

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

Agenda Item No

meeting date: THURSDAY, 12 JANUARY 2017
 title: PLANNING APPLICATIONS
 submitted by: DIRECTOR OF COMMUNITY SERVICES

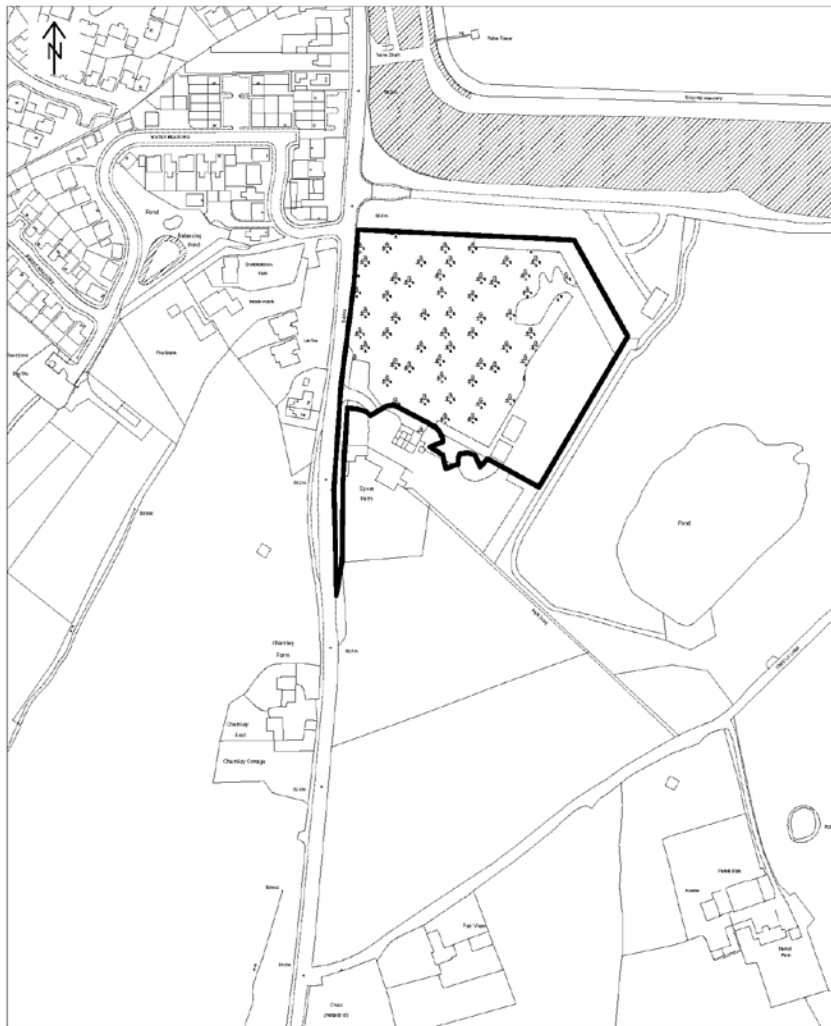
PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990:

APPLICATION REF: 3/2016/0580/P

GRID REF: SD 360283 436019

DEVELOPMENT DESCRIPTION:

PROPOSED RESIDENTIAL DEVELOPMENT TO PROVIDE 34 NO. NEW DWELLINGS AND ASSOCIATED WORKS AT SPOUT FARM, PRESTON ROAD, LONGRIDGE, PR3 3BE



3/2016/0580 Spout Farm, Preston Road, Longridge, PR3 3BE.

Scale 1:2500 © Crown Copyright Reserved. For reference purposes only. No further copies may be made. Ribbles Valley Borough Council. Licence No.100018641 20 December 2016

CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

Longridge Town Council have no objection to the proposal.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

The Highways Development Control section have no objection to the proposal subject to the imposition of conditions relating to sustainable travel options, construction methodology and the timings of off-site highways improvement works.

ENVIRONMENT DIRECTORATE (PUBLIC RIGHTS OF WAY):

No observations received.

ENVIRONMENT AGENCY:

No objection to the proposal subject to the imposition of conditions relating to potential site contamination resultant from the current and previous use of the land.

LANCASHIRE LOCAL LEAD FLOOD AUTHORITY:

LLFA originally raised an objection to the proposal regarding a lack of information regarding the assumed existing culvert that traverses the site and concerns regarding porous paving having been included in the hydrological calculations for the site. These matters have been clarified and agreed verbally however at the time of writing this report no formal response has been received from the LLFA in respect of any suggested conditions that may be required to be imposed.

UNITED UTILITIES:

No representations received in respect of the application.

ADDITIONAL REPRESENTATIONS:

Letters of representation have been received from five individual households/addresses objecting to the application on the following grounds:

- Inadequate pedestrian access with no footway being provided to access the site.
- Impact upon Highways safety
- Drainage issues
- No pedestrian crossings in place to allow residents to cross Preston Road
- Vehicles entering/exiting the site are likely to exacerbate existing traffic conditions on Preston Road

1. Site Description and Surrounding Area

- 1.1 The proposal site is located on land previously associated with Spout Farm Nursery which has been used more recently as both an area for the storage of plant machinery in association with a tree-clearing business and for the growing of Christmas trees for sale within the adjacent nursery.

1.2 The site currently fronts Preston Road, being well sheltered by substantial existing boundary tree and hedgerow planting. The site is bounded to the north and east by the Alston Wetland Nature Reserve which is also an identified Biological Heritage Site. The site is located outside the currently defined settlement boundary of Longridge being located within the defined open countryside.

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

2.1 Consent is sought for the erection of 34 dwellings including associated landscaping, public realm works and formation of a two vehicular and pedestrian access points off the existing access road Serving Spout Farm Nursery.

