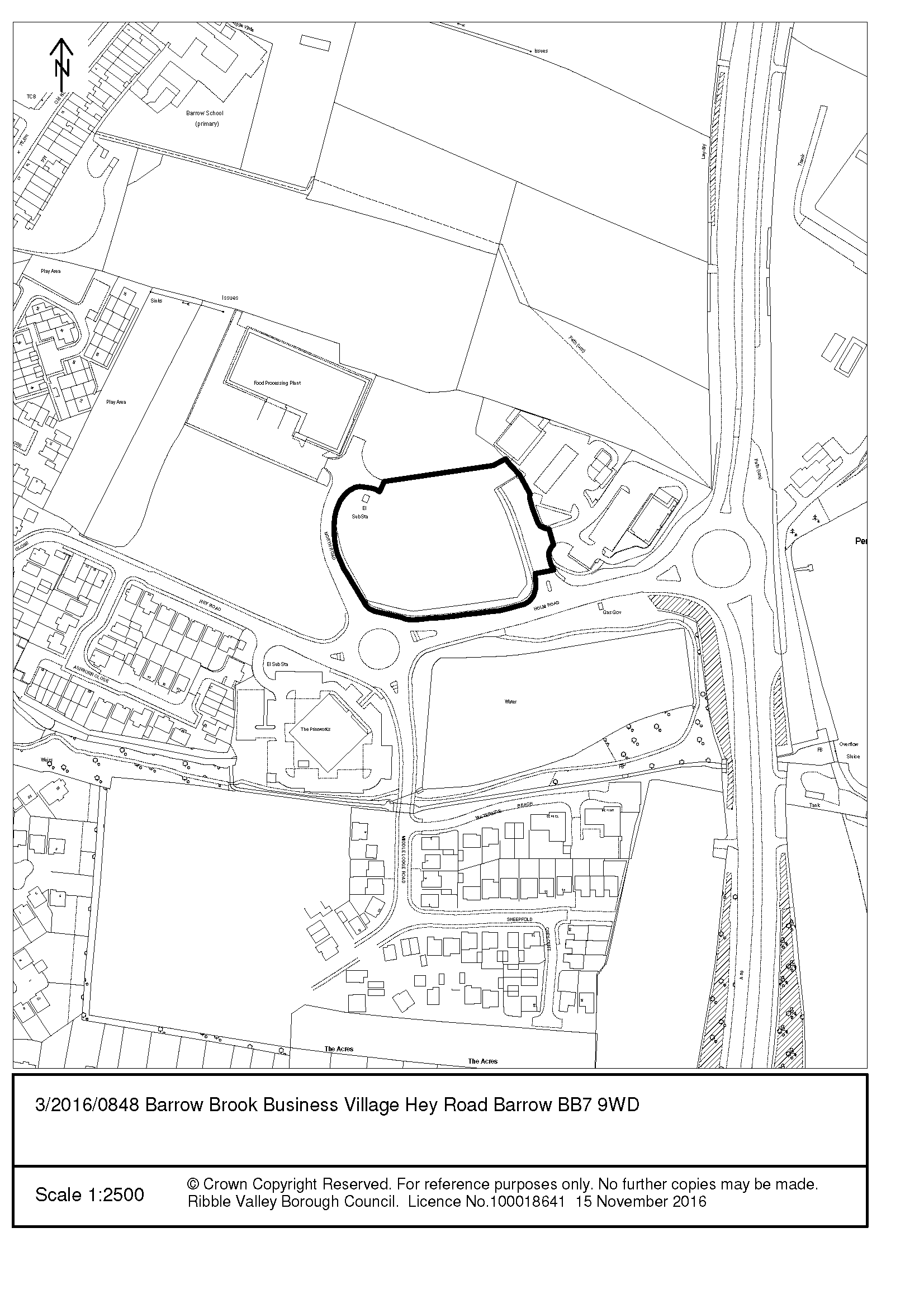
https://www.ribblevalley.gov.uk/site/scripts/planx\_details.php?appNumber=3%2F2016%2F0840

**APPLICATION REF: 3/2016/0848**

GRID REF: SD 373982 438177

**DEVELOPMENT DESCRIPTION:**

PROPOSED ERECTION OF TWO DRIVE-THROUGH RESTAURANT UNITS AND TWO FOOD UNITS WITH ASSOCIATED CAR PARKING AND LANDSCAPING WORKS AT BARROW BUSINESS VILLAGE, HEY ROAD, BARROW.



**CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

**PARISH COUNCIL:**

Whilst the Parish council welcome the proposal to provide employment for local people, the following concerns are raised:

* Increase traffic on Holm Road - a Section 106 should be required to improve highway safety by way of traffic signals at the roundabout and a pedestrian crossing, as well as funding for nearby playground improvements;
* There should be parking restrictions placed on Holm Road, lorries currently park on this highway causing various issues;
* A footpath should be provided along the northern boundary of the site to connect the site to the petrol station and McDonalds;
* The LLFA should be notified of the application as it is located within 20m of Barrow Lodge, which flooded in December 2015;
* The drainage system in Barrow is old and a review should be carried out on the capacity of the system;
* The developer should be required to install rainwater harvesting, as well as permeable parking surfaces;
* The adjacent McDonalds have in the past blocked the drains and safe disposal of fats from the units should be ensured;
* A TPO should be placed on the trees along the grassed verge;
* Concerned in regard to the proposed 24hr opening;
* External lighting on the site needs to respect nearby residential properties.

**ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

The development should have a negligible impact on highway safety and amenity in the immediate vicinity, provided that:

* Five additional off-road car parking spaces are provided;
* The provision of two footpaths, one directly to the north of units A and B, and the other north of the carriageway to aid future development;
* A contribution of £7,000 provided for the investigation and implementation of waiting restrictions.

*In response the Highway Officer comments the layout has been updated to provide six additional car parking spaces within the site. The amended scheme has also included the footway directly to the north of Units A and B and the 2m wide path at the northern end of the site, as requested by the Highway Officer.*

*The Highway Officer is satisfied with the revised layout and has commented that the provision of the six additional spaces removes the requirement for a Section 106 Agreement in respect of the waiting restrictions.*

**LEAD LOCAL FLOOD AUTHORITY:**

No comments have been received, however as this is not a “Major Development” is does not meet the criteria required to formally consult with the LLFA.

**UNITED UTILITIES:**

No objection subject to conditions

**ADDITIONAL REPRESENTATIONS:**

In addition to the comments made by the Parish Council, a further 10 objections have been received and the points raised in these objections are summarised below:

* Concerns over the drainage system;
* The proposal should utilise rainwater harvesting;
* Section 106 required for part-time traffic lights at A59 roundabout and a pedestrian crossing;
* No parking provision included for HGVs which currently park on the highway;
* Insufficient parking provision;
* Increase traffic on residential streets;
* Vehicles currently park on double yellow lines;
* Litter and noise nuisance;
* Anti-social behaviour;
* Unacceptable opening hours;
* External lighting;
* Out of keeping with the character of the area, which is residential;
* Proposal will impact upon fishery and leisure park;
* The footpaths in Barrow have not been maintained and the developer should contribute towards their improvement;
* The site is earmarked for light industrial units and no retail – to allow this development would be the catalyst for other retailers (not selling food) to locate on the site which would impact upon the town centre.

1. **Site Description and Surrounding Area**

1.1 The application relates to a vacant rectangular shaped plot of land measuring 0.8 hectares within the Barrow Brook Business Village, located on the north eastern periphery of Barrow and to the west of the A59. The application site is within both the existing and Draft Settlement Boundary of Barrow and is designated as an employment area within the Ribble Valley Core Strategy Map.

1.2 The site is currently undeveloped grassland and is situated to the east of the existing McDonalds Restaurant and Petrol Filling Station accessed off the A59. To the north west of the site is the industrial unit occupied by Total Food Service Solutions Ltd and to the west of the application site is a similar plot of land which is currently subject of an application for the erection of eight industrial units (3/2016/1033).

1.3 To the south runs the highway of Holm Road and on the opposite side of this is Barrow Lodge and the Printworks Office. Beyond the Lodge and Printworks are residential dwellings, with the nearest being 1 Hey Road, some 70m to the south west of the application site.

1.4 Vehicular access to the site can currently be obtained either side of the plot, via the access road that serves the adjacent McDonalds and Petrol Station, or via North Road which serves the industrial unit of Total Food Service Solutions Ltd.

1.5 In 2014 planning permission was granted on this site to erect a self-storage warehouse (measuring approx. 5,400sqm), with office space (3/2014/0179), however whilst this permission is still extant is has not been implemented.

2. **Proposed Development for which consent is sought**

2.1 The application seeks full planning permission for the erection of two drive though restaurants (use class A3) and two food units (use class A3), along with the provision of a car parking area and associated landscaping. The two drive through units would be sited along the western and eastern boundaries of the site, with the two food units occupying one building at the northern end of the site. All units would be single storey in height.

2.2 The drive through unit to be located along the western boundary would have a predominantly rectangular shape, measuring 24m x 11.6m. This unit would have both flat and mono-pitched roof designs, measuring 5.8m to the highest point. In terms of design/appearance, the unit would be finished in composite panels (grey colour – RAL 7016) with vertical timber boarding and large glazing panels. The building would have two main/front elevations which would face south and west with the drive-through facility accessed from the south and would lead around the unit.

2.3 The drive through unit to be located along the eastern boundary would also be rectangular in shape measuring 28m x 12.5m. This unit would have a gentle sloping mono-pitched roof measuring 5.2m to the highest point and would be finished in composite panels (hamlet colour – RAL 9002) with vertical timber boarding and large glazing panels. The main/front elevation of this unit would face south towards Holm Road and the drive-through facility would be accessed from the west and would lead around the unit.

2.4 The two food units would occupy one building at the northern end of the site, with the building as a whole measuring 22m x 12m with a mono pitched roof (5.2m tall to highest point). This building would be fully glazed on its front elevation and the rear and side elevations comprising a mixture of cladding (umbra grey – RAL 7022) and timber cladding. The front elevation of these units would face south into the car parking area.

2.5 The submitted application seeks consent for all four units to be operational 24 hours a day.

2.6 Access into the site would be obtained either via the road serving the adjacent McDonalds and Petrol Filling Station, or via the exiting point off North Road, however vehicles will only be able to leave the site via the North Road access. Within the site itself the proposal will provide a total of 82 car parking spaces (including 6 accessible spaces) and the submission includes a detailed landscaping plan for the site.

3. **Relevant Planning History**

3.1 3/2016/0179 - Construction of B8 self storage unit with B1 office accommodation, associated car parking and landscaping – approved subject to conditions

4. **Relevant Policies**

Ribble Valley Core Strategy:

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN4 – Biodiversity and Geodiversity

Key Statement EC1 – Business and Employment Development

Key Statement EC2 – Development of Retail, Shops and Community Facilities and Services

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DME1 – Protecting Trees and Woodlands

Policy DME2 – Landscape and Townscape Protection

Policy DME3 – Site and Species Protection and Conservation

Policy DME6 – Water Management

Policy DMB1 - Supporting Business Growth and the Local Economy

Policy DMR3 – Retail Outside the Main Settlements

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

5. **Assessment of Proposed Development**

5.1 Principle of Development:

5.1.1 The application site lies within both the existing and proposed settlement boundary of Barrow, as well as being physically linked to the existing built up area comprising both residential and commercial uses on the Barrow Business Village. The site is also located directly adjacent to a similar existing use (McDonalds) and a Petrol Filling Station/Retail Shop and these uses respond principally to the passing A59 traffic and the immediate locality.

5.1.2 The site itself is allocated as an employment site in the adopted Local Plan and is regarded as a key part of the future employment land resource of the Borough. The site is identified as *“land off Hey Road, Barrow Brook Business Village, and Barrow”* in the Core Strategy evidence base document (Employment Land Study - May 2013). Within this document (para 6.27) the site is described as a “*flagship*” employment site with regional/sub-regional significance in relation to B1 – B8 uses. Further within the document it is referred to as a site “…*of scale, location and setting capable of being broad business park developments competing for investment in the region/sub-regional marketplace. These are prime sites for marketing to a cross section of users – including new inward investments into the Borough. They can also meet the needs of image conscious, aspirational companies already in the area. They may be B1, B2 or B8 in nature.”*

5.1.3 Core Strategy Key Statement EC1 (Business and Employment Development) is relevant in the consideration of this application and takes into account the above mentioned evidence base. It stresses that in strategic terms the Barrow Enterprise Site, of which this site forms part of, is a preferred location towards which future employment development in the Borough will be directed. Additionally, Policy DMB1 (Supporting Business Growth and the Local Economy) states that “*Proposals that are intended to support business growth and the local economy will be supported in principle.”* The local policies are consistent with national policy contained within the National Planning Policy Framework (NPPF). In summary, this site is considered to be of strategic importance as a potential employment site and whilst the evidence base points towards B1, B2 and B8 being the preferred uses, this does not prevent the exploration of ancillary uses on the site.

5.1.4 As detailed above, whilst the evidence base highlights B1 – B8 uses on the Barrow Brook Business Village, this application specifically relates to a smaller section of the Business Village (approx. 0.8 hectares) and the adjacent land is used for roadside services. It is considered that the land take from the potential B1 – B8 uses is not significant, with the development proposed having a relationship and attraction to the wider commercial development of the Business Village. Additionally, it is considered that the proposed uses will generate similar (if not greater) employment levels than would be expected of B1 – B8 uses on a site this size. The applicant has stated that the four units would employ approximately 50 people, and in comparison the previously approved application for B1 – B8 use (3/2104/0179), which covered a larger site area and proposed a significant larger footprint of development, would have created 30 jobs.

5.1.5 In respect of retail policies, the Ribble Valley Core Strategy is relatively silent on the issue of retail development outside of the main settlements of Clitheroe, Longridge and Whalley. As such national guidance within the NPPF is relevant. Annex 2 of the NPPF confirms that both (food) retail development and drive thru restaurants are main town centre uses and Paragraph 24 of the NPPF states:

*“Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.”*

5.1.6In view of the above, the application is accompanied by a sequential test and the aim of this is to establish whether there are any available and suitable units or sites within the principal settlement of Clitheroe, which could viably be utilised for the proposed development. The sequential test details that a thorough search of land/buildings, both for sale and let with a minimum area of 0.8 hectares, within the settlement boundary of Clitheroe were searched, and no sites that could accommodate the proposed development were found. A small number of sites measuring 0.1 – 0.2 hectares were found, however these are insufficient in size to meet the requirements of the proposed development. In addition, because of the nature of the proposed development (food units/drive through restaurants), a site within the settlement boundary of Clitheroe would not meet the primary purpose of the proposal to serve passing motorists on the A59. The proposal would also serve, as a secondary role, workers within the employment zone (both existing and future) and local residents. In summary, it is clear that there are no other suitable, available or viable sites to accommodate the proposed use that would be sequentially preferable to the application site.

5.1.7 In line with the NPPF, as the proposal would result in approx. 700sqm of floorspace, there is no requirement for the submitted application to demonstrate the impact of the proposal on the viability and vitality of Clitheroe Town Centre as the proposal would not exceed the minimum threshold of 2,500sqm for development set out in the NPPF. Nevertheless, for the reasons mentioned above the primary purpose of the development will be to serve passing traffic on the A59, and it is considered unlikely that this would have negative impact upon the viability and vitality of Clitheroe Town Centre. Furthermore, the comments made by the objector in respect of proposal being a “catalyst” for an out of town retail centre are duly noted, and in order to ensure that the LPA retain control on the future use of the units a condition has been attached which restricts the use of the units to A3 use class only, unless a separate/future planning application is submitted for consideration.

5.1.8 In summary, the Ribble Valley Core Strategy’s economic based policies are broadly supportive of wider economic development such as this proposal and whilst this application does propose food retail development in an area that lies some distance from the nearest principal retail centre (either Whalley or Clitheroe), within an area principally designated for employment use (though not exclusively) linked to B1 to B8 uses, the specific retail character of this proposal falls more within the suitability of a main roadside stop-off or 'services' format as opposed to a retail centre. In addition, this section of the broader Barrow Enterprise Site already features a number of existing facilities (i.e. Texaco petrol station, Co-operative convenience store and McDonalds Drive-through and sit-in restaurant), which collectively are becoming known as the 'Clitheroe Services' serving those travelling along the A59 by-pass as well as the local population catchment and the proposal would therefore add to the existing uses on the adjacent site.

5.1.9 In view of the above, it is considered that the principle of the development is acceptable in this location, and this is a view supported by the Council’s Planning Policy and Regeneration Department.

5.2 Visual Impact:

5.2.1 The application site lies on the western side of the A59 within the setting of Pendle Hill, which forms part of the Forest of Bowland Area of Outstanding Natural Beauty (AONB), to the east of the A59. The AONB is nationally designated protected landscape and is also a designated heritage asset and therefore whilst the principle of the development is considered to be acceptable, the visual impact of the development must also be fully considered.

5.2.2 Key Statement EN2 of the Core Strategy states *“As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, features and building materials”* and Policy DMG1 requires development to be of a high standard of design and be sympathetic to existing and proposed land uses in terms of size, intensity and nature.

5.2.3 The proposed development seeks to provide four single storey units (totally 732sqm in floorspace), with the tallest unit measuring 5.8m to the highest point. The size and scale of the development proposed is therefore in keeping with the adjacent units on the site directly to the east (McDonalds and Petrol Station), and significantly smaller than the Total Food Service Solutions building to the west and the industrial unit that has previously been approved on the application site. It is therefore considered that the visual impact of the proposal on the AONB is no greater than the surrounding development and significantly less than what has previously been approved on this site (two and half storey building measuring 5,400sqm in floorspace).

5.2.4 With regard to views and the visual impact closer to the site, the LPA have engaged positively with the applicant in the design of the units, improving the visual appearance from the original submission to now include increased levels of glazing and areas of timber cladding to add visual interest to the units when viewed from both within and outside the development site. Additionally, the applicant submitted a comprehensive landscaping scheme with the original submission, and this has been further improved with the input of the Countryside Officer who requested additional tree planting between individual car parking spaces to provide shading and greater visual relief. The existing row of trees along the southern boundary will be retained, and added to, and a knee high rail will be provided along the boundary to retain and open and spacious visual aspect.

5.2.5 In view of the above, it is considered that the design of the proposed units, and the layout of the site, including the associated landscaping works, are considered to be acceptable.

5.3 Impact upon Residential Amenity:

Visual Amenity

5.3.1 As mentioned above, the proposed units are modest in size with the tallest of the four measuring 5.8m to the highest point, as such the heights of the units would be less than a standard two storey dwelling. The nearest residential dwelling to the edge of the application site would be the property at 1 Hey Road, located approximately 70m to the south west, and this property does not directly face onto the application site. The nearest dwellings that directly face the application site are the houses on Waterside Reach, some 120m to the south on the opposite side of Barrow Lodge. At such distances it is not considered that the proposed modest sized units would have any negative impact by way of overshadowing, loss of outlook or daylight.

5.3.2 The application is accompanied by an Outdoor Light Report which shows the positioning of external lighting columns within the car parking area and details levels of light spillage. This report has been considered by the Environmental Health Officer and no objection has been raised. The report does not include details of any external lighting on the building and hence a condition has been attached requiring details of the external lighting to be submitted for the written approval of the LPA prior to installation.

Noise and Disturbance

5.3.3 The application seeks consent for the units to operate 24 hours a day, seven days a week, as is the case with the adjacent McDonalds. There are no restrictive conditions that prevent either the McDonalds, the Petrol Station or the existing unit at Total Food Services Solutions from operating 24 hours a day, and in addition the extant consent for the storage and distribution unit on the application site also does not have any hours of use restriction. The reason for this is that this area is designated as an employment zone and such restrictions can deter businesses, and in the case of the McDonalds and the Petrol Station, these rely/serve passing trade on the A59, in the same way that the proposal would.

5.3.4 In view of the above, and as a result of the separation distance from the nearest residential properties, the Environmental Health Officer has raised no objection to the 24 hour operation of the proposed units.

5.3.5 With regard to deliveries, again there is no restriction as to when the adjacent units can receive deliveries, however the consent for the storage building on the application site did include a condition restricting deliveries to and from the site to between 07:00 – 20:00 Monday to Friday, 07:30 – 18:00 Saturday and 09:30 – 17:00 Sunday.

5.3.6 The applicant originally sought consent for 24 hour deliveries, however the LPA requested that this be reconsidered and the applicant has proposed that deliveries be restricting to between 06:00 – 20:00. The LPA, along with the Environmental Health Officer have considered the delivery times carefully, and it must be borne in mind that the adjacent units do not have any restrictions, yet the extant consent on the application site does have restrictions. It is considered that the Saturday and Sunday delivery times on the extant consent are reasonable and will be retained on the current proposal, however it is considered by the Environmental Health Officer that 06:00 delivery times during the week are acceptable. The reason being that to prevent deliveries being carried out at 06:00 (as requested by the applicant) could potentially result in delivery vehicles arriving before 07:00 but not being able to carry out the actual delivery, resulting in vehicles parking on the highway and having to wait until 07:00, and the noise and disturbance from such situations would likely have a greater impact than the delivery itself. As such it is recommended that deliveries be restricted to the units as per the following hours: 06:00 – 20:00 Monday to Friday, 07:30 – 18:00 Saturday and 09:30 – 17:00 Sunday and Bank Holidays.

5.3.7 In respect of general noise nuisance from the proposed development, an acoustic report has been submitted which explains that the application site, in its vacant state, currently exceeds statutory levels of noise due to the traffic from the nearby A59. At the present time the end users of the units is unknown and therefore the impact of any associated equipment/machinery cannot be measured, however as part of the noise report some “typical equipment used in the types of commercial buildings proposed” has been used as a guide. The equipment used to simulate the proposed units predicted that 12 condenser units (three per building) on this site would achieve a noise level of 26 dB LAeq at the nearest houses and this figure is significantly below British Standard 4142 Recommendations that noise should not exceed 39-40 dB LAeq at residential properties. The survey goes on to state that in order to reach the BS4142 “low impact” noise level of 39 dB LAeq at the nearest houses, a total of 285 condenser units (or similar mechanical items) would need to be operational at the same time from this site, and such a figure is according to the report a “bizarrely improbable number” of condenser units for such a development (it is considered that these food units would require a total of approximately 12 units).

5.3.8 In summary, whilst the end users of the units is unknown at this stage, it is considered that due to the existing background levels of noise at the site from the A59, and the distance to the nearest residential properties, the proposed development can take place without having a detrimental impact upon the amenity of nearby residents through noise and disturbance from the units and their associated equipment. Nevertheless, a condition has been attached which requires details of all plant, extraction, refrigeration equipment etc… to be submitted for the approval of the LPA before each unit is brought into use. A condition has also been attached requiring the levels of noise from the units to not exceed 40dBA (when measured from nearest dwellings) between the 07:00 – 23:00 and 35 dBA between 23:00 – 07:00, and according to the submitted acoustic report such figures should be achievable.

5.3.9 Objections have been raised on the grounds that the proposed development would result in litter and anti-social behaviour. There is a widely held perception that food units generate litter and anti-social behavioural issues, however such issues are more of a reflection upon society than the proposed food units. It is considered likely that the organisations/companies that will operate from the proposed units will have their own litter picking and reduction programmes and in the interest of publicity and reputation they will want the site and area to remain as clean and tidy as possible, but as mentioned above the issue of people/customers dropping litter is a matter for public education. In respect of anti-social behaviour, this is a matter that is dealt with by the police and in view of the above issues such as litter and anti-social behaviour are not valid reasons to refuse this planning application. Nevertheless, a condition has been attached requiring the applicant to submit details of any external CCTV cameras to the LPA, and a number of crime prevention informatives recommended by Lancashire Police have been attached to the recommendation.

5.3.10 With regard to odours and smells, as the users of the units is unknown a condition has been attached which requires details of the extraction system for each unit to be submitted to the LPA before installation and prior to the unit being occupied.

5.3.11 In view of the above, it is considered that the proposed development would share an acceptable relationship with surrounding land uses and residents, subject to compliance with the recommended conditions.

5.4 Highway Safety and Accessibility

5.4.1 The application site will be accessed via the two existing points from Holm Road and North Road, with a one way system only on Holm Road. Within the site itself a total of 82 car parking spaces would be provided for staff and customers, as well various paths and crossing for pedestrians. The application has also been accompanied by a Transport Assessment.

5.4.2 The County Highway Officer raised no objection to the submitted Transport Assessment, concluding that even during peak periods the road junctions and roundabouts are sufficient to cater for the levels of traffic without resulting in significant queueing. It is therefore considered that the development would have a negligible impact upon highway capacity in the immediate vicinity of the site and the principle of the development is considered to be acceptable in terms of highway safety.

5.4.3 The Highway Officer did however request some minor modifications to the internal car parking layout, mainly requiring the applicant to provide additional car parking and more pedestrian footpaths. The application was revised in accordance with the requests of the Highway Officer, with the amended scheme now provided one more car parking space than requested by the Highway Officer. In view of these alterations the Highway Officer raises no objection to the proposal subject to a number of conditions which have been attached to the recommendation.

5.4.4 It is noted that a number of objectors have raised concerns in respect of HGVs parking on the highway and causing an obstruction/danger, however it would appear from the objectors accompanying photographs that these HGVs are parking on existing double yellow lines on Holm Road. This issue has therefore been discussed with the Highway Officer who has confirmed that these vehicles are parking illegally and such a matter, when it occurs, should be reported to the police. The Highway Officer has also commented that there is a Government Agency that is actively responsible for HGV licenses and such incidents of illegal parking should be reported to this agency (as well as the police), and the parking of HGVs on the highway is not a valid reason to refuse this planning application, particularly as these illegal activities are already taking place in this location.

5.4.5 Both the Parish Council and some objectors have requested that the applicant fund traffic signals at the roundabout junction of the A59 and a new pedestrian crossing. The submitted Transport Assessment and Highway Officer have concluded that the development would have a negligible impact upon the highway network in this area and consequently there is considered to be no justification for traffic signals to be installed at the junction with the A59. With regard to the addition of new pedestrian crossings on the surrounding roads, the Highway Officer has commented that the roads around the application site do not require a pedestrian crossing as the number of vehicles movements and pedestrian movements are not sufficient, and Holm Road has traffic islands in the centre to help crossing pedestrians. The Highway Officer has even commented that introducing unnecessary pedestrian crossings actually causes a highway safety issue as motorists become so use to them not being used that when they are infrequently used by pedestrians it is a surprise to road users and therefore becomes a danger.

5.4.6 An objection has been raised in respect of the state of the footpaths in Barrow, and a request made that the applicant made a contribution towards the maintenance of these footpaths, as well as a request from the Parish Council for a contribution towards the maintenance of the nearby playground. There is no reasonable justification or policy requirement for the applicant to make a financial contribution towards the maintenance of the footways in Barrow or the nearby playground.

5.4.7 The Highway Officer did originally request a condition requiring a survey of the existing highway to be carried out prior to work commencing on site and the applicant to repair any damage that occurs during the construction period. This condition has been discussed further with the Highway Officer, and it has been agreed that this is not required as it would be difficult to prove that damage has been caused by construction vehicles associated with the development, and the Highway Officer has confirmed that the applicant will be using approved/considerate contractors.

5.5 Landscape/Ecology:

5.5.1 The application is accompanied by a detailed Ecological Survey which found no evidence of any protected species on the site. The Countryside Officer has reviewed this document and raises no objections to its findings. The Countryside Officer has however requested that a condition be added requiring the development to be carried out in accordance with the “Mitigation Measures and Ecological Enhancements” outlined with Section 6 of the submitted Ecological Report.

5.5.2 An objector has commented that there is a TPO on this site and whilst there is an area TPO which covers a large section of the Barrow Business Village, this TPO was made in 1994 and therefore before the trees along the southern boundary of the application site were planted. The Government document “*Tree Preservation Orders – A guide to the law and good practice*” states that an area TPO only covers the trees than were in situ when the order was confirmed, and as such the trees along the southern boundary of the site are not protected.

5.5.3 Nevertheless, the application seeks to retain these trees along the southern boundary, as well as planting additional trees both along this boundary and within the car parking area itself. The Countryside Officer is supportive of the landscaping scheme proposed and raises no objection to the application as submitted.

5.6 Other issues:

5.6.1 Objections have been raised in respect of the drainage issues on the site and the surrounding area. United Utilities have been consulted on the application and have raised no objection to the submitted drainage plan or the Flood Risk Assessment, subject to the imposition of conditions. Whilst the Local Lead Flood Agency (LLFA) is only consulted on major developments, Barrow Parish Council specifically requested they be consulted on this application. The LLFA were therefore formally consulted on the proposal but have provided no comments in respect of the development.

5.6.2 Requests have also been made by the Parish Council and objectors for the development to include rainwater harvesting methods. Such issues are normally considered as part of the Building Regulations application under the SBEM calculations, however due to the size of the units and their use as food outlets, it is considered that rainwater would not have much of a viable use within these units. In residential properties and industrial units rainwater can be used for a variety of purposes, but within relatively modest sized food units there is little use for rainwater harvesting techniques.

5.6.3 The Parish Council have commented that food waste and fats should be disposed of in a safe and proper manner, and this issue is dealt with by Environmental Health Food Inspection Team.

6. **Conclusion**

6.1 For the reasons outlined above the principle of the proposed development is considered to be acceptable in this location and provided that the recommended conditions are adhered to the proposal would share an acceptable relationship with surrounding land uses. It is therefore considered that the benefits of the proposal outweigh any limited harm and the application is recommended for approval accordingly.

**RECOMMENDATION:** That the application be APPROVED 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: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

1379 7b (amended plan received 03/11/16)

1379 8b (amended plan received 03/11/16)

1379 9b (amended plan received 03/11/16)

1379 10b (amended plan received 29/11/16)

1379 116b (amended plan received 29/11/16)

3465 01 Rev D (amended plan received 30/11/16)

Barrow Brook Business Park v1.2 (amended plan received 29/11/16)

19446AA-SK001 Rev D (amended plan received 30/11/16)

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

3. Unless otherwise agreed in writing with the Local Planning Authority, the external surfaces of the units hereby approved shall be constructed, and retained as such thereafter, in complete accordance with the materials detailed on drawing numbers:

1379 7b (amended plan received 03/11/16)

1379 8b (amended plan received 03/11/16)

1379 9b (amended plan received 03/11/16)

REASON: In order to ensure use of appropriate materials which are sympathetic to the character of surrounding buildings and area in the interests of visual amenity in accordance with the requirements of Core Strategy Key Statement EN/2 and Policy DMG1, and the National Planning Policy Framework.

4. Prior to the first use or occupation of each unit of the development hereby permitted, full details/specifications of any plant machinery, including the extraction system, refrigeration units, air conditioning units (including details of their position, appearance, noise levels and model numbers used) shall have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in complete accordance with the approved details prior to the units being brought into use and used whenever odours are being produced, and all filters/equipment should be retained as agreed thereafter and maintained to ensure optimum operation.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

5. Noise from the extraction, refrigeration, air conditioning systems, or any similar plant machinery, shall not exceed 40 dB(A) leq 5 minutes between the hours of 07:00 – 23:00 and 35 dB(A) leq 5 minutes between the hours of 23:00 – 07:00, when measured 1m from the façade of noise sensitive premises.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

6. Within three months of the commencement of development of development, details of the construction and design of any external refuse recycling/bin stores shall be submitted to and approved in writing by the Local Planning Authority. The duly approved facilities shall be made available for use before each unit hereby approved is first brought into use and retained thereafter.

REASON: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and in the interest of visual amenity in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

7. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at Ribble Valley Borough Council.  Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A Report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development.

Should no adverse ground conditions be encountered during site works and/or development, a Verification Statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building(s), which confirms that no adverse ground conditions were found.

REASON**:** To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site in accordance with Policies DMG1 and DME6 of the Core Strategy.

8. Notwithstanding the requirements of condition 2 of this approval, within 3 months of development first taking place, full details of the siting, height, design, materials and finish to be used in the construction of all boundary treatments to the site shall be submitted to and approved in writing by the Local Planning Authority. The duly approved boundary treatments shall be constructed in full accordance with the approved details before any of the units hereby approved are first brought into use and shall be retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interests of visual amenity in accordance with the requirements of Core Strategy Key Statement EN/2 and Policy DMG1, and the National Planning Policy Framework.

9. Notwithstanding the submitted details, no development shall commence or be undertaken on site until full details of the proposed ground levels and proposed building finished floor levels (all relative to ground levels adjoining the site) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strict in accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that proposed development responds appropriately to the topography of the site and is appropriate to the locality in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

10. The areas for access and the car park, along with all other hardstanding areas, including the pedestrian crossing points, shown on the approved plans (1379 11b - amended plan received 29/11/16) shall be constructed and marked out in full accordance with the details shown concurrently with the construction of the units hereby permitted and shall be made available for use before any of the units are first occupied and retained as such thereafter.

REASON: In the interests of highway safety and to comply with Policy DMG1 of the Ribble Valley Core Strategy.

11. Notwithstanding the requirements of condition 2 of this approval, no external lighting shall be installed on the buildings or elsewhere on the site without the prior written approval of the Local Planning Authority. Details of any such lighting shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. Only the duly approved lighting shall be installed on the buildings hereby approved.

REASON: In order to ensure a satisfactory appearance in the interests of visual amenity and to prevent nuisance arising in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

12. Within three months of commencement of development, full details of the number, location and coverage of all external CCTV cameras on the site shall have been submitted for the written approval of the Local Planning Authority. The development shall take place in accordance with the approved details, and the approved CCTV cameras shall be in place and in operation before any of the units hereby approved are first brought into use and shall be retained thereafter.

REASON: In the interest of public safety and to ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

13. There shall be no deliveries or collections to/from the new units hereby approved except between the following hours:

06:00 – 20:00 Monday to Friday;

07:30 – 18:00 Saturday; and

09:30 – 17:00 Sunday and Bank Holidays.

REASON: In order to protect the residential amenities of the occupiers of the nearby properties and to comply with Policy DMG1 of the Ribble Valley Core Strategy.

14. Unless otherwise agreed in writing by the Local Planning Authority, for the duration of the construction works, no building or engineering operations within the site or deliveries to and from the site shall take place other than between 07:30 hours and 18:00 hours Monday to Friday and between 08:30 hours and 14:00 hours on Saturdays, and not at all on Sundays or Bank Holidays.

REASON: In order to protect the amenities of existing residents in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

15. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

REASON: To prevent stones and mud being carried onto the public highway to the detriment of road safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

16. A Traffic Management Plan for the construction works, to be approved in writing by the planning department before any works begin on site and to include:-

* The parking of vehicles of site operatives and visitors;
* Loading and unloading of plant and materials used in the construction of the development;
* Storage of such plant and materials;
* Wheel washing facilities;
* Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
* Routes to be used by vehicles carrying plant and materials to and from the site;
* Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

REASON: To protect existing road users in the interest of highway safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

17. The new road for the development hereby approved shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extended before any development commences fronting the new access road.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

18. The site shall be drained via separate systems for the disposal of foul and surface water.

REASON: To secure a satisfactory system of drainage and to prevent pollution of the water environment in accordance with Policy DME6 of the Ribble Valley Core Strategy.

19. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 5 l/s.

REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy DME6 of the Ribble Valley Core Strategy, and national guidance contained within the NPPF and NPPG.

20. Prior to the commencement of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning Authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

1. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident’s Management Company; and
2. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial woks and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

REASON: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development in accordance with Policy DME6 of the Ribble Valley Core Strategy, and national guidance contained within the NPPF and NPPG.

21. The development hereby approved shall be carried out in complete accordance with the mitigation measures and ecological enhancements as detailed/recommended within Section 6 of the submitted Ecological Appraisal titled *“Barrow Brook Business Village, Clitheroe – Project Ref:ECO-5023”*.

REASON: In the interests of biodiversity and to enhance nesting/roosting opportunities for species of conservation concern and reduce the impact of development in accordance with Policies DMG1 and EN4 of the Ribble Valley Core Strategy.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any equivalent Order following the revocation and re-enactment thereof (with or without modification), the units hereby approved shall only be used for A3 use classes (food units) and shall have no permitted change to any other use as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended), without the prior written approval of the Local Planning Authority.

REASON: To ensure that the units are solely used as food units (A3), as any other retail uses may not be considered acceptable due to the impact upon the vitality and viability of the Clitheroe Town Centre in accordance with Key Statements DS2 and EC2 of the Ribble Valley Core Strategy, as well as guidance within the National Planning Policy Framework.

INFORMATIVES

1. The buildings should have an intruder alarm fitted that is linked to an Alarm Receiving Centre. This facility is necessary for a police deployment on two confirmed alarm activations.

2. This development should incorporate the principles of Secured by Design, with particular regard to the physical security measures. External doors should be certified to PAS 24:2012 (minimum) security standard to reduce the risk of intruder access and glazing in windows and doors should be 6.8mm laminated with any opening lights being fitted with restrictors.

3. Internal doors leading to staff only areas should have access control measures installed to reduce the risk of sneak in burglaries and also to delay movement around the building should intruder access be gained.

4. Fast food restaurants often attract groups of youths and frequent incidents of problematic behaviour are reported to the police. Comprehensive CCTV coverage of internal and external areas including the car park, will help to deter these problems and also provide evidence of behaviour and identity should an incident arise. This data should be stored for a 30 day period before being destroyed if not required. Further advice is available if required.

5. Natural surveillance should be increased as much as possible within the design in order to allow views across external areas to deter crime and anti-social behaviour. Landscaping should be maintained at low levels so areas of concealment are not created which would increase the vulnerability to crime and ASB.

6. Sufficient external bins must be provided for the disposal of customers litter. Complaints are often reported to the police regarding issues over littering relating to drive thru’ restaurants and the repeated problems this causes nearby residents.

BACKGROUND PAPERS

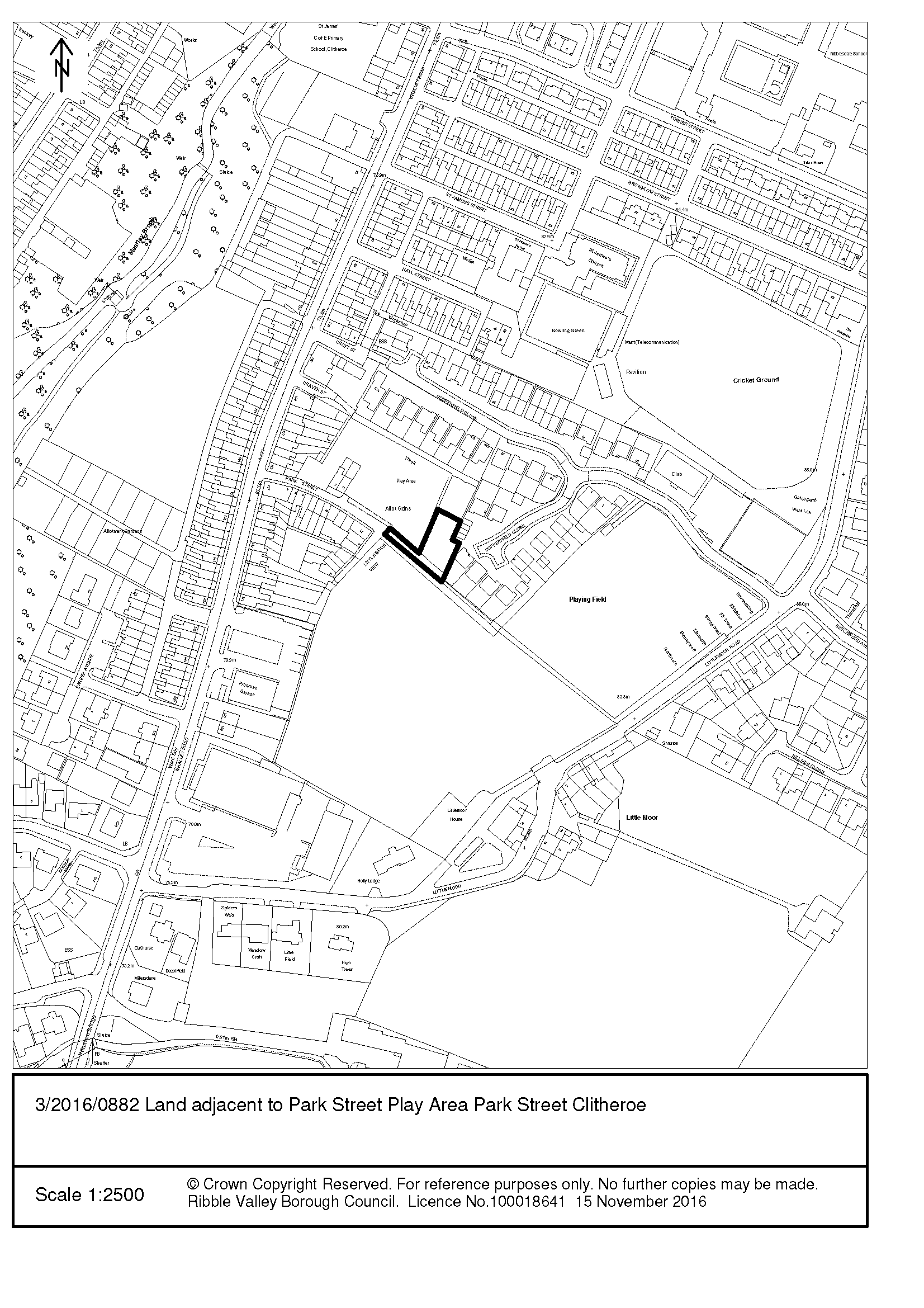
https://www.ribblevalley.gov.uk/site/scripts/planx\_details.php?appNumber=3%2F2016%2F0848

**APPLICATION REF:** 3/2016/0882

GRID REF: SD 374233 440967

**DEVELOPMENT DESCRIPTION:**

TWO NEW THREE-BEDROOM DETACHED HOUSES (RESUBMISSION OF 3/2016/0257) ON VACANT LAND ADJACENT TO PARK STREET PLAY AREA, PARK STREET, CLITHEROE



**CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

**PARISH COUNCIL:**

Object to the application on the following grounds:

* Highway safety - vehicles emerging from Park Street onto Whalley Road;
* Overdevelopment of small site;
* Impact on adjacent play area.

**ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

No objection, subject to imposition of conditions, as this proposal will have negligible impact upon highway safety and highway capacity in the immediate vicinity.

The development has provided adequate off-road parking provision for this type and scale of development.

The access strip fronting the site is a private road and would not be subject to future adoption agreement. The applicant is advised to check with their solicitor that they have rights of access over this land to the site.

**UNITED UTILITIES:**

No objection, however the site shall be drained on a separate system with foul water draining to the public sewer and surface water draining in the most suitable way.

**ADDITIONAL REPRESENTATIONS:**

In addition to the comments received from the Clitheroe Town Council, letters of representation have been received from ten individual households/addresses objecting to the application on the following grounds:

* The access to the site is owned by Ribble Valley Borough Council;
* A Public Right of Way runs through this access and is legally protected – bollards should be erected to separate the access from the Public Right of Way;
* The access is designated as a pedestrian access into town as part of the nearby Jones Homes site, and this application required pedestrian improvements between Park Street and Littlemoor;
* The access is not wide enough for emergency vehicles;
* One of the dwellings will be built up to the boundary with 12 Copperfield Close and the applicant has no right of access on neighbouring land;
* The bedroom window (Unit 1) will overlook the garden area of 12 Copperfield Close;
* Tree planting on the application site will affect neighbouring properties foundations;
* The front elevation of the units would be sited within 20m of the Littlemoor development to the south;
* There are already parking issues on Park Street and this development will only exacerbate the issue;
* The development will compromise the safety of children at the adjacent park;
* Overload water and waste services;
* Loss of views and devaluation of neighbouring properties;
* Disturbance from noise and dirt during construction;
* Delivery/construction vehicles will not be able to access the site.

1. **Site Description and Surrounding Area**

1.1 The application relates to a plot of land measuring approximately 0.05 hectares, adjacent to the Park Street Play Area in Clitheroe. The land was previously utilised as allotments, however this use has ceased and the land has been fenced off and cleared.

1.2 The land is accessed via Park Street, however the highway of Park Street terminates some 22m from the land owned by the applicant, and Ribble Valley Borough Council own the land between the end of Park Street and the application site. The application does therefore include a section of Council owned land within the submitted site edged red and the applicant has served notice on the Council in respect of the application. At present the access strip is predominately covered in grass, although underneath it would appear that there is some hard surfacing and vehicles have clearly used this access in the past, likely to access the allotments.

1.3 To the north of the application site is an area of land still used as allotments, to the west is a row of semi-mature trees and beyond these trees is the Park Street Play Area. To the south is the access strip and on the opposite side of this is the residential development at Littlemoor, which is currently under construction. To the east are the residential dwellings on Copperfield Close.

1.4 The application site is located within the 1998 Settlement Boundary of Clitheroe and remains within the Draft Settlement Boundary which is currently under consultation.

2. **Proposed Development for which consent is sought**

2.1 The application seeks consent to erect two detached dwellings on land adjacent to Park Street Play Area. The dwellings would be orientated so that the front elevations face south towards the access track and residential development beyond.

2.2 Access to the dwelling would be provided by the land (currently owned by the Council) leading from the highway of Park Street. The proposed access would be resurfaced in tarmac and measures 3.9m wide for a length of approximately 42m.

2.3 To the front each of the proposed dwellings would be provided with a garden area and a porous hard surface for the safe parking of vehicles off the highway. Both dwellings would have a relatively long rear garden and an orchard of Birch trees will be planted to separate the rear boundaries of the gardens from the allotments beyond.

2.4 With regard to scale and size, both dwellings would be two storey and provide three bedrooms. The Units would be almost identical in size/design, with the only difference being a rear conservatory on Unit 2. In terms of appearance the dwellings would have a hipped roof design, measuring 7.2m high to the ridge, and be finished in Bradstone and render with a tiled roof. The front elevations would include forward projecting bay windows and a canopy above the entrance door.

2.5 The existing trees along the western boundary with the adjacent play area would be retained.

3. **Relevant Planning History**

3/2016/0257 - *Two new four-bedroom detached houses with integral single garages* - withdrawn

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy

Key Statement DS2 – Presumption in Favour of Sustainable Development

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement H1 – Housing Provision

Key Statement H2 – Housing Balance

Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DME2 – Landscape and Townscape Protection

Policy DME6 – Water Management

Policy DMB5 – Footpaths and Bridleways

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

5. **Assessment of Proposed Development**

5.1 Principle of Development:

5.1.1 The application site is located within the principal settlement boundary of Clitheroe. Key Statement DS1 of the Core Strategy, along with Policy DMG2, both seek to ensure new housing is located within either the three principal settlements, the strategic site or the nine Tier 1 Villages which are considered to be the more sustainable of the 32 defined settlements. Additionally, whilst the current residual need for dwellings in Clitheroe is zero it is not considered that two additional dwellings, within the settlement boundary, would result in an over provision of housing.

5.1.2 In view of the above, it is considered that the principle of developing this site for residential use, in a residential area within the principal settlement of Clitheroe, complies with Key Statements DS1 and DS2, along with Policy DMG2 of the Core Strategy.

5.2 Impact upon Residential Amenity:

5.2.1 Paragraph 17 of the NPPF seeks to ensure that all new development provides *“a good standard of amenity for all existing and future occupants of land and buildings”* and similarly Policy DMG1 of The Ribble Valley Core Strategy seeks to ensure that development proposals do *“not adversely affect the amenities of the surrounding area”* and *“provide adequate day lighting and privacy distances”.*

5.2.2 The front elevations of the proposed dwellings would face south towards the residential development currently under construction by Jones Homes. An objector has commented that the proposed dwellings would be within 20m of the neighbouring development and whilst it is true that the front elevation of the nearest proposed dwelling would be 11m from the boundary with the adjacent development, the dwellings within the neighbouring development are set away from the boundary and hence the proposal would achieve a separation distance of more than 21m between the principal elevation of the proposed dwelling and the neighbouring dwellings within the adjacent development.

5.2.3 To the north is the allotment gardens and to the west is the Park Street Play Area and the development will share an acceptable relationship with these neighbouring uses. An objection has been raised on the grounds that the development will impact upon the adjacent play area but it is not considered that the proposed dwellings would have any greater impact upon this play area than the existing dwellings in this area.

5.2.4 To the east are the residential dwellings on Copperfield Close, with the gable elevation of number 12 Copperfield Close facing the gable elevation of the proposed Unit 1. The proposed dwelling (Unit 1) would contain a single ground floor window in the gable elevation facing number 12 Copperfield Close, but given the existing fence along the boundary this window would not afford views in o the neighbouring property. In terms of overshadowing, loss of daylight and outlook from this neighbouring property, the proposed dwelling would only project 1.7m further forward than the rear elevation of 12 Copperfield Close and such a relationship is considered to be acceptable. The resident of 12 Copperfield Close has raised an objection on the grounds that a bedroom window in the rear elevation of Unit 1 would overlook a useable area of their garden. In view of this objection the internal first floor layout has been altered and this window will now serve a bathroom and be obscurely glazed (a condition to ensure this has been recommended).

5.2.5 To the north east is a row of garages utilised by the residents on Copperfield Close and beyond this is the dwelling at 14 Copperfield Close. The front elevation of number 14 Copperfield Close would face towards the rear elevation of the proposed dwellings, but with a separation distance of more than 21m, this relationship is considered to be acceptable.

5.2.6 In view of the above, it is considered that the proposed development would not have an undue impact upon the residential amenity of neighbouring occupiers, or neighbouring land uses, in accordance with Ribble Valley Core Strategy Policy DMG1 and the NPPF.

5.3 Visual Amenity/External Appearance:

5.3.1 Paragraph 58 of the NPPF encourages good design by stipulating that planning policies and decisions should aim to ensure that developments:

* *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
* *establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
* *respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*

5.3.2 Policy DMG1 of the Core Strategy requires development to be of a high standard of design and be sympathetic to existing and proposed land uses in terms of size, intensity and nature

5.3.3 The proposed dwellings would be of a simple and traditional design, being constructed in a mixture of stone and render with a tiled roof. The dwellings would have a hipped roof design, and whilst the predominant roof style in this area is pitched, there are examples of hipped roofs in the vicinity and the new development being constructed to the south includes a large number of hipped roof dwellings. As such the hipped design is considered to be acceptable and would “soften” the visual impact of the dwellings in comparison to a pitched roof design. Other notable features on the proposed dwellings include the bay windows and the canopy above the front entrance door to give a traditional appearance.

5.3.4 The surrounding area is characterised by a mixture of house types, designs and ages, including terrace houses, detached dwellings and the adjacent development under construction also includes semi-detached properties, and consequently there is no particular house type or style in the vicinity.

5.3.5 The dwellings would be orientated so that the front elevations face south towards the proposed access, and both would be provided with adequate external areas, for use as gardens and for the safe parking of vehicles off the highway. A concern has been raised that the development represents an overdevelopment of a small site, however the dwellings and plot sizes are similar to those found on Copperfield Close and the development to the south currently under construction, and larger than the nearby terrace properties. Consequently the proposal reflects the housing density of the area and does not represent an overdevelopment of the site.

5.3.6 In summary, the siting and design of the proposed dwellings is considered to accord with the “Design” section Core Strategy Policy DMG1, as well as national guidance contained within the NPPF.

5.4 Highway Safety and Accessibility:

5.4.1 A number of objections have been received on the grounds of highway safety, with various concerns raised. Objections have been raised in respect of the access, stating that this land is owned by Ribble Valley BC, a Public Right of Way runs along this access, the access road is not wide enough for emergency vehicles and parking issues in this area.

5.4.2 In response to the land ownership issue, the access strip is owned by the Council but this is not a reason to refuse a planning application, and a number of sites throughout the borough are accessed via land that is owned by the Council. The applicant has served notice on the Council with regard to the planning application, and separately written to the Borough Solicitor in respect of being granted a right of access over this land by the Council. These negotiations are ongoing and are completely separate to the determination of this planning application. For example, planning permission could potentially be grant for the development, but the applicant will still have to successfully negotiate an agreement for rights of access over this land, or alternatively rights of access could be agreed but planning permission refuse.

5.4.3 With regard to the Public Right of Way, whilst the track may be used by pedestrians, it is not a designated Public Right of Way. In any case, measuring 3.9m wide it is considered that the access can still be utilised by pedestrians and vehicles accessing the site, and the resurfacing of the track would provide a better surface for pedestrians. A condition has been attached requiring details of the access road surface to be submitted to the LPA prior to installation and this access could potentially be surfaced in such a way as to ensure the pedestrian and vehicle sections of this access are separated. Similarly an objector has commented that the neighbouring residential development to the south includes a pedestrian access onto this strip/track. This is correct, however it does not prevent the applicant from also using access strip.

5.4.4 An objector has also commented that the track is not wide enough for emergency vehicles to access the site, however the Highway Officer has confirmed that an access road needs to be 2.75m for emergency vehicle access (fire engine) and being 3.9m wide the access road would comfortable comply with this.

5.4.5 Other highway concerns raised by the objectors relate to the existing parking situation in this area and the development would cause a danger to children using the play area, however it is not considered that this proposal would have any greater impact upon children’s safety than the existing dwellings and vehicles that currently exist in this location. In terms of parking, the proposal would provide sufficient space for the parking of up to three vehicles per dwelling off the highway and the Highway Officer is satisfied with this level of parking. It is accepted that residents of the adjacent terraced housing park on the street to the front of their houses, however this is not uncommon and as mentioned above the proposal would provide in-curtilage parking so as not to result in additional demand for on-street parking. An objection has also questioned how delivery construction vehicles will access the site and in response to this residents should not be parking in such a way that prevents larger vehicles from accessing the application site. The Town Council has commented that the vehicles emerging from Park Street onto Whalley Road will result in a highway safety issue, however this access is already used by existing residents of Park Street and two additional dwellings would not have any significantly greater impact upon the highway network or capacity.

5.4.6 In summary, the Highway Officer has raised no objection to the application, commenting that the proposal would have a negligible impact upon highway safety and the highway capacity in this area, and adequate parking provision would be provided within the development site. The Officer has requested conditions be attached requiring the in-curtilage car parking and manoeuvring areas to be provided prior to the dwellings being occupied and details of a wheel washing facility to be provided. In view of this, and provided the recommended conditions are adhered to it is not considered that there is a sustainable highway reason to refuse this application.

5.5 Landscape/Ecology:

5.5.1 Whilst there are no trees on the land owned by the applicant, there are trees on the adjoining land owned by the Council. The submitted application is therefore accompanied by a Arboricultural Survey in respect of the adjacent trees.

5.5.2 The proposed development would not involve the felling of any trees, and the Council’s Countryside Officer is satisfied with the development as proposed, subject to a condition that the adjacent trees be protected by fencing during the construction period.

5.5.3 The application includes details of Birch tree planting at the northern end of the site, between the gardens and the allotments, and such planting would be to the visual and ecological improvement of the area. An objector has commented that the roots of these trees could damage the adjacent garages owned by the residents on Copperfield Close, however planning permission is not required to plant trees and therefore the applicant can plant trees on this site regardless of whether or not planning permission is granted, as such this is not considered to be a valid reason to refuse the application.

5.5.4 Conditions have also been attached requiring bat/bird boxes to be incorporated into the development and a detailed landscaping scheme to be submitted within three months of development commencing on site.

5.6 Flood Risk and Drainage:

5.6.1 The application site is located within Floodzone 1, the lowest category of land at risk from flooding, and a condition has been attached requiring the site to be drained on a separate system for foul and surface water as advised by United Utilities.

6. **Observations/Consideration of Matters Raised/Conclusion**

6.1 Considering all of the above and having regard to all material considerations and matters raised, the proposed development would share an acceptable relationship with the surrounding area in terms of both residential and visual amenity, and subsequently the application is recommended for approval, subject to conditions

**RECOMMENDATION:** That the application be APPROVED subject to the imposition of 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. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Location Plan (scale 1:1250)

407/3/1 E (amended plan received 10/11/16)

407/3/2 C (amended plan received 10/11/16)

407/3/3 (amended plan received 10/11/16)

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

3. Notwithstanding any description of materials in the application and the requirements of condition 2 of this permission, no above ground works shall take place until samples or full details of all materials to be used on the external surfaces of the dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. The development shall thereafter be implemented in accordance with the duly approved materials.

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 DMG1 and DMH3 of the Ribble Valley Core Strategy.

4. Prior to commencement of development on site, a scheme shall be submitted to and approved in writing by the Local Planning Authority (including a timetable for implementation) to secure at least 10% of the energy supply of the development hereby permitted from renewable or low carbon energy sources or a scheme that demonstrates that alternative measures will achieve at least 10% less energy consumption than similar development constructed in accordance with the current Building Regulations Standards. The approved scheme/details shall be implemented as part of the development as approved and retained as operational thereafter.

REASON: In order to encourage renewable energy and to comply with Key Statement EN3 and Policies DMG1 and DME5 of the Ribble Valley Core Strategy.

5. Notwithstanding the submitted details, prior to the commencement of the development, details at a scale of not less than 1:20 of the proposed boundary walling, gates and fencing shall have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the detailed design of the proposal is appropriate to the locality in accordance with Policies DMG1 and DMH3 of the Ribble Valley Core Strategy.

6. Notwithstanding the details shown on the approved plans and the requirements of condition 2 of this permission, within three months of development first taking place a landscaping scheme for the site (including elements of both ‘hard’ and ‘soft’ landscaping) shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of the proposed surface treatment of all hard surfaced areas and the type, species, siting, planting distances and programme of planting of any trees, hedges and shrubs. The duly approved landscaping scheme shall be carried out within 12 months of either dwellinghouse first being occupied and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within three years of planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted.

REASON: In order to achieve a satisfactory level of landscaping and provision of adequate off-road parking facilities for the dwellinghouse in the interests of visual amenity and highway safety in accordance with the requirements of Policy DMG1 of the Ribble Valley Core Strategy.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, amending or re-enacting that Order) any future extensions and/or alterations to the dwellings hereby approved, 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: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality, and to protect any adjacent trees, in accordance with the requirements of Policy DMG1 of the Ribble Valley Core Strategy.

8. Unless otherwise agreed in writing by the Local Planning Authority, no building or engineering operations within the site or deliveries to and from the site shall take place other than between 07:30 hours and 18:00 hours Monday to Friday and between 08:30 hours and 14:00 hours on Saturdays, and not at all on Sundays or Bank Holidays.

REASON: In order to protect the amenities of existing residents in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

9. Unless otherwise agreed in writing with the Local Planning Authority, no development, including any site preparation, demolition, scrub/hedgerow clearance or tree works/removal shall commence or be undertaken on site until all the existing trees (shown on drawing 407/3/1 E) directly adjacent to the site, have been enclosed with temporary protective fencing in accordance with BS 5837: 2012 Trees in relation to design, demolition and construction – Recommendations. The fencing shall be retained during the period of construction and no work, excavation, tipping, or stacking/storage of materials shall take place within such protective fencing during the construction period.

REASON: To protect the existing trees in the interest of visual amenity in accordance with Policies DMG1 and DME2 of the Ribble Valley Core Strategy.

10. The first floor window in the north facing rear elevation of Unit 1 hereby approved (shown as a bathroom on approved drawing 407/3/2 C), shall be obscurely glazed to a minimum of level 3 on the Pilkington Scale (where 1 is the lowest and 5 the greatest level of obscurity) and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor level of the room in which the window is installed. The duly installed windows shall be retained as such thereafter.

REASON: To safeguard the privacy of occupiers of neighbouring dwellings and to ensure satisfactory levels of amenity for adjoining residents in accordance with the requirements of Policy DMG1 of the Ribble Valley Core Strategy.

11. The site shall be drained via separate systems for the disposal of foul and surface water.

REASON: To secure a satisfactory system of drainage and to prevent pollution of the water environment in accordance with Policy DME6 of the Ribble Valley Core Strategy.

12. Prior to the commencement of any development on site, full details and specifications of the surfacing for the new access road (from Park Street leading to the dwellings hereby approved) shall have been submitted to and approved in writing by the Local Planning Authority. The new access road shall be constructed in complete accordance with the duly approved details prior to any building work commencing on the dwellings hereby approved, and the access road shall be retained as agreed thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interest of highway safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

13. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

REASON; To prevent stones and mud being carried onto the public highway to the detriment of road safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

14. Notwithstanding the requirements of condition 6 of this permission, the car parking and manoeuvring areas shall be laid out in accordance with the approved plan (407/3/1 E) before each dwelling to which the car parking and manoeuvring area relates, is first brought into use and shall be permanently maintained as such thereafter.