2.2 The housing mix proposed is as follows:

- 8 x 5 Bedroom dwellings
- 15 x 3 Bedroom dwellings
- 6 x 4 Bedroom dwellings
- 5 x 2 Bedroom bungalows

2.3 It is proposed that all of the dwellings will be two storeys in height save that of the bungalows, a number of the dwellings benefit from single storey additions in the form of attached side garages which aids in providing vassal variations of scale within the development, the properties will be a mix of detached, semi-detached and terraced.

2.4 The proposed dwellings adopt a semi-traditional appearance being faced in a mixture of natural stone and render with stone quoin window surround, jamb and sill detailing.

2.5 It is proposed that 30% of the proposed dwellings will be for affordable housing provision equating to ten units in total. Detailed matters in respect of the proposed tenure are the subject to on-going negotiations and will be secured through S.106 agreement to ensure the proposal accords with Key Statement H3 of the adopted Core Strategy.

2.6 The proposed layout takes the overall form of a crescent, being served by a single spine road that has two points of access/egress onto the Spout Farm Nursery access road. An informal courtyard is proposed to the north western extents of the site which adopts a shared surface arrangement including a feature play area that is integrated into the overall public realm.

2.7 It is additionally proposed that a bus stop will be formed towards the north western extents of the site (Preston Bound) fronting Preston Road, access will be provided via a dedicated footway that will serve residents of the proposed housing.

3. **Relevant Planning History**

3/2013/0782:

Outline application for the erection of 32 dwellings including affordable housing and alterations to existing access following site clearance. (Approved)

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 DME3 – Site and Species Protection and Conservation
Policy DME6 – Water Management
Policy DMB5 – Footpaths and Bridleways

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 currently benefits from an extant outline consent for the erection the erection of 32 dwellings (Application Ref: 3/2013/0782), with the current application seeking only to increase the quantum of previously approved dwellings by 2 units. As of the latest monitoring position the outstanding residual housing need for Longridge was 25 units.

5.1.2 Taking into account the existing residual need of Longridge and taking into account that the site currently benefits from a extant consent for housing it is not considered that the application results in any direct significant direct conflicts with the Development Strategy for the Borough as embodied within key Statement DS1 and Policy DMG2 of the Ribble Valley Core Strategy.

5.2 **Impact upon Residential Amenity:**

5.2.1 The proposed dwellings are largely remote in their proximity to existing dwellings save that of a number of dwellings located on the opposing side of Preston Road to the west and the Spout Farm Dwelling to the south.

5.2.2 Taking into account the proposed layout of the development, the location of primary habitable room windows and proposed separation distances it is not considered that the proposal would be of detriment to existing or future neighbouring residential amenity.

5.3 **Visual Amenity/External Appearance:**

5.3.1 The proposed dwellings will be of a semi traditional appearance employing a varied materials palette of render and natural stonework. It is proposed that the dwellings will be roofed in natural slate. Taking account of the external appearance and scale of the proposed dwellings it is not considered that the proposal would be of detriment to the character or visual amenities of the area.

5.4 Highway Safety and Accessibility:

5.4.1 The Highways development Control Officer has made a number of suggestions regarding the internal road configuration to ensure future adoptability. These have been addressed through the submission of amended plans.

5.4.2 LCC Highways have also made a request for sustainable travel measures to be incorporated into the proposed development. Following negotiations the applicant has submitted a technical note which confirms that the Applicant is willing to provide the following sustainable travel measures as part of the proposed development:

- To provide a new (Preston bound) bus stop with raised kerbs and shelter in accordance with LCC standards;
- To provide external sockets on at least 10% of properties for the charging of electric/hybrid vehicles;
- To provide as part of a resident welcome pack for each new property , a voucher for £100 for use at a local bike shop against the purchase of a bicycle;
- To provide as part of a resident welcome pack for each new property , a Stagecoach family travel pass valid for a period of 1 month to help to encourage the use of public transport from day 1 of occupation.

5.5 Landscape/Ecology:

5.5.1 The applicant has submitted a Phase 1 Habitat Survey and Baseline Ecological Impact Assessment in support of the application. The survey concludes that there is little semi-natural habitat of significant importance within the site boundaries and there are no important habitats or vegetation communities occurring on site or within the site boundaries that will be adversely affected by proposals.

5.5.2 Additionally there are no specifically protected or otherwise important species such as roosting bats or great crested newts occurring on site although it has been recognised that there is a Biological heritage Site, designated partly in respect of importance for birds and partly in respect of its botanical interest which bounds the site immediately to the north and east.

5.5.3 The submitted report concludes that with adequate mitigation, there will be no negative impact resulting from the proposals to develop the site. The applicant has not submitted any detailed landscaping plans and it is therefore considered appropriate that such details will be required to be submitted by the imposition of planning condition.

5.6 Infrastructure, Services and Developer Contributions:

5.6.1 LCC Educational Contributions originally requested a contribution for 8 primary places (for 34 dwellings) @ £13,474.53 per place. This is equivalent to 0.235 places per dwelling. However members will note that no contribution was sought in respect of the current outline consent that remains extant the site.

5.6.2 Talking this into account the Local Planning Authority has agreed only to seek an educational contribution based on the net increase in units resultant from the

current proposal which equates to an increase of 2 dwellings, when compared to the outline scheme, this would equate to a payment of £6,333.03.

5.7 Other Matters:

5.7.1 A number of representations received have raised the issue of highway safety and the lack of a footway serving the development. Members will be aware that the site currently benefits from an extant outline consent (Ref: 3/2013/0782) and that the Highways development Control Section has raised no objection to the proposal.

6. Observations/Consideration of Matters Raised/Conclusion

6.1 Given the separation distances between existing and proposed dwellings and taking account of the orientation of primary habitable room windows it is not considered that the proposal would result in any detrimental impact upon existing/future residential amenities by virtue of direct over-looking.

6.2 Taking account of the external appearance, scale, layout and orientation of the proposed development it is not considered that the proposal would be of detriment to the visual amenities and character of the area or of detriment to the character and appearance of the currently defined open countryside.

6.3 It is further considered that the site layout and spatial arrangements resultant from the proposed development are sufficient to ensure that the proposal would not be of detriment to existing/future residential amenities by virtue of a loss of light, over bearing or over dominant impact

6.4 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 DEFERRED and DELEGATED to the Director of Community Services for approval following the satisfactory completion of a Legal Agreement within 3 months from the date of this decision and to allow for further work regarding the detailed wording of conditions within 3 months, 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 layout – Job 2856 Drawing: 014 Rev: D
- House Type 1 – Job: 2856 Drawing: 001
- House Type 2 – Job: 2856 Drawing: 002
- House Type 2 – Job: 2856 Drawing: 003
- House Type 3 – Job: 2856 Drawing: 004
- House Type 4 – Job: 2856 Drawing: 005

- Streetscape of Terrace Block - Job: 2856 Drawing: 006
- Streetscape of Terrace Block - Job: 2856 Drawing: 007
- Streetscape of Terrace Block - Job: 2856 Drawing: 008
- Streetscape of Terrace Block - Job: 2856 Drawing: 009

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

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

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

4. Notwithstanding the submitted details, elevational details at a scale of not less than 1:20 and details of the precise location of all proposed refuse storage provision shall have been submitted to and approved by the Local Planning Authority prior to their installation.

The development shall be carried out in strict accordance with the approved details and the approved details which shall be made available for use prior to first occupation of the dwellings(s) hereby approved and shall be retained for use at all times thereafter.

REASON: In order that the Local Planning Authority may ensure that the development provides adequate provision for the storage of domestic waste and encourages the use of sustainable means of transport in accordance with Policy DMG1 of the Ribble Valley Core Strategy.h

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 details of the alignment, height and appearance of all boundary treatments, fencing, walling, retaining wall structures and gates to be erected within the development shall have been submitted to and approved by the Local Planning Authority.

For the avoidance of doubt the submitted details shall include the precise nature and location for the provision of measures to maintain and enhance wildlife movement within and around the site by virtue of the inclusion of suitable sized gaps/corridors at ground level. The development shall be carried out in strict accordance with the approved details.

REASON: To comply with Key Statement EN4 and Policies DMG1 and DME3 of the Ribble Valley Core Strategy, to ensure a satisfactory standard of appearance in the interests of the visual amenities of the area and to minimise the potential impacts of the development through the inclusion of measures to retain and enhance habitat connectivity for species of importance or conservation concern.

6. 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 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.

7. The garage(s) hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household(s) and shall not be used for any use that would preclude the ability for their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

REASON: To ensure to ensure that adequate parking provision is retained on site that limits the visual impact of the parked motor-vehicle upon the street scene/area in accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) there shall not at any time in connection with the development hereby permitted, be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Preston Road to points measured 120m in each direction along the nearer edge of the carriageway of Preston Road, from the centre line of the access.

REASON: To ensure adequate visibility at the street junction or site access. In accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

9. None of the dwellings hereby approved shall be occupied until construction of the site access and the off-site works of highway improvement have been implemented in accordance with a scheme and programme which shall first have been submitted to and approved in writing by the Local Planning Authority.

REASON: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable and have been implemented in accordance with an agreed programme. In accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

10. None of the dwellings hereby approved shall be occupied until full details of the proposed sustainable transport measures have been submitted to and approved in writing. Such measures shall include the following:
- A new (Preston bound) bus stop with raised kerbs and shelter in accordance with LCC standards;
 - External sockets to at least 10% of properties for the charging of electric/hybrid vehicles;
 - Resident welcome pack for each new property, including a £100 voucher for use at a local bike shop against the purchase of a bicycle and a family bus travel pass valid for a period of 1 month to help to encourage the use of public transport.

REASON: In order to secure sustainable transport measures as part of the development in accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

11. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. For the avoidance of doubt the submitted statement shall provide details of:
- A. The location of parking of vehicles of site operatives and visitors
 - B. The location for the loading and unloading of plant and materials
 - C. The location of storage of plant and materials used in constructing the development
 - D. The locations of security hoarding
 - E. The location and nature of wheel washing facilities to prevent mud and stones/debris being carried onto the Highway (For the avoidance of doubt such facilities shall remain in place for the duration of the construction phase of the development) and the timings/frequencies of mechanical sweeping of the adjacent roads/highway
 - F. 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)
 - G. The highway routes of plant and material deliveries to and from the site.
 - H. Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.
 - I. Days and hours of operation for all construction works.

The approved statement shall be adhered to throughout the construction period of the development.

REASON: In the interests of protecting residential amenity from noise and disturbance and to ensure the safe operation of the Highway in accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

12. Unless otherwise agreed in writing, the new estate road/access between the site and Preston Road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any other development occurs at the site.

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

13. Prior to the construction of any surface water drainage arrangements, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed, maintained and managed in accordance with the approved details and in particular no dwelling shall be occupied until the approved scheme is operational.

REASON: In the interests of ensuring a satisfactory means of drainage for the site in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

14. Unless otherwise agreed in writing, only porous material shall be used in the construction or replacement of any hard surfacing within the curtilage of the dwellings.

REASON: In the interests of ensuring a satisfactory means of drainage for the site in accordance with Policy DME6 of the Ribble Valley Core Strategy.

15. Prior to the construction of any foul water drainage arrangements, full details of the foul drainage scheme, together with details of its future management, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed maintained and managed in accordance with the approved details and in particular no building shall be occupied until the approved foul drainage scheme has been completed to serve that building, in accordance with the approved details.