REASON: To allow for the effective use of the parking areas in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

BACKGROUND PAPERS

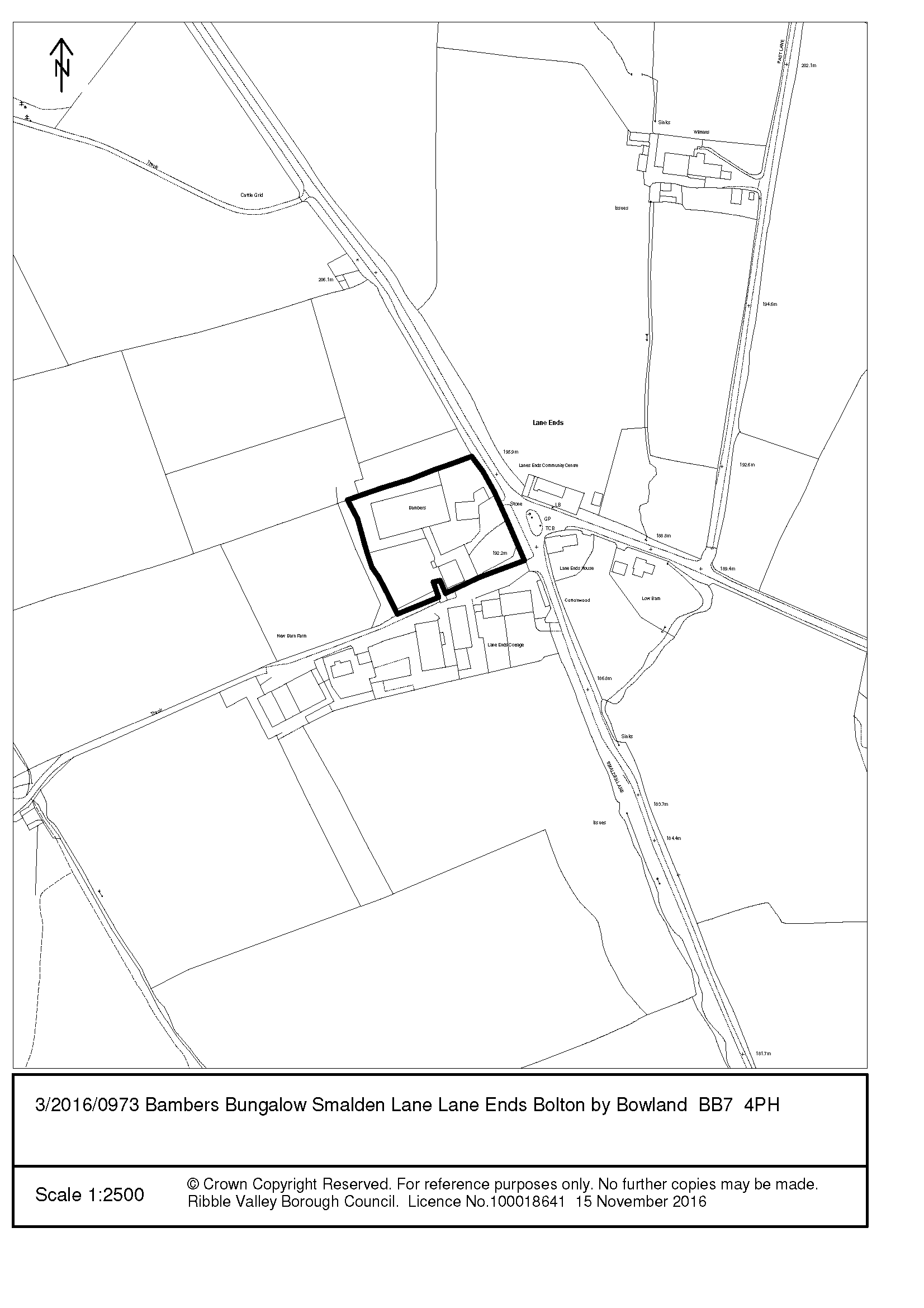
https://www.ribblevalley.gov.uk/site/scripts/planx\_details.php?appNumber=3%2F2016%2F0882

**APPLICATION REF: 3/2016/0973**

GRID REF: SD 375046 450262

**DEVELOPMENT DESCRIPTION:**

DEMOLITION OF EXISTING DWELLING AND ERECTION OF REPLACEMENT DWELLING (INCLUDING RE-DEFINING DOMESTIC CURTILAGE, GROUND WORKS AND PROVISION OF SUSTAINABLE DRAINAGE SYSTEM) AT BAMBERS BUNGALOW, SMALDEN LANE, LANE ENDS, BOLTON-BY-BOWLAND.



**CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

**PARISH COUNCIL:**

No objection to the proposal for the replacement house.

**ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

No comments received

**LCC AONB OFFICER:**

The applicant appears to have carefully considered the AONB and local landscape character and has sought to minimise the landscape and visual impact of the development.  The sensitive use of traditional materials and inclusion of design elements which reflect other buildings within the hamlet of Lane Ends is welcomed.  Indeed, some aspects of the development (e.g. the wider landscaping of the site and the removal of unsightly and haphazard development and boundary treatments) offer the opportunity to improve the local landscape character and that of the wider AONB landscape.

**ENVIRONMENT AGENCY:**

No comments received

**UNITED UTILITIES:**

No comments have been received.

**LOCAL LEAD FLOOD AUTHORITY:**

This development does not meet the criteria required to formally consult with the LLFA and therefore no comments have been made.

**ADDITIONAL REPRESENTATIONS:**

One letter has been received in support of the replacement dwelling, stating that the proposal would be a vast visual improvement on the existing dwelling on site. The other letter received states that there is no objection to the proposal, however the following issues need to be considered:

* An occupational condition attached to any approval which requires that this house must only occupied by the owners/managers of the proposed Glamping site (3/2016/0975).
* Drainage of the site.

1. **Site Description and Surrounding Area**

1.1 The application relates to the residential dwelling at Bambers Bungalow and land associated with this property.

1,2 Bambers Bungalow is a single storey dwelling with an attached garage located within the hamlet of Lane Ends at the junction of Smalden Lane and Barrett Hill Brow. The site is located within the Forest of Bowland Area of Outstanding Natural Beauty and in a rural setting, some 3.6km from the settlement boundary of Bolton-by-Bowland.

1.3 The application site is situated on a rising slope with the southern boundary of the site set approximately 3.5m-4m lower than the northern boundary. Vehicle access to the dwelling/site is currently obtained directly off Smalden Lane.

1.4 The submitted site edge red measures some 0.54 hectares, however the LPA do not consider this to be the extent of the residential curtilage. Within the submitted site edged red there is residential dwelling, a large stable building (used by alpacas), a smaller storage building, a horse training ménage and a grassed paddock area (also used by the alpacas). Along the existing southern and eastern boundaries of the application site is a man-made earth bund and atop of this is a solid timber fence which somewhat screens the site from the nearby highway and surrounding properties.

1.5 To the north of the site is an open field, within the applicant’s ownership and subject to a separate application for use as a “Glamping” site (3/2016/0975), and to the west are vast areas of open fields, with the adjoining field also in the ownership of the applicant. To the east runs the highway of Smalden Lane and on the opposite side of this are the residential dwellings at The Old School House, Lane Ends House and Low Barn.

1.6 To the south of the site is a private access track which serves, and separates the application site from, the dwellings at New Barn Farm and Cottonwood.

1.7 In 2009 planning permission was granted at the application site to demolish the existing bungalow and erect a two storey dwelling in its place (3/2009/0172), however this consent was never implemented.

2. **Proposed Development for which consent is sought**

2.1 The application seeks consent to demolish the existing bungalow and erect a replacement dwelling, as well as a re-alignment of the existing residential curtilage. The proposal would also include the removal of the existing horse ménage and associated areas of hard surfacing, along with the installation of a bio-disc package sewage treatment plant and an attenuation pond.

Replacement dwelling:

2.2 The replacement dwelling would be sited slightly to the west of the existing bungalow and would consist of a mixture of both single and two storey elements. The replacement dwelling would have a modern/contemporary design with the front section of two storey element having a traditional pitched roof design and the rear section a green/grass flat roof. The ground floor of the south facing elevation would consist of large levels of glazing, and the first floor constructed in vertical timber boarding to reflect the agricultural nature of the surrounding area. The walls at ground floor level, and at first floor level to the rear of the dwelling, would be constructed in locally sourced nature stone and the pitched roof element of the dwelling finished in natural slate.

2.3 To the east would be a single storey attached garage, also with a flat green roof, and due to the topography of the land the replacement dwelling would be built into the natural slope so that it appears two storey when viewed from the south/front, and a mixture of both single and two storey when viewed from the rear/north.

2.4 As a result of the re-siting of the replacement dwelling to the west of the existing bungalow, the existing ménage would be completed removed from site.

Re-alignment of existing residential curtilage:

2.5 The repositioning of the replacement dwelling to the west of the existing bungalow would move part of it outside of the residential curtilage of the existing house. However whilst not currently considered to be the residential curtilage by the LPA, this area is owned and used by the residents of Bambers Bungalow as ancillary land in conjunction with the dwelling as a horse training ménage. Nevertheless, in order to compensate for the extension of the residential curtilage to the west, the application would involve a slight reduction of the residential curtilage to the north, south and west of the replacement dwelling. The application is accompanied by a detailed residential “curtilage plan” which shows that the proposed curtilage for the replacement dwelling would measure 120m² less than the existing curtilage.

2.6 Within the proposed residential curtilage the residents would be provided with a driveway and vehicle turning area, along with front, side and rear garden areas to be defined by new hedging.

Drainage:

2.7 The application is accompanied by a Flood Risk Assessment and a detailed drainage strategy. The submitted information details that land drainage is proposed at both the top and bottom of the site, with an open attenuation pond to be situated in south west corner of the site. The attenuation pond will collect surface water drainage and would be served by new drains and gullies to be installed. The attenuation pond will hold surface water from the application site in periods of high/severe rainfall and gradually realise this water into the existing culvert so as to reduce the chances of flooding from surface water, in addition the application also seeks to install a new manhole to divert water into the culvert.

2.8 In respect of foul water, the application includes the installation of a new package treatment plant, to replace the existing septic tank, and this package treatment plant will hold and filter foul water from the dwelling, before releasing into the proposed surface water drainage system.

Other proposals:

2.9 The application also seeks to remove the existing man made bunds along the southern and eastern boundaries of the site, along with the high solid timber fencing above, and replace these with tree, hedge and shrub planting to provide a more natural boundary to the site. The existing area in the south east corner would undergo a replanting scheme, including Alder, Oak, Cherry, Rowan and Lime trees, and the existing stable building would be retained for the alpacas, as would the associated paddock area.

3. **Relevant Planning History**

3/2016/0975 - Change of use of land from agricultural to holiday accommodation including five earth-bunded camping pods, erection of ancillary building and engineering operations to form parking area and drainage pond – under consideration.

3/2009/0172 – Demolition of existing dwelling and attached garage. Erection of new dwelling and attached garage. Alterations to existing vehicular access – approved subject to conditions

3/2008/0605 – Extension to already approved building and change of use from general grazing to horse ménage – approved subject to conditions

3/2007/1019 – Proposed stable, storage, tack room and trailer store. Portal frame building with blockwork to 1200mm above first floor level with Yorkshire boarding above with Eternite sheeting in dark green – approved subject to conditions

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement EN4 – Biodiversity and Geodiversity

Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport & Mobility

Policy DME2 – Landscape & Townscape Protection

Policy DMH3 – Dwellings in the Open Countryside & AONB

Policy DMH5 – Residential and Curtilage Extensions

Policy DME3 – Site and Species Protection and Conservation

Policy DME5 – Renewable Energy

Policy DME6 – Water Management

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

5. **Assessment of Proposed Development**

5.1 Principle of Development:

5.1.1 The application seeks consent to demolish an existing bungalow and replace it with a larger dwelling consisting of single and two storey elements. The application site is located outside of any settlement boundary, however as the proposal seeks to replace an existing dwelling, albeit on a slightly different footprint, but within the same location, the principle of a replacement dwelling is acceptable, subject to compliance with the following criteria outlined within policy DMH3 of the Ribble Valley Core Strategy:

* The residential use of the property should not have been abandoned;
* There being no adverse impact on the landscape in relation to the new dwelling;
* The need to extend an existing curtilage.

5.1.2 In respect of the above, Bambers Bungalow is currently occupied as a residential dwelling by the applicant as a family home and therefore the residential use of the property has not been abandoned.

5.1.3 With regard to the impact on the landscape character of the area, this is discussed in detail below within the “visual amenity/external appearance” section of this report.

5.1.4 The application does not seek to “*extend the existing curtilage*”, however it does seek to alter and realign the existing curtilage to better suit the layout and position of the replacement dwelling within the site. The proposed residential curtilage would therefore follow a different boundary to the existing (extending further to the west) but it would measure approximately 120m² (10%) less than the existing curtilage associated with the bungalow. The area to be utilised as part of the new curtilage is currently used as a horse ménage, and this would be completely removed from the site as the applicant does not have any horses. In addition, the existing areas currently used as curtilage that would no longer be used as such would undergo a new planting scheme to reflect the rural character of the area.

5.1.5 In summary, the proposal would alter the residential curtilage, however overall the proposal would result in a net reduction in residential curtilage, as well as removing the unsightly horse ménage area that is currently considered to be visually detriment to the area. It is therefore considered that the alteration to the curtilage, and the removal of the ménage would be a visual improvement within the area.

5.1.6 In view of the above, the principle of the replacement dwelling is considered to be acceptable, subject to compliance with other relevant policies within the Core Strategy.

5.2 Impact upon Residential Amenity:

5.2.1 The replacement dwelling would consist of both single and two storey elements and would be taller/higher than the existing bungalow. At its highest point the replacement dwelling would measure 8m to the ridge, whilst the existing bungalow measures 5m to the ridge, resulting in an increase in ridge height of 3m.

5.2.2 The nearest neighbouring residential dwellings are Cottonwood to the south and The Old School House to the east. The front elevation of the replacement dwelling would face south towards the front elevation of Cottonwood, however with a separation distance of over 45m between these front elevations, it is considered that the replacement dwelling, even with its positioned on slightly higher ground than Cottonwood, would not have any undue impact on this neighbouring property in terms of overlooking, overshadowing, loss of daylight or outlook. In addition the application includes new tree planting along the southern boundary which will further screen the proposed development from Cottonwood.

5.2.3 To the north and west of the site are open fields with vast distances to the nearest neighbouring properties. To the east the nearest property at The Old School House is sited approximately 40-45m from the two storey element of the proposed dwelling. It is the gable elevation of The Old School House that faces towards the application site and with such a significant separation distance the proposed development would not have any undue impact on this neighbouring property in terms of overlooking, overshadowing, loss of daylight or outlook. As well as the above, along the existing boundary of The Old School House and the highway of Smalden Lane is a row of mature trees/hedging and this screens this neighbouring property from the development site.

5.2.4In view of the above it is considered that the relationship the proposed replacement dwelling would share with neighbouring properties is acceptable in accordance with paragraph 17 of the NPPF which seeks to ensure that all new development provides *“a good standard of amenity for all existing and future occupants of land and buildings”* and the Core Strategy Policy DMG1 which states that new development must:

* not adversely affect the amenities of the surrounding area;
* provide adequate day lighting and privacy distances.

5.3 Visual Amenity/External Appearance:

5.3.1 The application site is located within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). Paragraph 115 of the NPPF considers the potential impact of development within an AONB and notes that ‘*Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.’*

5.3.2 Paragraph 58 of the NPPF encourages good design by stipulating that planning policies and decisions should aim to ensure that developments:

* *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
* *establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
* *respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*

5.3.3Key Statement EN2 (Landscape) states “*The landscape and character of the Forrest of Bowland Area of Outstanding Natural Beauty will be protected, conserved and enhanced. Any development will need to contribute to the conservation of the natural beauty of the area…As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style, features and building materials” and* Policy DMG1 requires development to be of a high standard of design and be sympathetic to existing and proposed land uses in terms of size, intensity and nature. As mentioned earlier in this report Policy DMH3 only allows replacement dwellings on the AONB where there is considered to be “…*no adverse impact on the landscape in relation to the new dwelling.”*

5.3.4 The Forest of Bowland AONB Landscape Character Area Appraisal categorises this specific area as a “Rolling Upland Farmland”, which is characterised by pastoral land and isolated farms on sloping land. More specifically the Harrop Farm area, within which the application site is located, is described within the Character Appraisal as containing *“isolated farmsteads that are located at the end of farm tracks where farm buildings are generally tightly grouped around the house;”* and that “*there is evidence of increasing renovation and gentrification of existing farmsteads”* within this area.

5.3.5 The application seeks to demolish an existing and somewhat non-descript bungalow on this site, and replace it with a larger two storey dwelling of contemporary design. In respect of the two storey element of the proposal, planning consent has previously been granted on this site for a two storey dwelling (3/2009/0172), and whilst this permission was never been implemented, and subsequently has now lapsed, the principle of erecting a two storey dwelling on this site has been established. The proposed replacement dwelling would have a ridge height approximately 3m higher than the existing bungalow, but 0.6m lower than the previously approved dwelling on this site and as such the two storey element of this application is considered to be acceptable.

5.3.6 Where the proposal does differ from the previously approved replacement dwelling on this site is in its design and appearance. The previously approved dwelling was relatively traditional and standard in its appearance, whereas the current proposal seeks a modern, contemporary and innovative design which has sought to draw inspiration form the character of the surrounding area within the AONB.

5.3.7 The proposed dwelling would be built into the sloping topography, and constructed/finished in materials that reflect the surrounding area. The external walls of the proposed dwelling would be finished in natural stone and the pitched roof in natural slate. These are the common materials used on the nearby residential dwellings and farmhouses. The first floor section of the proposed replacement dwelling would be finished in vertical timber boarding to reflect barn style/agricultural/rural nature of the landscape, and similarly the flat roof single storey sections would reflect the character and appearance of some of the single storey flat roof silos in the area. As such the development has sought to take inspiration from the existing building styles and designs within this area.

5.3.8 The flat roof sections of the proposed dwelling would be finished with a sustainable grass roof in order to improve surface water drainage, but also to ensure that when viewed from higher vantage points further away from the application site these grass roofs would blend into the surroundings and not be highly visible or prominent on the landscape. The proposed dwelling would contain high levels of glazing in the front elevation, however these would be located at ground level, with an overhanging first floor section and as such the glazed windows in the ground floor would not be highly visible. The applicant has engaged in productive pre-application discussions with the LPA in respect of the design of the replacement dwelling, and a number of the design suggestions from the LPA have been incorporated into the design of the replacement dwelling. These alterations include the pitched roof design of the two storey element at the front (as opposed to the original flat roof proposed), the use of vertical timber boarding to reflect the agricultural nature of the area and the removal of the stone turret features.

5.3.9 The application is accompanied by a detailed Landscape and Visual Impact Assessment (LVIA) which has assessed the visual impact of the existing dwelling on the landscape from five viewpoints, ranging from 20m from the application site to 1.7km from the application site. The LVIA has then assessed the visual impact of the proposed development from these same points, provided digital images of the development immediately after the development has been completed, and then 10 years later after the planting scheme has matured.

5.3.10 The LVIA concludes that the proposed dwelling would share a strong relationship with the existing two storey dwellings and the farm buildings in this hamlet. The LVIA also comments that the visual impact of the proposal on the landscape would be minimal given the recessive colour of the building materials, the strong relationship with the existing buildings and the proposed landscaping scheme which would screen the development from both longer and shorter views.

5.3.11 In relation to design the AONB Officer has expressed their support for the proposal, commenting that in their opinion the development as a whole would result in a visual improvement on the area/landscape.

5.3.12 In addition, as well as the replacement dwelling, the application includes the re-alignment in the associated residential curtilage, which would result in an overall reduction in the size of the curtilage, and the removal of the visually obtrusive horse training ménage, along with a new planting scheme (discussed in more detail below). It is considered that these alterations would all be to the visual benefit of the application site and surrounding area.

5.3.13 In view of the above, it is considered that the replacement dwelling, albeit larger in size than the existing bungalow and of a modern/contemporary design, would be sympathetic and in keeping with the surrounding area/buildings in accordance with Key Statement EN/2 and Policy DMG1 of the Core Strategy, and would not adversely impact upon the landscape as required by Policy DMH3.

5.4 Highway Safety and Accessibility:

5.4.1 The proposed dwelling would utilise the existing access point off Smalden Lane, which serves the existing bungalow, and ample space has been provided within the application site for a number of vehicles to park safely off the highway, as well as sufficient turning space for vehicles to enter and leave the site safely in forward gear.

5.4.2 The County Highway Surveyor has been notified of the application and offered no formal comments, but it is considered that the proposed development would have no greater impact upon highway safety than the existing bungalow.

5.5 Landscape/Ecology:

5.5.1 The application is accompanied by an Extended Phase 1 Habitat Survey, a Bat Survey and an Arboricultural Impact Assessment.

5.5.2 The submitted bat survey concludes that there is “only a low risk” of disturbance to bat species as a result of the demolition of the existing bungalow and garage. The Habitat Survey found no evidence of protected species at the site and comments that the proposed developments would result in habitat enhancements at this site as opposed to harm. The Countryside Officer has raised no objection to the submitted reports, and recommends that a condition be attached to ensure that any tree/shrub removal takes place outside of bird nesting season and the standard informative advising the applicant that if evidences of bats is found during any demolition works the development should cease and advice obtained from a qualified person.

5.5.3 The Arboricultural Impact Assessment recommends that a number of trees be felled due to their short life expectancy. The applicant is keen to retain as many trees as possible and has met with the Council Countryside Officer on-site to discuss the various landscape/ecology issues. The submitted application proposes to remove only one tree from the site, and pollard a veteran Oak tree, and these works are fully supported by the Countryside Officer. In summary, the applicant is retaining all but one of the existing trees on site and a condition has been attached requiring the existing trees on site (except the tree to be removed) to be protected by fencing throughout the construction phase.

5.5.4 In addition to the retention of the existing trees, the application proposes the planting of a large number of new trees and hedgerows within the site. The Countryside Officer and the AONB Officer are fully supportive of the proposed landscape management plan and improvements that this development would bring, including the species of tree/hedge planting proposed.

5.5.5 In view of the above, the proposal seeks to significantly improve the landscaping qualities of the site/area in accordance with Key Statement EN2 and Policy DME2 of the Ribble Valley Core Strategy.

5.6 Flood Risk and Drainage:

5.6.1 The letter of representation does not object to the application for the replacement dwelling, but does raise a concern in respect of drainage issues in relation to this application and the separate proposal for the camping pods (3/2016/0975).