REASON: In the interests of ensuring a satisfactory means of drainage for the site in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

16. Construction of the dwellings hereby approved shall not commence until a scheme that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved, in writing, by the local planning authority:

- i) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
- ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- iii) The results of the site investigation and detailed risk assessment referred to in (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

Prior to occupation of any of the dwellings hereby approved, a verification plan, demonstrating that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, shall be submitted and approved in writing by the local planning authority.

REASON: To prevent pollution of ground and surface waters both on and off site and to ensure the site is suitable for its end use in accordance with Policies DMG1 and DME6 of the Ribble Valley Core Strategy.

17. 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 programme of mitigation measures and timings, as identified in the 'Extended Phase 1 Habitat Survey and Baseline Ecological Impact Assessment' (Cameron Crook and Associates – June 2016) has been submitted to and approved in writing by the local planning authority.

The agreed mitigation, actions, methods & timings included in the programme of mitigation shall be fully implemented and adhered to during the construction phase of the development and where applicable remain in place for the lifetime of the development.

REASON: In order that the Local Planning Authority may ensure that the development of the site will not undermine the ecological value of the site and its surroundings. In accordance with Policies DMG1 and DME3 of the Ribble Valley Core Strategy.

BACKGROUND PAPERS

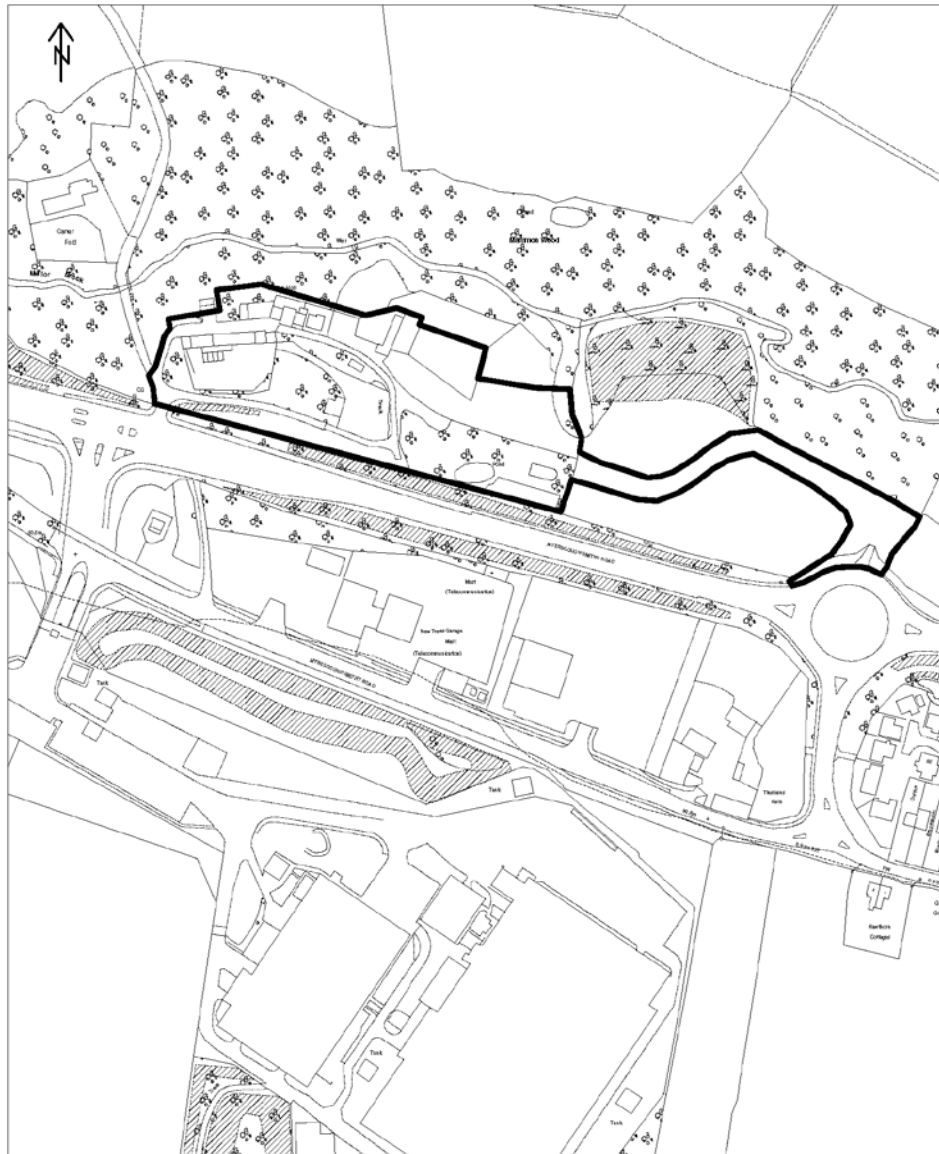
https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2016%2F0580

APPLICATION REF: 3/2016/0963/P (LBC)

GRID REF: SD 363607 431509

DEVELOPMENT DESCRIPTION:

LISTED BUILDING CONSENT FOR THE CONVERSION OF LISTED BUILDING TO HERITAGE CENTRE AND DEVELOPMENT OF NEW OFFICE BUILDING CRAFT BREWERY, GARAGE AND STABLING WITH ASSOCIATED CAR PARK AND OPERATIONAL DEVELOPMENT AT SYKES HOLT, MYERSCOUGH ROAD, MELLOR BROOK BB2 7LB



3/2016/0963 Sykes Holt, Myerscough Smithy Road, Mellor Brook, BB2 7LB

Scale 1:2500

© Crown Copyright Reserved. For reference purposes only. No further copies may be made.
Ribble Valley Borough Council. Licence No.100018641 20 December 2016

CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

No material objections.

ENVIRONMENT DIRECTORATE:

The proposal is for the relocation of an established brewery onto a vacant site adjacent to the A59 at Mellor Brook. Vehicular access to the development will be achieved by the construction of an additional link on the A59 Mellor Brook Bypass / Myerscough Smithy Lane roundabout. On the basis of the development proposed there are no highway capacity or safety issues arising from the proposal and all the local junctions are expected to work within capacity however for clarity I should point out that the original Transport Assessment envisaged that the generated traffic would result in additional demand on the Branch Road junctions. However following discussions with the applicants consultant, they were informed that traffic will be likely to transfer to the new Samlesbury EZ (Employment Zone) link road and use of Branch Road as a link between the A59 and the A677 Preston New Road would be discouraged by the installation of a range of traffic calming features. The Transport Assessment indicated that based on a survey of the existing staff survey of the current staff based in Blackburn 18 staff vehicle trips had the potential to be added to the Branch Road traffic.

In respect of the site layout I would make the following comments which I expect would be addressed in further discussions with the applicant should the proposals be approved.

- 1 To improve the sustainability options the proximal bus stops on the A59 should be upgraded to quality bus standard (raised kerbs and shelters)
- 2 Cycle Parking Facilities- the cycle parking facilities shown should be covered and secure and be readily accessible. One of the cycle parking areas appears to be obstructed by the on-site fire engine.
- 3 The highway signage in the vicinity of the site will need to be amended to take account of the creation of the 4th arm on the roundabout. The use of the legend "Brewery" would be permitted. Additional signage to highlight the preferred cycle route between Mellor Brook and the site will also be required, the preferred route being the cul-de-sac section of Myerscough Smithy Road which would utilise the cycle / pedestrian crossing at the new EZ traffic signals.
- 4 It is not clear from the plan whether or not the vehicular access will be gated . Discussions with the consultant suggested that the site would remain ungated, however this would need further clarification. If a gate is proposed , or erected in the future there would need to be a turning head provided turning facilities for vehicles unable to enter the main site.
- 5 To encourage sustainability for the staff / visitors and reduce carbon emissions I would require a minimum of 5% of the car parking spaces to incorporate an electric charging facility.
- 6 No motorcycle parking facilities are indicated on the submitted plan. They should be provided at a ratio of 1:25 of the total parking provision and secure, preferably covered.

- 7 The visibility splays at the site entrance are not shown. These should be provided so that a Planning condition relating to the provision and maintenance can be appropriately worded and attached to any permission that may be granted
- 8 The application indicates that there will be a visitor element attending the on a "prior appointment" basis. I am assuming that on occasion these will be by coach and I would therefore need to see its manoeuvring and parking provision.
- 9 Due to safety concerns it is not expected that dray horses will be leaving the site under hoof and I will be requesting an appropriate planning condition.

Subject to the above issues being resolved satisfactorily, and that subject to imposition of conditions that permission may be granted.

ENVIRONMENT DIRECTORATE (LEAD LOCAL FLOOD AUTHORITY):

No observations received at time of preparing this report.

ENVIRONMENT AGENCY:

No objections in principle and recommend appropriate conditions to ensure that survey details and reports are undertaken prior to commencement in relation to risk assessments to ensure that the development does not pose a risk to controlled waters.

UNITED UTILITIES:

No observations received at the time of preparing this report.

HISTORIC ENGLAND:

Recommend that the application be determined in accordance with national and local policy guidance on the basis of your expert conservation advice.

WOODLAND TRUST:

Object to the development on the basis of damage to Mammon Wood which is a designated an Ancient Semi Natural Woodland Site. It recognises that there is no direct access to the woodland but remains concern that the proximity of the development to the woodland would be harmful.

They recommend a buffer of at least 20 m wide to ensure no damage is done during construction work and until this is done the scheme should be refused. They recommend the buffer which should be made up of at least 50% native tree cover and planted before construction commences.

WILDLIFE TRUST:

Object to the development on similar grounds to that of the Woodland Trust.

LANCASHIRE ARCHAEOLOGICAL ADVICE SERVICE (LAAS):

Consider that the existing heritage statements provide an appropriate assessment of the standing buildings on the site. However, it does not seem to fully consider the potential for

buried remains on the site, particularly those relating to the 16th century Sykes Holt. It seems unlikely that important pre-medieval remains will have survived on this site. Roman or early medieval dates are noted in the immediate vicinity of the development. The area to the east of Present Farm would appear to have the highest potential for such remains to survive. To conclude it is suggested that a scheme of photographic recordings to supplement the plans and statement would be appropriate. This should include the walled garden remains and the stables, the surviving elements of the design, landscape and possible swimming pool as well as the listed building itself. It is recommended that a condition should be imposed to prevent development taking place until the applicant or the agent have secured the implementation of a programme of archaeological recordings and analysis.

ADDITIONAL REPRESENTATIONS:

Two letters of representation has been received which makes the following comments:

- The buildings will overshadow and have an impact on Mammon Wood.
- Light pollution caused as a result of the development.
- Noise issues as a result of the proposal.
- The new entrance is nearer to residential properties at Mellor Brook and would cause harm to residential amenities due to both operational stage and during the construction stage of the development.
- Consider the need for a planning condition in relation to a construction plan methodology.
- Concern that the odour report is substandard.

1. Site Description and Surrounding Area

- 1.1 The site is bounded by the A59 to the south with Mellor Brook and Mammon Wood to the north. It is currently accessed from a single junction at the traffic lights which also serves the adjacent property Carter Fold. Part of the site extends to the roundabout that is adjacent to the settlement of Mellor Brook. Within the site are the remnants of Sykes Holt Farm made up of the stone faced listed cottage building and its extensions together with a brick stable block. There are also some simple farm/store structures. The site landscape splits into two distinct areas with the east area being an open meadow with tree coverage limited to the northern boundary with the Brook. The western area, where the farm buildings are situated is generally overgrown with much self-seeded tree coverage and more mature trees abutting the Brook and the boundary with Carter Fold.