5.6.2 This application seeks to replace an existing dwelling, along with other associated works, and such a scale of development would not normal require any formal consultation with the Local Lead Flood Agency (LLFA), United Utilities (UU) or the Environment Agency (EA). Nevertheless, as the application does include the installation of a new drainage system and an attenuation pond, the LPA has formally consulted with the LLFA, UU and EA.

5.6.3 Neither UU or the EA have provided any comments on this application, and the LLFA have responded only to comment they should not have been consulted on such a proposal. As such the drainage implications of the proposal have been assessed by the LPA.

5.6.4 The application site is located within Floodzone 1, which is the lowest category in terms of risk of flooding, however the applicant has gone above and beyond the requirements and submitted a Flood Risk Assessment (FRA), to accompany the new drainage layout. The FRA details the risks of flooding at this site and includes details as to how the risk of surface water flooding at this site will be reduced as a result of the proposed new drainage scheme.

5.6.5 The proposed development would result in a reduction in areas of hardstanding on site, and this along with the removal of the existing ménage and use of “green” roofs on the dwelling would further reduce the levels of surface water run-off. In addition to the above surface improvements, the application proposes to improve the drainage system via the installation of new drains, the insertion of an additional man hole and the creation of an attenuation pond which will hold water during periods of high rainfall and gradually realise this into the existing culvert over a long period of time so as to reduce the risk of flooding.

5.6.6 The submitted information to accompany the drainage scheme and the FRA both conclude that the proposed developments would be an improvement on the existing situation, and without any advice to the contrary the LPA have no reason to question the information submitted with this application in respect of drainage.

5.6.7 In addition to the above, the Countryside Officer has commented that the levels of proposed tree planting and species of the trees to be planted would improve the existing drainage on this site.

5.6.8 With regard to foul water, the application proposes to install an underground Bio-disk package plant which will process the dwelling’s foul water and discharge this into the proposed surface water drainage system. The type/quality of the Bio-disk package plant proposed by this application does not require a permit from the EA to discharge into a watercourse, however the drainage scheme does state that consent from the EA will be obtained prior to installation.

5.6.9 In summary, the application is accompanied by a full drainage strategy, which includes the provision of a SuDs pond to hold and attenuate run-off to Greenfield rates and manage flood risk to a 1/100 standard. The proposal is therefore considered to comply with Policy DME6 of the Ribble Valley Core Strategy which only permits development that would result in an unacceptable risk of flooding, or exacerbate flooding elsewhere.

5.6.10 Notwithstanding the above, the issue of drainage has been discussed with the applicant and it has been agreed that a condition will be added to the recommendation which requires a full drainage scheme to be submitted to the LPA prior to commencement of development. This will allow the applicant the opportunity to further discuss the issues raised by neighbours with their drainage consultant, and amend the drainage scheme accordingly if necessary.

5.7 Other issues:

5.7.1 The letter of representation received from the neighbouring resident has commented that an occupational condition should be attached to any approval to ensure that the replacement dwelling is only occupied by the owner/manager of the proposed glamp site on the adjacent land (3/2016/0975). It is considered to be unreasonable to attach such a condition on the application for the replacement dwelling as this permission may never be implemented. However such a condition would be potentially attached to separate application for the glamp site, so as to ensure that the owner/manager of the glamp site has to reside at the either the existing or replacement dwelling at Bambers Bungalow, depending on whether the proposed is implemented or not. This issue is discussed in more detail within the glamp site proposal.

6. **Observations/Consideration of Matters Raised/Conclusion**

6.1 Considering all of the above and having regard to all material considerations and matters raised, the replacement dwelling, and associated works, would share an acceptable relationship with the surrounding area in terms of both residential and visual amenity, and subsequently the application is recommended for approval, subject to conditions.

**RECOMMENDATION:** That the application be APPROVED subject to the imposition of 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. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

1849/3.1B – Site Location Plan

1849/3.2C – Block Plan for House

1849/3.11E – Site Plan showing Footprints of Existing, Approved and Proposed layouts

1849/3.12C – Comparative Sections thro’ Site

01A – Masterplan

02A – Site Layout

07 – Section A-A

D-01 C – Drainage Scheme

1849/3.6A – South Elevation

1849/3.9B – East Elevation

1849/3.8A – North Elevation

1849/3.7A – West Elevation

1849/3.4C – Ground Floor Layout

1849/3.5B – First Floor Layout

1849/3.10B – Roof Plan

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

3. Notwithstanding any description of materials in the application and the requirements of condition 2 of this permission, samples or full details of all materials to be used on the external surfaces of the dwelling hereby approved shall have been submitted to and approved in writing by the Local Planning Authority prior to their use on site. Such details shall include the type, colour and texture of the materials. The development shall thereafter be implemented in accordance with the duly approved materials.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Key Statement EN2, and Policies DMG1 and DMH3 of the Ribble Valley Core Strategy.

4. Unless otherwise agreed in writing with the Local Planning Authority, the development hereby approved shall only be carried out in accordance with the Flood Risk Assessment (FRA) (Ref: DH161017) and the mitigation measures detailed within the FRA. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: In order to reduce the risk of flooding in accordance with Policy DME6 of the Ribble Valley Core Strategy and the National Planning Policy Framework.

5. Notwithstanding the requirements of conditions 2 and 4 of this permission, prior to the commencement of any development, full details of the foul and surface water drainage schemes, including full details and cross sections of the proposed attenuation pond, shall be submitted to and approved in writing by the Local Planning Authority. The replacement dwelling shall not be occupied until the approved foul and surface drainage scheme has been completed in accordance with the approved details. The development shall be completed, maintained and managed in accordance with the approved details.

REASON: To ensure satisfactory means of foul and surface water drainage in accordance with Policies DMG1 and DME6 of the Ribble Valley Core Strategy.

6. Notwithstanding the submitted details, prior to the replacement dwelling hereby approved being occupied, details at a scale of not less than 1:20 of any proposed boundary walling, gates and fencing shall have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the detailed design of the proposal is appropriate to the locality in accordance with Policies DMG1 and DMH3 of the Ribble Valley Core Strategy.

7. Within 12 months of the replacement dwellinghouse hereby approved being first occupied, the proposed landscaping scheme and tree planting shall have be carried out in accordance with details shown on approved drawing numbers: 01A and 02A, and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within three years of planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted.

REASON: In order to achieve a satisfactory level of landscaping in the interests of visual amenity in accordance with the requirements of Policy DMG1 of the Ribble Valley Core Strategy.

8. Unless otherwise agreed in writing with the Local Planning Authority, the trees and hedges shall be retained on site as shown on drawing numbers: 01A and 02A, and no development shall take place until all the existing trees within, or directly adjacent, to the site (except those shown to be removed on the approved plans), have been enclosed with temporary protective fencing in accordance with BS 5837: 2012 Trees in relation to design, demolition and construction – Recommendations. The fencing shall be retained during the period of construction and no work, excavation, tipping, or stacking/storage of materials shall take place within such protective fencing during the construction period.

REASON: To protect trees of landscape and visual amenity value on or adjacent to the site or those likely to be affected by the proposed development in accordance with Key Statement DME2 and Policies DMG1 and DME1 of the Ribble Valley Core Strategy.

9. No clearance of any vegetation in preparation for or during the course of development shall take place during the bird breeding season (March - August inclusive) unless an ecological survey has first been submitted to and approved in writing by the Local Planning Authority which demonstrates that the vegetation to be cleared is not utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no clearance of any vegetation shall take place during the bird breeding season until a methodology for protecting nest sites during the course of the development has been submitted to and approved in writing by the Local Planning Authority. Nest site protection shall thereafter be provided in accordance with the duly approved methodology.

REASON: In order to prevent any habitat disturbance to nesting birds in accordance with the requirements of Ribble Valley Core Strategy Policy DME3 and the provisions of the Wildlife and Countryside Act 1981 (as amended) and the National Planning Policy Framework.

10. No above ground works shall commence or be undertaken on site until details of the provisions to be made for building dependent species of conservation concern, artificial bird nesting boxes / artificial bat roosting sites have been submitted to, and approved in writing by the Local Planning Authority.

For the avoidance of doubt the details shall identify the nature and type of the nesting boxes/artificial roosting sites and the locations(s) or wall and roof elevations into which the above provisions shall be incorporated.

The artificial bird/bat boxes shall be incorporated into the dwelling, or elsewhere within the site, during the construction stage of the development and made available for use before the dwelling hereby approved is first occupied and thereafter retained. The development shall be carried out in strict accordance with the approved details.

REASON: In the interests of biodiversity and to enhance nesting/roosting opportunities for species of conservation concern and reduce the impact of development in accordance with Policies DMG1 and EN4 of the Ribble Valley Core Strategy.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, amending or re-enacting that Order) any future extensions and/or alterations to the replacement dwelling hereby approved, 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: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality in accordance with the requirements of Policies DMG1 and DMH3 of the Ribble Valley Core Strategy.

12. Notwithstanding the provisions of Classes A-I of Schedule 2 Part 14 of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order, no renewable energy sources shall be attached to the new dwelling or placed within the curtilage of the dwelling, except those shown on the approved plans, unless planning permission has first been granted by the Local Planning Authority.

REASON: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality and the amenities of nearby residents in accordance with Key Statement EN2 and Policies DMG1, DME2 and DMH4 of the Ribble Valley Core Strategy.

13. Unless otherwise agreed in writing by the Local Planning Authority, no building or engineering operations within the site or deliveries to and from the site shall take place other than between 07:30 hours and 18:00 hours Monday to Friday and between 08:30 hours and 14:00 hours on Saturdays, and not at all on Sundays or Bank Holidays.

REASON: In order to protect the amenities of existing residents in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

14. No external lighting shall be installed on the replacement dwelling hereby approved, or elsewhere within the site, without the prior written approval of the Local Planning Authority. Details of any such lighting shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. Only the duly approved lighting shall be installed on the buildings hereby approved.

REASON: In order to ensure a satisfactory appearance in the interests of visual amenity and to prevent nuisance arising in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

15. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

REASON: To prevent stones and mud being carried onto the public highway to the detriment of road safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

16. The residential curtilage of the replacement dwelling hereby approved shall be restricted to that shown on approved drawing number 1849/3.11E.

REASON: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality in accordance with the requirements of Policies DMG1 and DME2 of the Ribble Valley Core Strategy.

INFORMATIVE

If any evidence of bats is found at any time during works then works should cease immediately and advice sought from Natural England or a suitably qualified bat worker.

BACKGROUND PAPERS

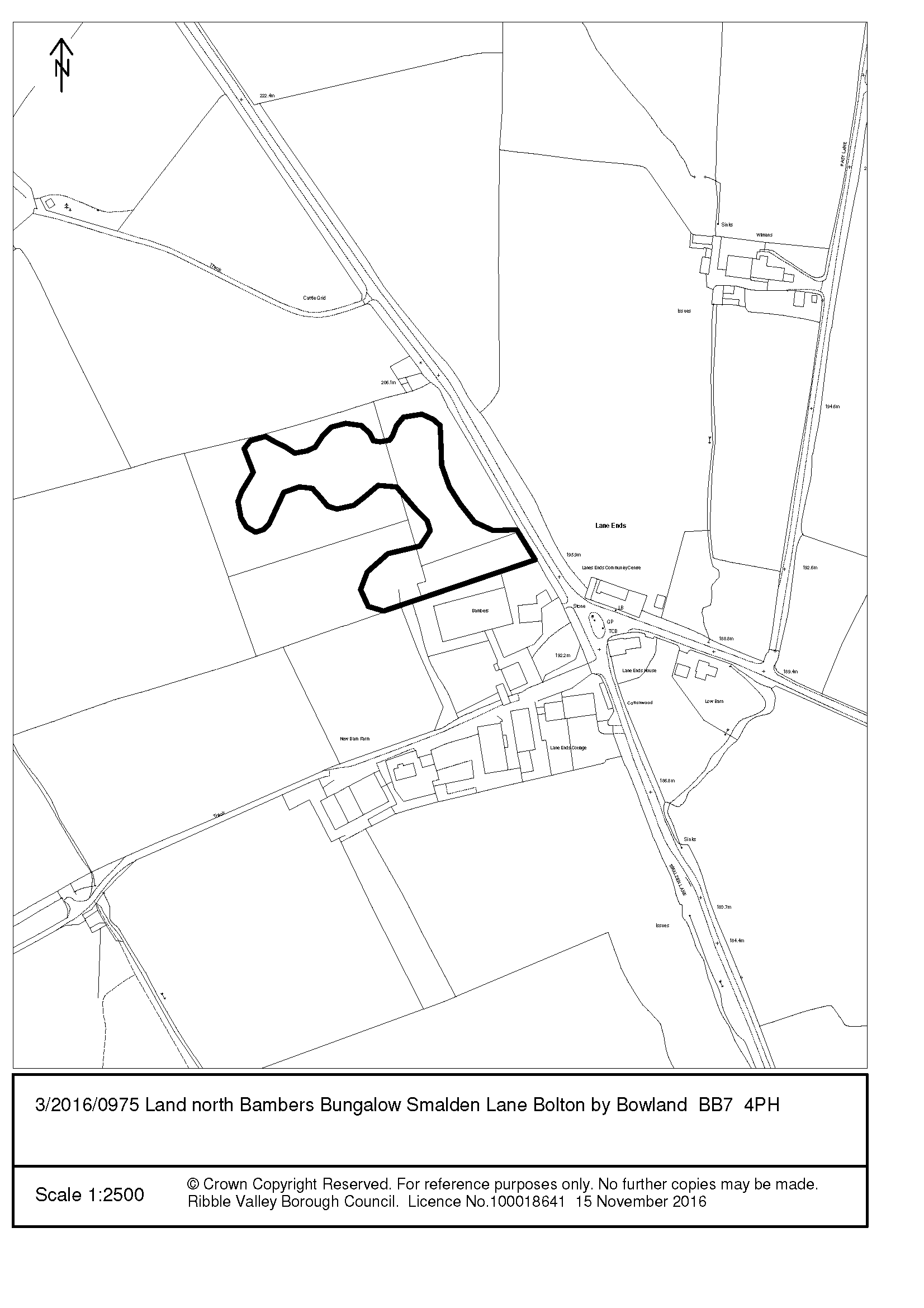
https://www.ribblevalley.gov.uk/site/scripts/planx\_details.php?appNumber=3%2F2016%2F0973

**APPLICATION REF: 3/2016/0975**

GRID REF: SD 374930 450318

**DEVELOPMENT DESCRIPTION:**

CHANGE OF USE OF LAND FROM AGRICULTURAL TO HOLIDAY ACCOMMODATION INCLUDING FIVE EARTH-BUNDED CAMPING PODS, ERECTION OF ANCILLARY BUILDING AND ENGINEERING OPERATIONS TO FORM PARKING AREA AND DRAINAGE POND ON LAND TO NORTH OF BAMBERS BUNGALOW, SMALDEN LANE, LANE ENDS, BOLTON-BY-BOWLAND.



**CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

**PARISH COUNCIL:**

No objection to the proposal, however the issue of increased traffic flow through an already congested main street in the village should be considered.

**ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):**

The proposed development would have a negligible impact on highway safety and the highway capacity in this area. As such no objection is raised subject to the imposition of conditions.

**LCC AONB OFFICER:**

The applicant appears to have carefully considered the AONB and local landscape character and has sought to minimise the landscape and visual impact of the development.  The five earth pods and ancillary building, along with the parking area, are likely to have a minimal impact on the local landscape character given their siting and design.  One minor concern relates to the site entrance, which is proposed as tarmac to a flatter area further onto the site.  It would be the preference of the AONB Partnership for the length of track requiring tarmac onto the site to be minimised and the entrance to retain a relatively informal appearance in-keeping with character of the country lane of Smalden Lane (i.e. no use of kerbing).

It is also important to ensure that external lighting for the glamping site is unobtrusive and sensitive to the area.

**ENVIRONMENT AGENCY:**

No comments received

**UNITED UTILITIES:**

No comments have been received.

**LOCAL LEAD FLOOD AUTHORITY:**

This development does not meet the criteria required to formally consult with the LLFA and therefore no comments have been made.

**ADDITIONAL REPRESENTATIONS:**

Two letters of support and three objections have been received.

The letters of support makes the following comments:

* The proposal has fully considered the drainage issues on the site;
* The proposal will accommodate visitors without have the visual impact of caravans;
* The site is enclosed and will have no impact upon neighbouring residents;
* The management plan makes it clear that the excessive noise will not be tolerated;
* Most importantly the development will improve the appearance of the site and create a sustainable rural business;
* This type of small sustainable business venture should be supporting in the Ribble Valley.

The letters of objection makes the following comments:

* Drainage - the land slopes to the south and the increase water flow into the culvert will impact upon the residential properties to the south. Question how sustainable the drainage system will be and if the culvert is suitable for the quantities of run-off. The “culvert outfall” shown on the submitted plan is on land owned by an objector, previous occupiers of the application site have illegally tapped into this culvert. The area flooded in 1999 when the existing culvert overflowed;
* Noise - Increased levels of noise from visitors in quiet rural hamlet;
* Visual Impact – the pods will be visible from surrounding properties and the wider area. Lighting from the pods and ancillary building with have a visual impact upon the surrounding countryside, particularly at night time;
* Traffic – the proposal will result in increase in traffic levels on what is a busy and fast road. The parking of cars in the AONB will have a negative visual impact on the area. Inadequate car parking levels are proposed;
* Loss of Privacy - The pods will be visible from surrounding dwellings and the increase in people visiting the hamlet will result in a loss of privacy for existing residents;
* There is potential for further development on the site, including additional pods, or new caravans;
* There is no need for an additional campsite in this area;
* The site should be subject to a management/ownership condition that ties the proposed glamping site to the replacement dwelling at Bambers Bungalow;
* Doubts about the financial viability of the proposed scheme, which could lead to further development – a condition should therefore be attached preventing any further applications for additional pods/units on this site;
* No provision provided for staff (parking, toilets etc…);
* The proposal has not given consideration to the needs of disabled visitors;
* The solar panels on the ancillary building should face west not south so as to reduce visibility;
* No fire and evacuation plan has been submitted;

1. **Site Description and Surrounding Area**

1.1 The application relates to an existing field located to the north of the hamlet of Lane Ends. The field is currently accessed via an existing gate from Smalden Lane, located approximately 40m north of the residential dwelling at Bambers Bungalow (owned by the applicant and subject to a separate application for a replacement dwelling – 3/2016/0973). The site is located within the Forest of Bowland Area of Outstanding Natural Beauty and in a rural setting, some 3.6km from the settlement boundary of Bolton-by-Bowland.

1.2 The submitted site edged red occupies an area of 0.68 hectares, and this forms part of the applicant’s wider land ownership of approximately 6 hectares of land. The land within the applicant’s ownership currently consists of a mixture of agricultural uses, including grazing pasture and hay cropping.

1.3 The application site is situated on a rising slope with the southern boundary set approximately 8m lower than the northern boundary, however this is measured over a distance of approximately 120m in length. At the southern end of the site, along the boundary shared with the dwelling at Bambers Bungalow, is an existing gravelled area, which currently contains four shipping containers and some farming equipment. Beyond the residential dwelling of Bambers Bungalow to the south are the dwellings at New Barn Farm and Cottonwood. The eastern boundary of the site is shared with the highway of Smalden Lane and on the other side of this, to the south east of the application site is the dwelling at The Old School House. Beyond both the northern and western boundaries of the site are open fields.

2. **Proposed Development for which consent is sought**

2.1 The application seeks consent to construct five earth bunded pods to be used to provide tourist accommodation for visitors. The five pods would be located within the field to the north of Bambers Bungalow and would be built into the landscape/topography of the existing field. The application also includes the removal of the existing containers from the southern end of the site and the resurfacing of this area to provide car parking. Also on this land an auxiliary building would be erected for the storage of bikes and general management of the proposed pods. In addition, the proposal includes the installation of a new drainage system, involving the installation of a bio-disc package sewage treatment plant and an attenuation pond, along with extensive tree/landscaping works.

Pods:

2.2 The five pods would be sited in the field directly to the north of Bambers Bungalow. This is a sloping field and the pods would predominantly be built underground, making use of the natural lay of the land so as to ensure that the visual appearance of the pods is kept to a minimum.

2.3 Four of the proposed pods would have an internal (underground) floorspace of 32m² and one would have a floorspace of 45m². The four standard sized pods would cater for couples, providing a double bedroom, wet room, lounge area and a kitchen/diner, as well as a log burner. The larger pod would provide the same facilities, as well as an additional bedroom, in order to cater for families.

2.4 The construction of the pods would inevitably involve an element of cut and fill works into the existing slope and once constructed the flat roofs of the proposed pods would be re-covered in grass to reduce the visual impact. The most visible sections of the proposed pods would be the glassed doors in the front elevations and these would be orientated south west so as to utilise the existing slope and benefit from views and natural light. Above each would be two projecting flue which will protrude 900mm above the roof. Access to the pods would be via foot through the field, over a newly formed grasscrete pathway.