2. Proposed Development for which consent is sought

- 2.1 The proposal is for a redevelopment of Thwaites facilities currently in Blackburn town centre with the creation of offices, heritage centre, craft brewery and stabling, car parking and other ancillary facilities. The schedule of accommodation required is as follows:
- office building for circa 100 employees - approx. 1400m²
 - brewery building - approx. 650m²
 - stable block for 4 horses, vintage delivery vehicles and small staff gymnasium approx. 465 m²sqft

It would also include a new access point and driveway served off the existing roundabout and 100 car parking spaces located throughout the site.

- 2.2 In relation to landscaping, existing trees are retained where possible with new trees planted along the driveway and adjacent to the proposed car parks.
- 2.3 The new build office complex is adjacent to the Listed building which is to be retained. It is a predominantly two storey building that would measure approximately 60m by 12m with a height to eaves of 7.2m and ridge height 10m. There is a single storey training facility of 9.7m by 9.7m which has ridge height of 7.8m. This building is linked to the retained listed building by a frameless glass linked corridor.
- 2.4 The building itself is a linear structure and simple in form but introduces a wide range of materials and window design to break up the mass. Glazed openings are predominantly large simple openings with black frames. The materials include slate roofing, vertical zinc cladding and timber boarding as well as natural stone on the lower part of the building. There is a pedestrian bridge that connects the office with the adjacent parking area.
- 2.5 The brewery building which is located opposite the listed building and due to land form the proposed floor level would be approximately 4 m above that of the offices and existing listed building which would result in the ridge height at a similar level to that of the office building. However it would be separated by a grassed area and a cobbled courtyard and approximately 15-18m away from the buildings. The brewery building measures approximately 24m x 17m and has a height to ridge of 8m and is a double pitched building with the east elevation predominantly glazed or of a translucent cladding. The majority of the building is to have vertical cladding but with the entrance being glazed and vertical timber boarding. The lower part of the building is to have stone or render. The roof is to have zinc cladding
- 2.6 The new stable and garaging building replaces an existing structure and measures approximately 27m x 17m and maximum height of 7m and has a small clock tower on the roof. It has central double cart doors on the gable to allow access to the building. There are 4 stabling areas and 4 spaces for vehicles. On part of the first floor is a staff gym. The roof is to be blue slate with ridge lantern lights on part of the roof. The walling is timber boarding and stone at lower level.
- 2.7 The proposal results in the demolition of the existing stable block as well as modern additions to the listed building and the intention is to retain the original 4 room footprint of the listed building. The building is to be internally refurbished with minor changes to the internal works including the removal of modern internal partition walls at ground and first floor. The scheme also includes a single storey rear extension of 4m by 3 m with a lean to slate roof. The building is to be used as a reception with a small bar area, kitchen and tack room at ground floor and for archives storage purposes at first floor.

3. **Relevant History**

2016/ENQ/00073 - Pre application advice request for Mixed use, office, heritage centre and brewery.- Advised supportive in principle.

3/2016/0524 - Screening opinion for mixed use infrastructure project EIA not required.

4. **Relevant Policies**

Ribble Valley Core Strategy (Adopted Version)

Key Statement DS1 – Development Strategy

Key Statement DS2 – Presumption in Favour of Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement EN5 – Heritage Assets

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 and Mobility

Policy DME2 – Landscape and Townscape Protection

Policy DME3 – Site and Species Protection and Conservation

Policy DME4 – Protecting Heritage Assets

Policy DME5 – Renewable Energy

Policy DMB1 – Supporting Business Growth and the Local Economy

Policy DMB3 – Recreation and Tourism

Historic Environment Planning Practice Guidance (HEPPG)

National Planning Policy Framework

Technical Guidance to National Planning Policy Framework

National Planning Practice Guide

5. **Environmental, AONB, Human Rights and Other Issues**

5.1 **Principle**

5.1.1 In terms of strategic considerations the site has been presented as a proposed employment allocation in the Regulation 18 HEDPPD which was reported to Planning and Development Committee on 13 December 2016. Although no formal results have been received in relation to this application from the Head of Regeneration and Housing it was indicated at pre-application stage that they considered the proposal subject to details compliant with policy. I consider that given its proposed allocation that the scheme is therefore likely to be supported by Head of Regeneration and Housing.

5.2 **Highway Safety and Accessibility**

5.2.1 In relation to highway and access these are aspects that are considered under the planning application and access details are considered under the design element of this report having regard to the impact on the setting of the listed building. I am satisfied that the new access and changes to the existing access arrangement have limited harm to the setting of the Listed Building.

5.3 **Flood Risk and Drainage**

5.3.1 In relation to Flood Risk both the Environment Agency and the Lead Local Flood Authority have not submitted any formal observations at the time of preparing this

report these are assessed in the planning application and not relevant to consideration of Listed Building consent.

5.4 Design

5.4.1 The details in relation to the proposal appertaining to design are included in both the Heritage/Cultural section and the Proposal section of this report. However it is my conclusion that the scale and massing are proportionate to the nature of the development and the utilisation of a pallet of modern and traditional materials would complement the local environment. The buildings are set within their own grounds and would not be readily visible from the A59 due to proposed landscaping and existing tree cover. The main impact would be that on the listed building itself and I am of the opinion that the demolition of the inappropriate extensions and outbuildings would serve to enhance the setting but do recognise that the size of the office block and the brewery would have a visual impact on the setting and character of the listed building and its setting. However in relation to NPPF I consider that the public benefit which relates to employment, tourism and the retention of the main fabric of the listed building would outweigh any harm which is regarded as less than substantial.