2.5 The submitted application states that the pods would be available for booking all days between April and October each year, with the visitors enjoying luxury accommodation in a location that offers quiet enjoyment and views of the AONB. The submitted application is accompanied by a detailed management plan of how the business will operate and the measures in place to ensure that the proposed use shares an acceptable relationship with neighbouring land uses/residents. The applicant has also submitted a business plan in support of the application but this is not for public viewing.

Car parking area and auxiliary building:

2.6 At the southern end of the site the application proposes to remove the existing shipping containers and resurface the existing gravelled area and use this as the parking area for visitors/customers. The car parking area would provide six spaces and along the eastern boundary, close to the highway of Smalden Lane, an auxiliary building would be constructed. The auxiliary building would measure 4.5m x 6.9m in footprint, with a pitched roof measuring 3.6m to the ridge, however the roof would extend out beyond the footprint of the building to created sheltered/covered areas.

2.7 The building would be split into two with one section used as a bike store and the other containing a washer and dryer. The building would also be used to store “welcome hampers” and externally, under the covered areas would be the bins store, a tub for bike washing and a log store.

2.8 In terms of design the building would be finished in vertical timber boarding with a sedum grass roof. On the south west facing elevation of the roof slope the building would house solar panels and the energy generated would be utilised within either the pods or the dwelling at Bambers Bungalow.

Drainage:

2.9 The application is accompanied by a Flood Risk Assessment and a detailed drainage strategy, with an open attenuation pond to be situated in south west corner of the site. The attenuation pond will collect surface water drainage and would be served by new drains and gullies to be installed. The attenuation pond will hold surface water from the application site in periods of high/severe rainfall and gradually realise this water into the existing culvert so as to reduce the changes of flooding from surface water, in addition the application also seeks to install a new manhole to divert water into the culvert.

2.10 In respect of foul water, the application includes the installation of a new package treatment plan, and this package treatment plant will hold and filter foul water from the pods and auxiliary building, before releasing into the proposed surface water drainage system.

Landscaping:

2.11 The application also seeks to remove the existing man made bund along the eastern boundaries of the site, and replace this with tree, hedge and shrub planting to provide a more natural boundary to the site. The areas surrounding the proposed pods would also undergo large scale tree planting, including Alder, Oak, Cherry, Rowan and Lime trees, and new hedging would be planted to separate the field containing the pods from the fields/land to the south.

3. **Relevant Planning History**

3/2016/0973 - Demolition of existing dwelling and erection of replacement dwelling (including re-defining domestic curtilage, ground works and provision of sustainable drainage system) – under consideration.

3/2009/0172 – Demolition of existing dwelling and attached garage. Erection of new dwelling and attached garage. Alterations to existing vehicular access – approved subject to conditions

3/2008/0605 – Extension to already approved building and change of use from general grazing to horse ménage – approved subject to conditions

3/2007/1019 – Proposed stable, storage, tack room and trailer store. Portal frame building with blockwork to 1200mm above first floor level with Yorkshire boarding above with Eternite sheeting in dark green – approved subject to conditions

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement EN4 – Biodiversity and Geodiversity

Key Statement EC1 – Business and Employment Development

Key Statement EC3 – Visitor Economy

Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport & Mobility

Policy DME2 – Landscape & Townscape Protection

Policy DME3 – Site and Species Protection and Conservation

Policy DME5 – Renewable Energy

Policy DME6 – Water Management

Policy DMB1 – Supporting Business Growth and the Local Economy

Policy DMB3 – Recreation and Tourism Development

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

5. **Assessment of Proposed Development**

5.1 Principle of Development:

5.1.1 The application seeks consent to construct five earth bunded pods, within the field directly to the north of Bambers Bungalow in Lane End. The pods would be for commercial use only as visitor/holiday let accommodation, between the months of April – October.

5.1.2 Core Strategy Key Statement EC3 relates specifically to the visitor economy stating that proposals that contribute to and strengthen the visitor economy of Ribble Valley will be encouraged and that significant new attractions will be supported in circumstances where they will deliver overall improvements to the environment and benefits to local communities and employment opportunities. The proposed development would contribute to the tourism economy and is in accordance with Key Statement EC3.

5.1.3 The application site is located in the open countryside and within the Forest of Bowland AONB. Core Strategy Policy DMG2 requires development outside of defined settlement areas to meet at least one of six considerations one of which is the following:

1. *The development is for small scale tourism or recreational developments appropriate to a rural area.*

5.1.4 The proposed development would represent a small scale tourism development of a type that is appropriate to this rural area and consequently complies with the above criterion contained with DMG2.

5.1.5 Policy DMB3 relates specifically to recreation and tourism development in the Borough. Tourism and visitor attractions are generally supported subject to the following criteria being met:

* + 1. *The proposal must not conflict with other policies of this plan;*
    2. *The proposal must be physically well related to an existing main settlement or village or to an existing group of buildings, except where the proposed facilities are required in conjunction with a particular countryside attraction and there are no suitable existing buildings or developed sites available;*
    3. *The development should not undermine the character, quality or visual amenities of the plan area by virtue of its scale, siting, materials or design;*
    4. *The proposals should be well related to the existing highway network. It should not generate additional traffic movements of a scale and type likely to cause undue problems or disturbance. Where possible the proposals should be well related to the public transport network;*
    5. *The site should be large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas; and*
    6. *The proposal must take into account any nature conservation impacts using suitable survey information and where possible seek to incorporate any important existing associations within the development. Failing this then adequate mitigation will be sought.*

*In the Forest of Bowland Area of Outstanding Natural Beauty the following criteria will also apply:*

* + 1. *The proposal should display a high standard of design appropriate to the area.*
    2. *The site should not introduce built development into an area largely devoid of structures (other than those directly related to agriculture or forestry uses).*

5.1.6 With regard to the above, the application site is not within a main settlement, however it is considered to be physically well related to an existing group of buildings within the hamlet of Lane Ends, and there are no existing/vacant buildings in the vicinity that could be utilised for the proposed use/development.

5.1.7 The visual impacts of the proposed development, within the AONB, are considered in the “*visual amenity/external appearance*” section of this report. Similarly, the highway implications and the nature conservation issues are also discussed in more detail later within this report. The principle of tourism/visitor accommodation is therefore considered to be acceptable in this location.

5.1.8 Additionally, Policy DMB1 (Supporting Business Growth and the Local Economy) states that “*Proposals that are intended to support business growth and the local economy will be supported in principle.”* The application is accompanied by a business plan (not for public viewing) and this business plan concludes, provided the predicted occupancy rates are achieved, that the business would return a profit.

5.1.9 In view of the above, the principle of the development is considered to be acceptable, subject to compliance with other relevant policies within the Core Strategy.

5.2 Impact upon Residential Amenity:

5.2.1 The proposed pods would be constructed underground, however the topography of the land around each pod would be altered slightly to cater for underground development. These alterations to the topography are relatively minor and would be barely noticeable on the landscape. The nearest residential properties, with the exception of the applicant’s property at Bambers Bungalow, are positioned more than 100m from the nearest pods and as such the slight alterations to the land levels and the pods themselves would not have any undue impact upon neighbouring residents.

5.2.2 Objections have been raised on the grounds of light spillage from the pods and noise disturbance. In terms of light spillage and the effect on neighbouring residents, the pods would all have glazed front elevations facing south west so as not to directly face towards neighbouring properties. In addition, due to the above mentioned distances it is not considered that light from the proposed pods would have any greater impact upon residential amenity than the existing neighbouring residential properties in this area, and in any case the pods are significantly smaller than the residential properties and the site would be well screened by existing and proposed tree planting. The visual impact of the lighting on the landscape is discussed in a later section of this report.

5.2.3 In respect of noise and disturbance, the objections have raised concerns over noise from the pods themselves, noise from additional traffic movements and the additional people visiting the area resulting in a loss of privacy for existing residents. In response to these concerns, the scale of development is considered to be small scale (five pods) and such a level would not result in a significant increase in traffic movements or visitors that would be detrimental to surrounding residential amenity. With regard to noise from the pods, it is not considered that noise from the visitors would be any greater than noise from the existing residential properties in this hamlet and given the significant separation distances it not considered that noise and disturbance is a valid reason to refuse the application. In addition, the application is accompanied by a detailed management plan which explains how the site will operate, in terms of restrictions as to when visitors can leave and arrive at site and general management issues. It must also be noted that the applicant resides within Bambers Bungalow as a family home, and this is the closest property to the proposed pods, and therefore the applicant themselves will be keen to ensure that noise and disturbance from visitors is minimised.

5.2.4With regard to proposed auxiliary building to be sited along the eastern boundary of the site, close to Smalden Lane, this building is similar in size to a domestic shed and would have no negative impact upon residential amenity in this area.

5.2.5 In view of the above it is considered that the relationship the proposed development would share with neighbouring properties is acceptable in accordance with paragraph 17 of the NPPF which seeks to ensure that all new development provides *“a good standard of amenity for all existing and future occupants of land and buildings”* and Core Strategy Policy DMG1 which states that new development must:

* *not adversely affect the amenities of the surrounding area;*
* *provide adequate day lighting and privacy distances.*

5.3 Visual Amenity/External Appearance:

5.3.1 The application site is located within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). Paragraph 115 of the NPPF considers the potential impact of development within an AONB and notes that ‘*Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.’*

5.3.2 Paragraph 58 of the NPPF encourages good design by stipulating that planning policies and decisions should aim to ensure that developments:

* *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
* *establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
* *respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*

5.3.3Key Statement EN2 (Landscape) states “*The landscape and character of the Forrest of Bowland Area of Outstanding Natural Beauty will be protected, conserved and enhanced. Any development will need to contribute to the conservation of the natural beauty of the area…As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style, features and building materials” and* Policy DMG1 requires development to be of a high standard of design and be sympathetic to existing and proposed land uses in terms of size, intensity and nature.

5.3.4 The Forest of Bowland AONB Landscape Character Area Appraisal categorises this specific area as a “Rolling Upland Farmland”, which is characterised by pastoral land and isolated farms on sloping land. More specifically the Harrop Farm area, within which the application site is located, is described within the Character Appraisal as containing *“isolated farmsteads that are located at the end of farm tracks where farm buildings are generally tightly grouped around the house;”* and that “*there is evidence of increasing renovation and gentrification of existing farmsteads”* within this area.

5.3.5 The application seeks to erect five pods within the sloping landscape of the field directly to the north of the dwelling at Bambers Bungalow. The visual impact of the proposed pods is considered to be limited due to their underground construction, with the only visible elements being the glazed frontages, a small section of the side walls and the projecting flues. The glazed frontages are required to provide natural light, as well as attractive views of the AONB, however the visual impact of these would be limited as they would be set below the surrounding land levels and each pod would have an overhanging feature so that the glazing is recessed. A concern has been raised in respect of light spillage from the glazed frontages, and whilst it is the Officer’s opinion that the glazed frontages would result in no greater impact on the landscape than lighting from the windows of nearby houses, a condition has been attached requiring a specification of the glass to be submitted to and agreed in writing with the LPA. It is expected that the front glazing section could be fitted with a specialised (potentially tinted) type of glazing that limits light spillage and reflection so as to ensure that the visual impact is minimal. With regard to external lighting, the comments made by the AONB Officer are noted and a condition has been attached requiring full details of any external lighting to be submitted and agreed with the LPA prior to installation/use on site.

5.3.6 The proposed pods would be covered in grass so as to blend into the surroundings and due to the “underground” nature of the construction, only a small section of the side walls would be visible. These walls would be constructed in natural stone to be in keeping with the surrounding materials used in this area. The proposed flues would project less than 1m above the ground and would be coloured green so as to blend into the surrounding meadow field.

5.3.7 As well as the proposed pods the application does also include other alterations that would potentially have a visual impact in this area. The application proposes to remove the existing gravelled area, including the existing containers and machinery, and this area would be resurfaced in grasscrete and used as a car parking areas for guests. A concern has been raised by an objector on the grounds that the parking of up to six vehicles on this land would be visually detrimental. In respect of this it must be considered that this area of land is currently finished in gravel and used to house four large shipping containers and machinery, and in its current state this land has far more of a negative visual impact of the landscape than the proposed grasscrete car park for up to six vehicles. The use of a grasscrete surface, as opposed to gravel, is an improvement, however the AONB Officer has raised a concern on the use of tarmac at the entrance point off Smalden Lane. The Highway Officer is keen for this section to be tarmacked as it is sloped and any loose surface would result in debris on the highway, and grasscrete is not considered suitable on this section because of the slope of the access. As such the use of a hardurface such tarmac is essential and given that it is a short section only, connected the existing tarmac road, it is not considered that this is visually detrimental to the area.

5.3.8 Also on this section on land the application proposed an auxiliary building, this would be modest in six and constructed with a simple pitched roof, finished with timer boarding and a sedum roof. The building would however include solar panels on the south west facing elevation of the roof slope. An objector has commented that these panels should be sited on west elevation as opposed to the south facing elevation so as to limit the visual impact on the dwellings to the south. The proposed building does not have a south facing roof slope and therefore the panels would be sited on the west facing elevation, which does also orientate slightly south, but these panels will not directly face the dwellings to the south. In terms of the visual impact of the solar panels on the wider area, the building upon which they would be sited is single storey only and relatively small, and due to the levels of new planting that would take place within the application site it is not considered that the new building, or the solar panels, would have a negative visual impact on the area, particularly when compared to the existing containers which currently sit in this location.

5.3.9 The application is accompanied by a detailed Landscape and Visual Impact Assessment (LVIA) which has assessed the visual impact of the proposed development on the landscape from five viewpoints, ranging from 20m from the application site to 1.7km from the application site. The LVIA has then assessed the visual impact of the proposed development immediately after the development has been completed, and then 10 years later after the planting scheme has matured.

5.3.10 The LVIA concludes that the proposed development would have a minimal impact on this existing field and would not be located in an open, exposed landscape due to the surrounding built development, and the proposed landscaping scheme would further screen the development from both longer and shorter views.

5.3.11 The design and appearance of the development is supported by both the Ward Councillor (Paul Elms) and AONB Officer. The Councillor has commented that proposal is the type of small scale sustainable development this rural area needs and the AONB Officer is of the opinion that the proposal has been designed in such a way so as to have a minimal visual impact on the landscape qualities of the area.

5.3.12 In addition to the above, the application includes a new planting scheme (discussed in more detail below), and this is fully supported by the Council’s Countryside Officer.

5.3.13 In view of the above, it is considered that the proposed developments, would be sympathetic and in keeping with the surrounding landscape and buildings in accordance with Key Statement EN/2 and Policy DMG1 of the Core Strategy.

5.4 Highway Safety and Accessibility:

5.4.1 The Highway Officer has commented that as a result of its modest scale the proposal would have a negligible impact on highway safety and the highway capacity in this area, and that adequate on-site parking has been provided.

5.4.2 The Highway Officer raises no objection subject to conditions being attached to any approval in respect of: wheel washing facilities being provided; surfacing of the access; the car parking area being laid out prior to the use being operative; a joint survey being undertaken on the Smalden Lane with any damage to the highway being made good at the expense of the applicant; and a construction management plan.

5.5 Landscape/Ecology:

5.5.1 The application is accompanied by an Extended Phase 1 Habitat Survey which found no evidence of protected species at the site and comments that the proposed developments would result in habitat enhancements at this site as opposed to harm. The Countryside Officer has raised no objection to the submitted report, and recommends that a condition be attached to ensure that any tree/shrub removal takes place outside of bird nesting season.

5.5.3 The application proposes the planting of a very large number of new trees and hedgerows within the site, most noticeably along the north and east boundaries of the field within which the pods would be located. The Countryside Officer and the AONB Officer are fully supportive of the proposed landscape management plan and improvements that this development would bring, including the species of tree/hedge planting proposed. This proposal would not result in any existing trees being felled and a condition has been attached requiring the existing trees on site to be protected by fencing throughout the construction phase.

5.5.5 In view of the above, the proposal seeks to significantly improve the landscaping qualities of the site/area in accordance with Key Statement EN2 and Policy DME2 of the Ribble Valley Core Strategy.

5.6 Flood Risk and Drainage:

5.6.1 The letters of objection have raised concerns in respect of drainage issues in on this site. As this application seeks to construct five pods, along with other associated works, it is of a scale that would not normally require any formal consultation with the Local Lead Flood Agency (LLFA), United Utilities (UU) or the Environment Agency (EA). Nevertheless, as the application does include the installation of a new drainage system and an attenuation pond, the LPA has formally consulted with the LLFA, UU and EA.

5.6.2 Neither UU or the EA have provided any comments on this application, and the LLFA have responded only to comment they should not have been consulted on such a proposal. As such the drainage implications of the proposal have been assessed by the LPA.

5.6.3 The application site is located within Floodzone 1, which is the lowest category in terms of risk of flooding, however the applicant has gone above and beyond the requirements and submitted a Flood Risk Assessment (FRA), to accompany the new drainage layout. The FRA details the risks of flooding at this site and includes details as to how the risk of surface water flooding at this site will be reduced as a result of the proposed new drainage scheme.

5.6.4 The submitted application states that the proposal will improve the drainage system via the installation of new drains, the insertion of an additional man hole and the creation of an attenuation pond which will hold water during periods of high rainfall and gradually realise this into the existing culvert over a long period of time so as to reduce the risk of flooding.

5.6.5 The submitted information to accompany the drainage scheme and the FRA both conclude that the proposed developments would be an improvement on the existing situation, and without any advice to the contrary the LPA have no reason to question the information submitted with this application in respect of drainage.

5.6.6 In addition to the above, the Countryside Officer has commented that the levels of proposed tree planting and species of the trees to be planted would improve the existing drainage on this site.

5.6.7 With regard to foul water, the application proposes to install an underground Bio-disk package plant which will process the pods and auxiliary buildings foul water and discharge this into the proposed surface water drainage system. The type/quality of the Bio-disk package plant proposed by this application does not require a permit from the EA to discharge into a watercourse, however the drainage scheme does state that consent from the EA will be obtained prior to installation.

5.6.8 In summary, the application is accompanied by a full drainage strategy, which includes the provision of a SuDs pond to hold and attenuate run-off to Greenfield rates and manage flood risk to a 1/100 standard. The proposal is therefore considered to comply with Policy DME6 of the Ribble Valley Core Strategy which only permits development that would result in an unacceptable risk of flooding, or exacerbate flooding elsewhere.

5.6.9 Notwithstanding the above, the LPA and the applicant are aware of the concerns raised by the objectors and the applicant has therefore agreed to accept a condition requiring a full drainage scheme to be submitted to the LPA prior to commencement of development on site. This provides the opportunity for the applicant to discuss the comments raised with their drainage consultant and submit an updated drainage scheme if necessary.

5.7 Other issues:

5.7.1 An objector has questioned the need for an additional “tourist/camping” site in this area, as well as raising a concern over future development. With regard to need, it is not for the LPA to question the need for this development, and in any case it is considered that the type/quality of accommodation on offer by this development is significantly different from the existing accommodation on the area or a traditional campsite. Nevertheless, the Ribble Valley Core Strategy is supportive of tourism and business growth in rural areas.

5.7.2 In respect of future development/expansion of the site, the LPA cannot impose a condition preventing further applications from coming forward in the future, and if any applications did come forward they would be assessed on their own individual merits in the same way that this proposal has been assessed and considered.

5.7.3 An objector has also requested an occupational condition be attached to any approval to ensure that the owner/manager of the glamp site (pods) resides at Bambers Bungalow. This is a condition that the LPA would have included on any recommendation as it is considered to be important that the proposed business remains connected to the residential use of Bambers Bungalow.

5.7.4 Other conditions attached to the recommendation include the restriction of the use to between the months of April-October only, and the pods shall only be used for holiday accommodation only (no single person can reside in any pod for more than more than two months in any calendar year), along with an informative advising the applicant to contact and discuss the proposal with Lancashire Fire Service prior to commencement of development on site.

6. **Observations/Consideration of Matters Raised/Conclusion**

6.1 Considering all of the above and having regard to all material considerations and matters raised, the proposed earth bunded pods, and all other associated works, would share an acceptable relationship with the surrounding area in terms of both residential and visual amenity, and subsequently the application is recommended for approval, subject to conditions.

**RECOMMENDATION:** That the application be APPROVED subject to the imposition of 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. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

1849/3.20.1A – Site Location Plan Pods

01A – Masterplan

07 – Section A-A

1849/3.20.7A – Comparative Site Sections through pods

D-01 C – Drainage Scheme

1849/3.20.5A – Earth Pods Elevations

1849/3.20.6A – Family Pod Elevations

1849/3.20.3 – Pods Floor Plan

1849/3.20.4 – Family Pod Floor Plan

1849/3.30.2 – Auxiliary Building Elevations

1849/3.30.1A – Auxiliary Building

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

3. Notwithstanding any description of materials in the application and the requirements of condition 2 of this permission, samples or full details of all materials to be used on the external surfaces of the pods and the auxiliary building hereby approved shall have been submitted to and approved in writing by the Local Planning Authority prior to their use on site. Such details shall include the type, colour and texture of the materials. The development shall thereafter be implemented in accordance with the duly approved materials.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Key Statement EN2, and Policies DMG1 and DMH3 of the Ribble Valley Core Strategy.