5.4.2 The applicant has indicated in an addendum to the historic report that the proposed use for a heritage asset must have regard to the public benefits and they are of the opinion that the proposal of Sykes Holt that the use and user is the optimum viable one. It is my view that this is likely to be the case and in relation to other public benefits it would also include the ecological benefits associated with the management of the adjoining ancient woodland.

5.5 Heritage/Cultural

5.5.1 This proposal involves various alterations to the Grade II listed building which was the existing farmhouse occupied within the site. The rear extension is subordinate to the main building and I do not consider would have an impact on the fabric or compromise its historic integrity. The minor changes to the internal layout are also of less than substantial harm.

5.5.2 It is inevitable that some loss of fabric and compromise to historic and architectural special interest will result from the re-use of this site. However, legislation, policy and guidance requires this harm to be minimised and clearly and convincingly justified. NPPF (paragraph 134) and NPPG refer to the Optimum Viable Use (if there are a range of alternative ways in which an asset could viably be used, the optimum use is the one that causes the least harm to the significance of the asset) being of public benefit.

5.5.3 The NPPG states "In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest". In my opinion and based upon available information, the proposals are of 'less than substantial harm' in respect to the building. The internal comments in relation to the Council's Principal Planning Officer (Design) are noted and plans have been amended which now relate accurately to the existing building. It is my opinion that the works itself do not constitute substantial harm and that the additional information submitted by the

applicants historic adviser would give an indication of compliance with paragraph 133 of the NPPF in relation to public benefits and viable options.

5.6 Residential Amenity/ Noise

5.6.1 I note the objections raised by local residents in relation to noise and odour and traffic related issues. These issues are not relevant for consideration of the Listed Building application and are considered under the planning application.

5.7 Landscape/ Ecology

5.7.1 The proposal includes detailed submissions of an Ecology, Arboricultural, assessment, botanical and habitat survey. I am mindful of the objections from the Woodland and the Wildlife Trust and their concerns in relation to the loss of tress and in particular the impact on the adjacent Ancient Woodland Mammon Wood. In attempting to resolve elements of their concern the Department met with the applicant to negotiate further to see if the buildings could be resited but this was not possible. It is important to note that the applicant is willing to agree to a management plan on the adjacent wood as they are now the owners of the woodland. I am of the opinion that in the long term this is a considerable benefit that needs to be balanced against any loss trees and wildlife. On the basis of imposition of appropriate conditions the Countryside Officer is satisfied that any harm is minimised to an acceptable level. It should be noted that only consideration of these issues have only limited reference to the Listed Building application with the exception of setting issues.

5.8 Benefits

5.8.1 It is clear that as result of the development there would be significant regeneration benefits that would include employment opportunities as well expenditure to the borough with visitors to the area. The applicant has indicated that would expect to secure the retention of numerous jobs as well as the creation of some new employment opportunities. The report concludes in the long-term there would be additional 10 more staff. The applicant has submitted an Economic Benefit Statement which considers that based on construction costs it would accrue over £18m of benefits.

5.8.2 The proposal itself would lead to a net additional of employment land in the Ribble Valley which is of relevance and in relation to the supply chain benefits and the patron-ship of the local business, this would also be likely to generate additional economic benefits.

5.8.3 It is clear that the creation of an office and brewery with commercial floor space of in excess of 2,500m² would no doubt result in a significant payment of Council Tax.

5.8.4 To conclude as well as the landscape mitigation benefits and the safeguarding of a listed building there is clearly some economic benefits that would accrue from this proposal.

6. Observations/Consideration of Matters Raised/Conclusion

- 6.1 I recognise the potential regeneration benefits that would accrue from this proposal. It also noted that this site forms part of a proposed employment allocation within the Housing and Economic Development DPD REG 18. The concerns regarding the impact on The Mammon Wood are noted but I consider that subject to securing a management plan for the Wood it would be possible to secure additional benefits that would mitigate any harm resulting directly or indirectly from the development. The development would no doubt lead to an additional traffic movement as well as noise from the site but I am of the opinion that these impacts need to be balanced against the regeneration benefits of the proposal. I am of the opinion that the changes to the listed building itself are acceptable and would not result in a detrimental impact to the building or its setting.

RECOMMENDATION: That Listed Building Consent be approved subject to following conditions

Time Limit

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 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Plans and Further Details

2. The approval relates to drawing numbers:-
15.152 01 D Proposed Site Plan received on 21/12/16
15.152 02 I Ground and First Floor Office Plans received on 21/12/16
15.152.03 Location Plan
15.152 04 Existing Cottage
15.152 05 A Existing Site Plan
15.152 06 A Brewery Elevations
15.152 14 A Brewery Floor Plan
15.152 08 H Proposed Elevations Offices received on 21/12/16
15.152 09 A Stable Block
15.152 10 A Lower Level Layout received on 21/12/16
15.152 11 A Upper Level Layout received on 21/12/16
15.152 13 A Proposed Works to Cottage received on 21/12/16
15.152 17 Perspective 1 of 4
15.152 18 Perspective 2 of 4
15.152 19 Perspective 3 of 4
15.152 20 Perspective 4 of 4
3489 01 B Landscape Masterplan
TPMA1282_100 C Proposed Site Access Arrangement

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

Detailed Design

3. Precise specifications or samples of all external surfaces including any replacement materials and 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. The approved details shall be implemented as part of the 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 Policies DMG1 and DME4 of the Core Strategy Adopted Version.

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

REASON: To ensure adequate car parking is available prior to the development coming into use and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version and to allow for the effective use of the parking areas.

5. No part of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority, shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version..

External Lighting

6. Notwithstanding the submitted plans no building shall be occupied until details of all artificial lighting (including building mounted external lighting) has been submitted, the details of which shall include the location of application type, location of lighting, the light direction and intensity.