4. Unless otherwise agreed in writing with the Local Planning Authority, the development hereby approved shall only be carried out in accordance with the Flood Risk Assessment (FRA) (Ref: DH161017/GLA) and the mitigation measures detailed within the FRA. The mitigation measures shall be fully implemented prior to any of the pods hereby approved being first brought into use and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: In order to reduce the risk of flooding in accordance with Policy DME6 of the Ribble Valley Core Strategy and the National Planning Policy Framework.

5. Notwithstanding the requirements of conditions 2 and 4 of this permission, prior to the commencement of any development, full details of the foul and surface water drainage schemes, including full details and cross sections of the proposed attenuation pond, shall be submitted to and approved in writing by the Local Planning Authority. The pods hereby approved shall not be brought into use until the approved foul and surface drainage scheme has been completed in accordance with the approved details. The development shall be completed, maintained and managed in accordance with the approved details.

REASON: To ensure satisfactory means of foul and surface water drainage in accordance with Policies DMG1 and DME6 of the Ribble Valley Core Strategy.

6. Notwithstanding any description of materials in the application and the requirements of condition 2 of this permission, samples or full details of the specification of all glazing to be used on the external surfaces of the pods hereby approved shall have been submitted to and approved in writing by the Local Planning Authority prior to their use on site. The development shall thereafter be implemented in accordance with the duly approved materials.

REASON: In order that the Local Planning Authority may ensure that the glazing to be used is appropriate to the locality in accordance with Key Statement EN2, and Policies DMG1 and DMH3 of the Ribble Valley Core Strategy

7. Within 12 months of any pod hereby approved being first brought into use, the proposed landscaping scheme and tree planting shall have be carried out in accordance with details shown on approved drawing number 01A, and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within three years of planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted.

REASON: In order to achieve a satisfactory level of landscaping in the interests of visual amenity in accordance with the requirements of Policy DMG1 of the Ribble Valley Core Strategy.

8. Unless otherwise agreed in writing with the Local Planning Authority, the trees and hedges shall be retained on site as shown on drawing number 01A, and no development shall take place until all the existing trees within, or directly adjacent to, the site, have been enclosed with temporary protective fencing in accordance with BS 5837: 2012 Trees in relation to design, demolition and construction – Recommendations. The fencing shall be retained during the period of construction and no work, excavation, tipping, or stacking/storage of materials shall take place within such protective fencing during the construction period.

REASON: To protect trees of landscape and visual amenity value on or adjacent to the site or those likely to be affected by the proposed development in accordance with Key Statement DME2 and Policies DMG1 and DME1 of the Ribble Valley Core Strategy.

9. No clearance of any vegetation in preparation for or during the course of development shall take place during the bird breeding season (March - August inclusive) unless an ecological survey has first been submitted to and approved in writing by the Local Planning Authority which demonstrates that the vegetation to be cleared is not utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no clearance of any vegetation shall take place during the bird breeding season until a methodology for protecting nest sites during the course of the development has been submitted to and approved in writing by the Local Planning Authority. Nest site protection shall thereafter be provided in accordance with the duly approved methodology.

REASON: In order to prevent any habitat disturbance to nesting birds in accordance with the requirements of Ribble Valley Core Strategy Policy DME3 and the provisions of the Wildlife and Countryside Act 1981 (as amended) and the National Planning Policy Framework.

10. Unless otherwise agreed in writing by the Local Planning Authority, no building or engineering operations within the site or deliveries to and from the site shall take place other than between 07:30 hours and 18:00 hours Monday to Friday and between 08:30 hours and 14:00 hours on Saturdays, and not at all on Sundays or Bank Holidays.

REASON: In order to protect the amenities of existing residents in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

11. No external lighting shall be installed on any building or pod hereby approved, or elsewhere within the site, without the prior written approval of the Local Planning Authority. Details of any such lighting shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. Only the duly approved lighting shall be installed on the buildings hereby approved.

REASON: In order to ensure a satisfactory appearance in the interests of visual amenity and to prevent nuisance arising in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

12. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

REASON: To prevent stones and mud being carried onto the public highway to the detriment of road safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

13. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter.

REASON: To prevent vehicles reversing to and from the highway in the interest of highway safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

13. A Traffic Management Plan for the construction works, to be approved in writing by the planning department before any works begin on site and to include:-

* The parking of vehicles of site operatives and visitors;
* Loading and unloading of plant and materials used in the construction of the development;
* Storage of such plant and materials;
* Wheel washing facilities;
* Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
* Routes to be used by vehicles carrying plant and materials to and from the site;
* Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

REASON: To protect existing road users in the interest of highway safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

14. Prior to the start of the development, a joint survey shall be carried out between the developer and the planning authority (in conjunction with the highway authority) to determine the condition of Smalden Lane and Lane End. A similar survey shall be carried out every six months and the final inspection within one month of the completion of the last unit, and the developer shall make good any damage to Smalden Lane and Lane End to return it to the pre-construction situation as required.

REASON: To maintain the construction of Smalden Lane and Lane End in the interest of highway safety in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

15. Unless otherwise agreed in writing with the Local Planning Authority, the car parking area for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least sub base before any development takes place within the site.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative in accordance with Ribble Valley Core Strategy Policies DMG1 and DMG3.

16. The car parking and manoeuvring scheme to be marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter.

REASON: In the interests of highway safety and to comply with Policy DMG1 of the Ribble Valley Core Strategy.

17. The pods hereby approved shall not be let to or occupied by any one person or group of persons for a continuous period of longer than two months in any one calendar year and in any event shall not be used as a permanent accommodation.  A register of all occupants of the accommodation hereby approved shall be maintained at all times and shall be made available for inspection by the Local Planning Authority on request. The register shall contain the name and address of the principal occupier together with the dates of occupation.

REASON: To ensure that the development remains compatible with the character of the area and the intensity and frequency of usage remains proportionate to the use hereby approved in accordance with Policies DMG1, EC1, DME2, DMB1 and DMB3 of the Ribble Valley Core Strategy.

18. Notwithstanding the provisions The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or any equivalent Order following the revocation and re-enactment thereof (with or without modification), the pods hereby approved shall only be used as holiday accommodation and for no other purpose, including any other purpose within Use Class C3.

REASON: For the avoidance of doubt, and to avoid an over-intensive use and to ensure that the development remains compatible with the character of the area and the intensity and frequency of usage remains proportionate to the use hereby approved in accordance with Policies DMG1, EC1, DME2, DMB1 and DMB3 of the Ribble Valley Core Strategy.

19. Unless otherwise agreed in writing with the Local Planning Authority, the use hereby permitted shall be carried out and managed in complete accordance with the details submitted within the management plan titled “Lane Ends – Management Plan (October 2016)”.

REASON: In order to prevent nuisance arising in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

20. The pods hereby approved shall only be used between the dates of 1st April and 31st October.

REASON: In accordance with Policies EN2, DMG1 and DMB3 of the Ribble Valley Core Strategy, in order to limit occupation of the site and to maintain the scenic beauty of the Forest of Bowland Area of Outstanding Natural Beauty.

21. The pods hereby approved shall only operate as a business in association with the dwelling at Bambers Bungalow (Smalden Lane, Lane Ends BB7 4PH), and shall not be sold off as a separate business. The owner/site manager of the pods hereby approved shall therefore always reside at the dwelling currently known as Bambers Bungalow (or any such alternative name that the property is known as in the future).

REASON: For the avoidance of doubt and to ensure that the pods do not have a detrimental impact upon residential amenity in accordance with Policy DMG1.

INFORMATIVE

The applicant is advised to contact Lancashire Fire Service for safety advice prior commencement of any development on site.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx\_details.php?appNumber=3%2F2016%2F0975

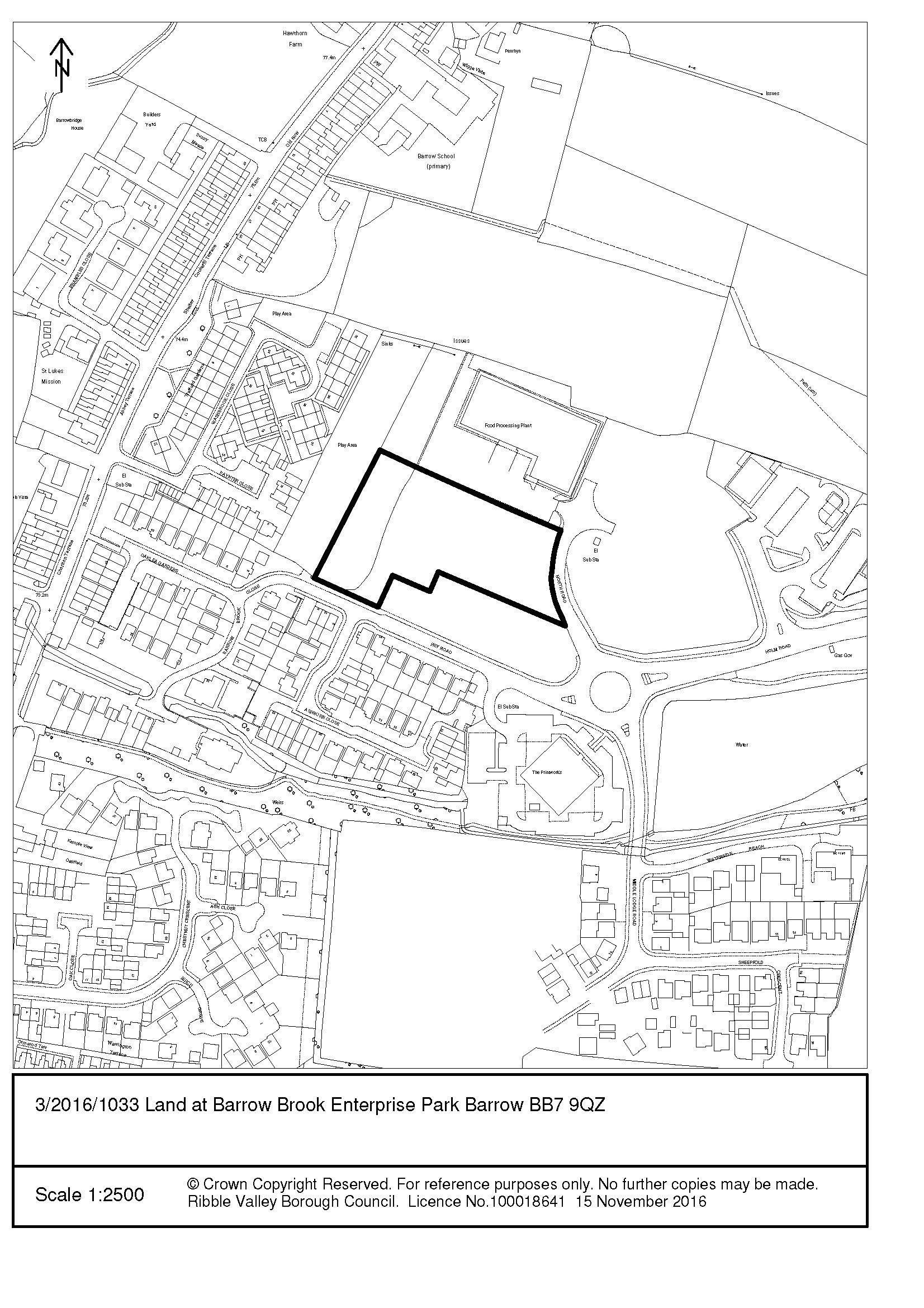
**D APPLICATIONS ON WHICH COMMITTEE 'DEFER' THEIR APPROVAL SUBJECT TO WORK 'DELEGATED' TO THE DIRECTOR OF COMMUNITY SERVICES BEING SATISFACTORILY COMPLETED**

**APPLICATION REF**: 3/2016/1033/P

GRID REF: SD 373909 438265

**DEVELOPMENT DESCRIPTION:**

CONSTRUCTION OF 9 LIGHT INDUSTRIAL UNITS (USE CLASS B1) WITH ASSOCIATED PARKING AND LANDSCAPING AT LAND AT BARROW BROOK ENTERPRISE PARK BARROW BB7 9QZ



**CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

**PARISH/TOWN COUNCIL:**

No comments have been received.

**HIGHWAYS (LCC):**

No comments have yet been received.

**LANCASHIRE CONSTABULARY:**

No objection. Recommend measures to reduce the risk of crime.

**UNITED UTILITIES:**

No objection subject to drainage conditions.

**LEAD LOCAL FLOOD AUTHORITY:**

Objectto the development proposal on the following basis:

1. The Planning Practice Guidance requires applicants for planning permission to discharge surface water runoff according to a hierarchy of runoff destinations. The Planning Practice Guidance states that *'sustainable drainage systems should be provided unless demonstrated to be inappropriate'* and *'the aim should be to discharge surface run off as high up the…hierarchy of drainage options as reasonably practicable.'* It is evident from the application form that the applicant intends to dispose of surface water via a main sewer. However the applicant has not provided robust justification or evidence as to why preferable runoff destinations, notably into the ground (infiltration) or via a waterbody, cannot be used for this development proposal. The absence of this evidence is contrary to policy and therefore sufficient reason in itself for a refusal of planning permission.

2. The proposed scale of development may present risks of flooding on-site and/or off-site if surface water run-off is not effectively managed. The lack of any information at all in relation to surface water drainage means the LLFA cannot assess whether the development proposal meets the requirements of Paragraph 103 of the National Planning Policy Framework or Paragraph 80 of Section 10 of the Planning Practice Guidance in principle. The submission of basic information on how surface water is intended to be managed is vital if the local planning authority is to make informed planning decisions. In the absence of any information at all regarding surface water management, the flood risks resulting from the proposed development are unknown and this is therefore sufficient reason in itself for a refusal of planning permission.

**ADDITIONAL REPRESENTATIONS:**

Letters of objection have been received from residents of seven properties relating to the following:

* Lack of consultation
* Yellow lines should be put on Hey Road and Barrow Brook Close
* Loss of light to property
* Loss of trees and visual amenity
* Too close to residential properties on Hey Road
* Noise and disturbance from the units – acoustic treatment has not been considered
* Proposed hours will result in noise and disturbance
* Units are light industrial which will have machinery, plants and noise from vehicles
* Safety of pedestrians
* Impact of highway safety due to increase in traffic
* Increased discharge into local drainage network
* No thought given to flood risk and drains unable to cope
* Ecological and nature conservation concerns
* Layout, density and massing not in keeping with adjacent buildings
* Loss of visual amenity
* Parking of vehicles on Hey Road
* Odour from units when in use
* Unacceptable removal of two protected oak trees along Hey Road
* Industrial use incompatible with existing residential development

1. **Site Description and Surrounding Area**

1.1 The application site is an area of open grassland comprising around 0.75 hectares located within the Barrow settlement boundary and forms part of Barrow Brook Enterprise Park which lies to the west of the A59 dual carriageway on the eastern side of the village of Barrow. The Core Strategy identifies Barrow Enterprise Site as a main strategic location for future employment and the development site is identified as a Committed Employment Site on the Regulation 18 (draft) Proposals Map for Barrow.

1.2 Access to Barrow Brook Enterprise Park is provided from the A59 via Holm Road which serves existing residential and commercial uses. The site currently consists of unmaintained grassland. To the north of the site is a two to two and a half storey warehouse building occupied by Total Foods which is accessed from North Road which skirts the eastern boundary of the application site. A commercial area including a Texaco petrol station and food store lie approximately 120m to the east of the site and beyond this immediately adjacent to the A59 is a McDonald’s restaurant. Modern detached residential properties face onto the site from Hey Road from the south. The north-west boundary of the site is demarked by a tree earth bund beyond which is a children’s play area. A group of trees along the southern boundary of the site are protected by TPO no.7/19/3/199.

2. **Proposed Development for which consent is sought**

2.1 Permission is sought for the erection of 9 light industrial units with associated parking and landscaping at land at Barrow Brook Enterprise Park, Barrow. This application is a re-submission of an earlier application for a similar development submitted in February of this year. Application 3/2016/0185 was to be determined at Planning and Development Committee on 21 July 2016 and was recommended for refusal on the grounds that there was insufficient information submitted with the application having regard to biodiversity and protected species; the acceptability of surface water drainage details; and potential noise and disturbance. It was also recommended that the application be refused due to its layout, design and massing. Thus, the application was withdrawn by the application prior to the meeting. This revised scheme of development has been submitted with a view to overcome the recommended reasons for refusal. The submitted site plan denotes a ‘Phase Two’ stage of development. This does not, however, form a part of this application.

2.2 This application relates to ‘Phase One’ of a light industrial (Use Class B1 (c)) development on undeveloped land between Total Flood Service building and residential properties along Hey Road. The development would comprise two large industrial buildings with each building subdivided to create a total of nine light industrial units. The building along the western boundary of the site would be subdivided into six individual units with the largest having a floor space of 246sqm and the remaining five units each have 200sqm of floor space. The second building proposed would be along the north boundary of the site and would be subdivided into three units. Two units would have a floor space of 410sqm and one would have a floor space of 273sqm.

2.3 The building proposed along the western boundary of the site would have a footprint of 18.1m x 74.2m and the second building would measure 48.1m x 24.1m. The buildings would have shallow pitched roofs with a parapet which would make them appear as flat roofed buildings with a height of 6.4m. Both buildings would be faced with a low level red brick plinth with light and dark grey insulated panels above. Windows and doors would be grey aluminium or uPVC. Access to the site would be from the existing access from North Road which currently serves Total Foods Ltd. A new vehicular access would be created.

3. **Relevant Planning History**

3/2016/0185 - Construction of 8 light industrial units with associated parking and landscaping improvements. WITHDRAWN

3/2007/1065 - Unit No. 1 office complex - plans and elevations as a revision to the reserved matters approval 3/2002/0878 – Approved with conditions

3/2002/0878 - Application for approval of reserved matters from application 3/93/0316 and 3/99/0743, namely siting, design and external appearance – Approved with conditions

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1 - Development Strategy

Key Statement DS2 - Sustainable Development

Key Statement EN2 - Landscape

Key Statement EN3 - Sustainable Development and Climate Change

Key Statement EN4 - Biodiversity and Geodiversity

Key Statement EC1 - Business and Employment Development

Key Statement DMI1 - Planning Obligations

Key Statement DMI2 - Transport Considerations

Policy DMG1 - General Considerations

Policy DMG2 - Strategic Considerations

Policy DMG3 - Transport and Mobility

Policy DME1 - Protecting Trees and Woodlands

Policy DME2 - Landscape and Townscape Protection

Policy DME3 - Site and Species Protection and Conservation

Policy DME6 - Water Management

Policy DMB1 – Supporting Business Growth and the Local Economy

National Planning Policy Framework (NPPF)

Technical Guidance to the National Planning Policy Framework

Planning Practice Guidance (PPG)

5. **Assessment of Proposed Development**

5.1 The main considerations in determining this application are the principle of the development, the design and visual appearance of the proposals, the impact of the development on the residential amenities of neighbouring occupiers, the ecological impact of the proposals and its effect on highway safety. Each of these considerations are discussed below.

5.2 The principal planning policy considerations in this case are based around the Ribble Valley Core Strategy adopted December 2014. The Ribble Valley Core Strategy highlights the limited number of employment opportunities available in the Borough, which results in a high level of daily out commuting to access employment opportunities, and therefore this proposal would support the underlying strategic approach to align jobs with homes in key areas. Key Statement EC1 ‘Business and Employment Development’ directs employment development towards the main settlements of Clitheroe, Whalley and Longridge as preferred locations to accommodate growth together with, amongst others, land at Barrow Enterprise Site. The proposals would make an important contribution to the provision of local employment opportunities for the area, and further support the economic aims of the Council towards promoting local employment opportunities.

5.3 Key Statement DS1 of the Adopted Core Strategy for Ribble Valley establishes the Barrow Enterprise Site as a main strategic location for future employment development. Development Management Policy DMB1 ‘Supporting Business Growth and the Local Economy’ supports the principle of economic development here. This application to develop the site for light industry is considered acceptable in principle in this location subject to other material considerations and would accord with Policies EC1 and DMB1 of the Core Strategy. In terms of employment generation, the proposed development would create around 24 full-time jobs which would support the Council’s Strategic Objectives by promoting local employment opportunities. The principle of developing this site for employment generating purposes is thus acceptable subject to the other development management criteria being considered.

5.4 Design and Visual Appearance

5.4.1 The application proposes 9 light industrial (Use Class B1 (c)) units ranging in floor space from 200sqm to 410sqm. As a whole, the development would result in the creation of 2,339sqm of floor space contained within two buildings that would be subdivided to provide smaller units. The proposal would be afforded a high level of visibility but would be seen alongside the existing Total Foods building and in the context of the other industrial and commercial development that comprise Barrow Brook Enterprise Park. The Total Foods building on the adjacent site to the north measures almost 12 metres in height; the buildings proposed as part of this application would be significantly shorter at 6.4m and would be comparable in height with the two drive through restaurant units and two food units proposed by planning application 3/2016/0848 on adjacent land to the east which is a separate agenda item.

5.4.2 The proposed elevational treatment on the buildings would provide some relief by breaking the elevations horizontally and there are some regular vertical breaks which would help to visually subdivide the building. Each unit would have an internal bin storage area and the layout provides a dedicated footway adjacent the main vehicular entry point and from Hey Road that would provide safe access to the site for the pedestrian/employee on foot. Whilst the provision of cycle storage is provided, this should be within an element of enclosure to ensure its usability in differing weather conditions and to ensure that sustainable methods of transport remain an attractive and viable option for employees of the proposed development. Should consent be approved, details of appropriate cycle shelters should be provided and installed prior to first occupation of the buildings.

5.4.3 Given the scale of the proposed buildings and the overall site arrangement the scheme would provide minimal visual screening and landscaping to lessen the visual impact of the proposal. Whilst the development, to some degree will be read in context with adjacent similar uses/building typologies, this is not sufficient justification for the lack of any form of landscaping which would soften the appearance of the buildings and associated parking areas. The proposed site plan denotes low level planting to the north of the access off North Road and on the southern site boundary adjacent unit no.1. Submitted plans also indicate a 1.8m high timber boundary fence to the northern site boundary which faces the Total Foods building. Such boundary treatments would result in a hard visual feature and would be unacceptable on main road frontages of the site along North Road and Hey Road. Here dwarf walls with low hedgerows or similar would be acceptable. Should consent be granted, a detailed landscaping scheme including hard and soft landscaping and boundary treatment details should be submitted and implemented prior to occupation.

5.5 Effects upon Residential Amenity

5.5.1 Policy DMG1 of the Core Strategy states that development must not adversely affect the amenities of the surrounding area. The nearest residential properties are located on the south side of Hey Road and face the application site. Of primary concern would be the impact of the proposals on no.1 Ashburn Close which would directly face the side elevation of unit no.1. There are habitable room windows on the north elevation of this dwellinghouse facing the development site and the side elevation of unit no.1 would be located at a distance of 17m. Using the 25° BRE daylight and sunlight test, the proposed development would not result in an unacceptable loss of light or outlook from the ground floor windows of no.1 Ashburn Close. There would be first floor windows in the side elevation of unit no.1 facing no.1 Ashburn Close. However, there is no first floor proposed within the industrial units and the windows serve the sole purpose of allowing light into the building. There would therefore be no overlooking or unacceptable impact on the privacy of the occupants of no.1 Ashburn Close or any neighbouring residential dwellings.

5.5.2 The proposed development raises concerns regarding noise and disturbance that would arise from operations within the buildings and deliveries to and from the site due to their close proximity to residential properties. National Planning Policy Guidance on noise states that ‘*noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment’*. However, to fall within the B1 Class a use must be capable of being carried on without detriment to the amenity of any residential area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. It is therefore considered that noise can be controlled by suitably worded conditions including the submission of an acoustic assessment prior to the first occupation of each unit and restricted opening hours dependent on the nature of the business. Further conditions would control delivery times, external plant and lighting to ensure no adverse impact to neighbouring residents.

5.5.3 A number of objections have been received that refer to the security of the site and state that the site would be used for anti-social behaviour outside the hours of use. The Crime Officer has assessed crime risk in the area as low and recommends a number of measures to keep crime numbers low.

5.6 Highway Safety

5.6.1 The County Highways Surveyor has commented verbally on the proposals but had yet to respond formally at the time of writing. The County Surveyor raises some issues with the site layout including a shortfall in parking provision and turning space within the site. The site has a very low accessibility score indicating that future employees and visitors to the site would be highly reliant on private motor vehicles. Key Statement DMI2 states that new development should incorporate good access by foot and cycle and have convenient links to public transport. Highway comments received in relation to the previous application on this site requested a section 106 contribution of £40,000 towards the implementation of a new off road cycle route from Middle Lodge Lane to Whalley Road in support of transport policies DMI2 and DMG3 contained in the Core Strategy. Additionally there was a request to upgrade the two bus stops on Whalley Road to quality bus stops with shelters under a section 278 agreement with Lancashire County Council.

5.6.2 The National Planning Policy Framework places a duty on local planning authorities to look for solutions rather than problems, and advises that decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area. It is therefore considered reasonable to allow the applicant an opportunity to overcome any highways issues raised by the Council Surveyor.

5.7 Trees and Ecology

5.7.1 A linear group of twelve oak trees line Hey Road along the southern boundary of the site and are protected by a tree preservation order (TPO). The application would result in the removal of two of the protected trees and proposes replacement tree planting of suitable species adjacent the access point to the site; the Council’s Countryside Officer has agreed that this is an acceptable compromise. The remaining trees, including the closely spaced group of trees located on the raised bund to the west, would not be affected by the development proposals.

5.7.2 Core Strategy Key Statement EN4 and Policy DME3 seek to avoid negative impacts on biodiversity through development. Where a proposed development would adversely affect biodiversity the applicant is required to demonstrate that any negative effects can be mitigated, or as a last resort, compensated for. There should, as a principle, be a net enhancement of biodiversity. A Phase 1 Habitat Survey and Ecological Impact Appraisal have been submitted with the application and indicates there is no suitable habitat for protected or important species on the land and that the site is of limited ecological value. The assessment does note however that the site has been colonised by a relatively species-rich grassland and recommends that proposed landscaping should include a high proportion of native or wildlife friendly species of trees and shrubs. As noted above, should consent be granted, a detailed landscaping scheme including hard and soft landscaping and boundary treatment details should be submitted and implemented prior to occupation.

5.8 Flooding and Drainage

5.8.1 In relation to drainage, the Lead Local Flood Authority (LLFA) is concerned that the scale of the proposed development may present risks of flooding on/off-site should the applicant fail to safely manage surface water within the site.  The area surrounding Barrow Brook Enterprise Park is already known to have been significantly affected by flooding during the December 2015 flood events and therefore, the LLFA feels that a site specific flood risk assessment (FRA) is required in order to understand the flood risks associated with (and resulting from) the proposed development.

5.8.2 There is an absence of sufficient information relating to the site and drainage layout and the LLFA is unable to assess the principle of surface water drainage associated with the proposed development. The application form submitted by the applicant indicates that they intend to dispose of surface water via a mains sewer.  This appears to be contrary to planning practice guidance which establishes a hierarchy for surface water disposal. Should the applicant intend to dispose of surface water via a mains sewer, then they would be expected to provide robust justification or evidence as to why preferable runoff destinations, notably into the ground (infiltration) or to a surface water body, cannot be used for this development proposal.

5.8.3 In order to overcome the LLFA’s objections, the applicant is required to submit evidence of the chosen runoff designation and robust justification of this runoff destination over preferable destinations set out in the hierarchy contained in the Planning Practice Guidance (PPG). Information which demonstrates how surface water will be managed on site, satisfying the principles of Paragraph 103 of the NPPF and Paragraph 80 of Section 10 of the PPG, must also be submitted. Given the economic and social benefits that would arise from the development it is considered reasonable to allow the applicant a chance to overcome the issues raised by the LLFA.

6. **Observations/Consideration of Matters Raised/Conclusion**

6.1 In conclusion, the proposed development would result in the creation of additional employment opportunities and would support the strategic objectives of the Adopted Core Strategy. The development site is identified as a key site for employment use by Key Statement EC1 and is allocated for employment use on the draft Proposals Map that accompanies the Regulation 18 (draft) Housing and Economic Development Plan Document (HED DPD).

6.2 The application site bounds existing employment and commercial uses as well as residential properties. Whilst it would be located in close proximity to recent residential development, the proposals would not result in any unacceptable harm to the residential amenities of the occupants of nearby dwellings due to loss of light, outlook or privacy. The applicant has not provided a noise assessment at this stage as the end users of the proposed units have yet to be determined and, as defined by the Town and Country Planning (Use Classes) Order 1987, B1 uses must be capable of being carried on without detriment to the amenity of any residential area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. It is therefore considered necessary and reasonable to request a noise survey be submitted prior to the occupation of each unit to ensure that neighbouring residential or commercial properties are protected from noise.

6.3 Section 155 of the Housing and Planning Act 2016 places a new duty on local authorities to consider the potential financial benefits of development proposals when considering whether to grant planning permission. The proposal would make an important contribution to the provision of local employment opportunities for the area, and would support the economic aims of the Council towards promoting local employment opportunities.

6.4 Whilst further consideration must be given to issues of drainage and highways impact, should satisfactory details be received it is recommended that the application be approved subject to completion of a legal agreement should one be required.

**RECOMMENDATION**: That the application be DEFERRED AND DELEGATED to the Director of Community Services for approval subject to the receipt of acceptable highway and drainage details and, if required, following the satisfactory completion of a legal agreement within 3 months from the date of this Committee meeting or if the 3 month period is exceeded delegated to the Head of Planning Services in conjunction with the Chairperson and Vice Chairperson of Planning and Development Committee and 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 Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Location Plan

4664-P02 rev.K – Proposed Floor Plan

4664-P03 rev.C – Proposed Site Plan

4664-P04 rev.C – Proposed Elevations

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

3 Notwithstanding the details shown on the approved plans, prior to the commencement of any development revised drawings of the south east elevation of unit 9 and the south west elevation of unit 1 shall have been submitted to and approved in writing by the Local Planning Authority. The elevational drawings should incorporate vertical subdivisions of the horizontal panelling to match the courtyard elevations and the development shall be implemented in accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the detailed design of the proposal is appropriate to the locality in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

*Materials*

4 Notwithstanding any description of materials in the application no above ground works shall take place until samples or full details of all materials to be used on the external surfaces of the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

REASON: In order to ensure that the Local planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

*Amenity*

5 Prior to the first use or occupation of each unit of the development as hereby permitted, a competent person shall have ensured that the rating level of noise emitted from the site shall not have an impact on noise-sensitive premises. The assessment shall have been made in accordance with the current version of British Standard 4142 and the Planning Practice Guidance and confirmation of the findings of the assessment shall have been submitted to, and agreed in writing by, the Local Planning Authority and shall be adhered to thereafter.

If the assessment indicates that noise from the development is likely to affect neighbouring residential or commercial properties then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the unit.

The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

6 Prior to the first occupation of any of the units hereby permitted, precise details of the nature of the business of the occupier and the proposed hours of use shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of the amenities of nearby residents and to comply with Policy DMG1 of the Ribble Valley Core Strategy.

7 The use of the units hereby permitted shall be used for uses falling within Use Class B1 of the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision, including permitted changes, equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

REASON: In accordance with Policies DMG1 of the Ribble Valley Core Strategy as other uses may have an unacceptable impact on neighbour amenity and/or the character and appearance of the area.

8 No externally sited fixed plant, machinery or equipment (including ventilation and extraction equipment); or internally sited fixed plant, machinery and equipment (including ventilation and extraction equipment) which communicates directly to the exterior of a building used in connection with the development shall be fitted without first obtaining planning permission from the Local Planning Authority.

REASON: In the interests of the amenity of the occupiers of neighbouring properties due to noise from such equipment, in accordance with Policy DMG1 of the of the Ribble Valley Core Strategy.

9 The permitted use shall not take place other than within those buildings identified for the permitted use on the approved plans.

REASON: To ensure a satisfactory appearance of the site in the interests of local visual amenity and in the interests of the amenities of nearby residents to comply with Policy DMG1 of the Ribble Valley Core Strategy.

10 No goods, plant or materials shall be deposited or stored on the site other than in the buildings shown on the approved plans.

REASON: To ensure a satisfactory appearance of the site in the interests of local visual amenity and in the interests of the amenities of nearby residents to comply with Policy DMG1 of the Ribble Valley Core Strategy.

11 No external lighting shall be installed on site unless details of such lighting, including the intensity of illumination and predicted lighting contours, have been first submitted to, and approved in writing by, the Local Planning Authority prior to first occupation/use of the site.

The external lighting shall be installed precisely in accordance with the approved details and thereby retained as such unless otherwise agreed in writing with the Local Planning Authority.

REASON: In order to minimise the possibility of inconvenience to nearby residents in compliance with Policies DMG1 and DME3 of the Ribble Valley Core Strategy Adopted Version.

12 There shall be no deliveries or collections to/from the new units hereby approved between the hours of 1900 and 0700 hours, and none at all on Sundays and Bank Holidays.

REASON: In order to protect the residential amenities of the occupiers of the adjacent properties and to comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

13 There shall be no movements of HGV’s or forklift trucks, used in connection with the new units hereby approved, within the open areas of the site other than between 07:00-19:00 Monday to Friday, between 08:00-13:00 Saturday and not at all on Sunday and bank Holidays.

REASON: In order to prevent nuisance arising in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

*Ecology*

14 The development shall be carried out in STRICT accordance with the recommendations outlined in Section 5 of the submitted Extended Phase 1 Habitat Survey & Baseline Ecological Impact Assessment dated July 2016.

REASON: To minimise the impact on ecology in accordance with Policies DMG1 and DME3 of the Core Strategy.

*Landscaping*

15 Prior to commencement of any site works including delivery of building materials and excavations for foundations or services all trees to be retained, as identified in the Arboricultural Impact Assessment dated October 2016, shall be protected in accordance with the BS5837:2012 [Trees in Relation to Demolition, Design & Construction].

The protection zone must cover the entire branch spread of the trees, [the area of the root soil environment from the trunk to the edge of the branch spread] 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/exclusion zone. In addition no impermeable surfacing shall be constructed within the protection zone.

REASON: In order to ensure that any trees affected by development and considered to be of visual, historic or botanical value are afforded maximum physical protection from the potential adverse effects of development.

16 Notwithstanding the submitted details, no development, including any site preparation, demolition, scrub/hedgerow clearance or tree works/removal shall commence or be undertaken on site until a scheme for the hard and soft landscaping of the site shall be submitted to and approved in writing by the local planning authority. The scheme shall incorporate the recommendations of the Habitat Survey & Ecological Impact Assessment and 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 soft landscaping scheme shall be implemented in the first planting season following occupation or use of the development unless otherwise required by the reports above, whether in whole or part and shall be maintained thereafter for a period of not less than 10 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.

The hard landscaping shall be implemented in accordance with the approved details prior to the first occupation of the development and retained thereafter at all times.

REASON: In the interests of the amenity of the area and to comply with Policy DMG1 of the Ribble Valley Core Strategy.

*Drainage*

To be determined following the receipt of acceptable drainage details.

*Highways*

To be determined following the receipt of representations from the County Surveyor and acceptable highway details.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx\_details.php?appNumber=3%2F2016%2F1033

PLANNING APPLICATION STATISTIC REPORT

INFORMATION

APPLICATIONS DETERMINED – 30 October – 2 November 2016

(This list does not include prior determinations, split decisions, observations to other Local Planning Authorities and other less frequent application types).

INVALIDITY REPORT – 1 December 2016

INVALIDITY REASONS – 1 DECEMBER 2016

In relation to submitted applications, between 30-40% of new applications are invalid when submitted. The above pie chart gives a breakdown of the main reasons for applications currently invalid.

Although some applications are quickly made valid (between 2-3 days) in many cases agents/applicants take a considerable time in responding or providing the additional details. In some cases this may be due to the need to commission additional work such as arboricultural reports or bat surveys. It is the intention for future reports to include a breakdown of the length of time in relation to invalid applications.

SECTION 106 APPLICATIONS

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Plan No** | **Location** | **Date to Committee** | **Time from First Going to Committee to Decision** | **Number of**  **Dwellings** | **Progress** |
| 3/2016/0328 | 15 Parker Avenue  Clitheroe | 15/9/16 | 9 weeks | 18 | Decision 16/11/16 |

APPLICATIONS WITHDRAWN

| **Plan No** | **Proposal** | **Location** |
| --- | --- | --- |
| 3/2016/0649 | Discharge of conditions 4 (design & detail), 6 (deliveries), 9,10,11,12 and 13 (highways), 16 (contaminated land), 18 and 18 (drainage) and 23 (floor surfaces and street furniture) and part discharge of conditions 3 (air conditioning and ventilation), 21 (external lighting) of planning permission 3/2015/0943 | Holmes Mill  Greenacre Street  Clitheroe |
| 3/2016/0650 | Discharge of conditions 4 (section details), 5 (air conditioning and ventilation), 6 (materials) and 7 (engine restoration programme) of listed building consent 3/2015/0944 | Holmes Mill  Greenacre Street  Clitheroe |
| 3/2016/0828 | Two storey extension over existing garage | 16 Knowsley Road West  Wilpshire |
| 3/2016/0879 | Certificate of Lawfulness of proposed use for use of existing garage and stables as additional living accommodation at Pinfold Farm | 2 Pinfold Barn  Preston Road  Ribchester |
| 3/2016/0912 | Change of use to children home for up to 4 children with 2 staff | Holme Farm Cottage  Burtholm Lane  Chipping |
| 3/2016/0917 | Installation 12.5mm slim line monopole supporting 4 antennas in a shroud at top of column, 2 equipment cabinets at ground level 1m cabinet and ancillary development thereto including A1. 2m high timber post and rail stock proof fence | Land at Dry Corner Farm  Padiham Road  Sabden |
| 3/2016/0972 | Removal of Sycamore tree | Blackburn Diocese  Clayton House,  Walker Office Park, Blackburn |
| 3/2016/1006 | Demolition of existing garage and conservatory and erection of new single storey extension to rear 4.725m, long, 3.625m (max) high, 2.260m to eaves | 21 Pimlico Road  Clitheroe |

APPEALS UPDATE

| **Application No and reason for appeal** | **Date Received/**  **Appeal Start Date** | **Site Address** | **Type of Appeal Procedure** | **Date of Inquiry/**  **Hearing if applicable** | **Progress** |
| --- | --- | --- | --- | --- | --- |
| 3/2014/0697 R | 29/06/15 | Land at Clitheroe Road  West Bradford | WR |  | Costs awarded to RVBC 30/11/2016 |
| 3/2015/0605 R | 03/05/16 | Little Snodworth Farm, Snodworth Road, Langho | WR |  | Awaiting Decision |
| 3/2016/0241 R | 15/06/16 | Field Barn, Old Langho Road  Langho | WR |  | Part allowed (stable) Part dismissed (garage/annex) 04/11/16 |
| 3/2016/0387  R | 24/08/16 | 3 Accrington Road Whalley | WR |  | Awaiting Decision |
| 3/2016/0260 U | 09/09/16 | The Hay Moo Mellor Brow Mellor | WR |  | Appeal Allowed 08/11/16 |
| 3/2015/0393 R | 10/08/16 | Land west of Preston Road Longridge (Grimbaldeston Farm) | Inquiry | 03/05/17 to 05/05/17  (3 days) | Bespoke timetable |
| 3/2016/0195 R | 24/08/16 | The Pippins 248 Preston Road Longridge | WR |  | Appeal Dismissed 21/11/16 |
| 3/2016/0250 R | 09/09/16 | Elms House 127 Whalley Road Clitheroe | WR |  | Appeal Dismissed 07/11/16 |
| 3/2016/0516 R | 12/10/16 | Seven Acre Bungalow Forty Acre Lane Longridge | WR |  | Statement due 16/11/16 |
| 3/2016/0333 R | 31/10/16 | Blue Trees Copster Green | HH |  | Awaiting Decision |
| 3/2016/0459 R | 16/11/16 | 10 Pendle Drive Whalley | HH |  | Awaiting Decision |
| 3/2016/0750 R | 17/11/16 | 24 Higher Road Longridge | WR |  | Statement due 22/12/16 |
| 3/2016/0279 R | Awaiting start date from PINS | Dove Syke Eaves Hall Lane  West Bradford | LB |  |  |
| 3/2015/0776  R (enf) | Awaiting start date from PINS | Land off Lambing Clough Lane Hurst Green | WR |  |  |
| 3/2015/0780 R (enf) | Awaiting start date from PINS | Timothy House Farm Whalley Road Hurst Green | WR |  |  |
| 3/2016/0701 R | 11/11/16 | 77 Inglewhite Road Longridge | HH |  | Awaiting Decision |
| 3/2016/0369R | Awaiting start date from PINS | Greengore Farm Hill Lane Hurst Green | WR (to be confirmed) |  |  |
| 3/2016/0370 R | Awaiting start date from PINS | Greengore Farm Hill Lane Hurst Green | LB (to be confirmed) |  |  |
| 3/2016/0346 R | Awaiting start date from PINS | 30 Barker Lane  Mellor | WR (to be confirmed) |  |  |