REASON: In the interests of the amenities of the area, to minimise light pollution and to safeguard adjacent residential amenity and to comply with Policies DMG1 and DME4 of the core strategy adopted version.

Materials

7. Full details of the floor surfaces, street furniture which shall include details of cycle rails and lighting columns to be erected within the site shall be submitted to and approved in writing by the Local Planning Authority prior to use in the development. Development shall only proceed in accordance with the approved details.

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 DME4 of the Ribble Valley Core Strategy Adopted Version.

8. Precise specifications or samples of all external surfaces including any replacement materials and 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. The approved details shall be implemented as part of the 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 Policies DMG1 and DME4 of the Core Strategy Adopted Version.

Landscape/ wildlife

- 9 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 Ecology and Woodland management plans where relevant 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 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 occupation of the development and retained thereafter at all times.

To ensure the proposal is satisfactorily landscaped and in the interests of biodiversity and appropriate to the locality in accordance with Key Statements and Policies DMG1, DME1, DME2, DME3 and DME4 of the Ribble Valley Core Strategy.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2016%2F0963

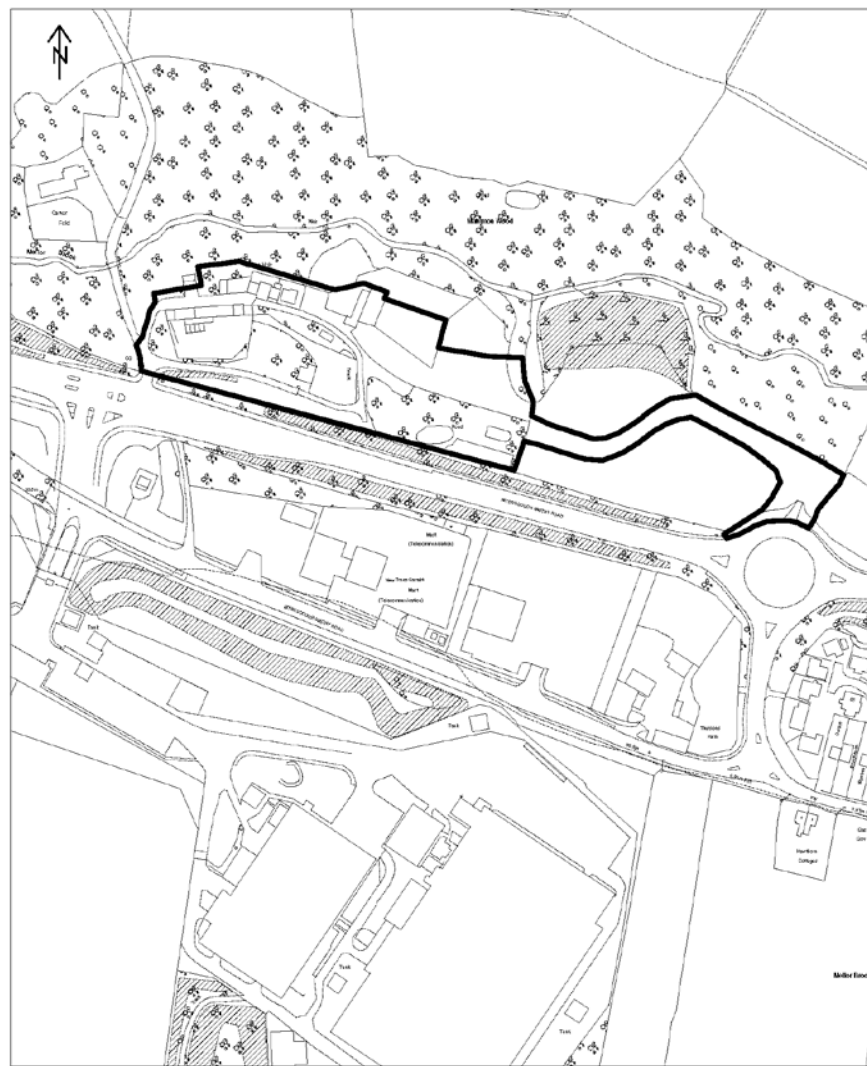
D APPLICATIONS ON WHICH COMMITTEE 'DEFER' THEIR APPROVAL SUBJECT TO WORK 'DELEGATED' TO THE DIRECTOR OF COMMUNITY SERVICES BEING SATISFACTORILY COMPLETED

APPLICATION REF: 3/2016/0962/P

GRID REF: SD 363607 431509

DEVELOPMENT DESCRIPTION:

PLANNING PERMISSION FOR THE CONVERSION OF LISTED BUILDING TO HERITAGE CENTRE AND DEVELOPMENT OF NEW OFFICE BUILDING, CRAFT BREWERY, GARAGE AND STABLING WITH ASSOCIATED CAR PARK AND OPERATIONAL DEVELOPMENT AT SYKES HOLT, MYERSCOUGH ROAD, MELLOR BROOK BB2 7LB



3/2016/0962 Sykes Holt, Myerscough Smithy Road, Mellor Brook, BB2 7LB

Scale 1:2500

© Crown Copyright Reserved. For reference purposes only. No further copies may be made.
Ribble Valley Borough Council. Licence No.100018641 20 December 2016

CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

No material objections.

ENVIRONMENT DIRECTORATE:

The proposal is for the relocation of an established brewery onto a vacant site adjacent to the A59 at Mellor Brook. Vehicular access to the development will be achieved by the construction of an additional link on the A59 Mellor Brook Bypass / Myerscough Smithy Lane roundabout. On the basis of the development proposed there are no highway capacity or safety issues arising from the proposal and all the local junctions are expected to work within capacity however for clarity I should point out that the original Transport Assessment envisaged that the generated traffic would result in additional demand on the Branch Road junctions. However following discussions with the applicants consultant, they were informed that traffic will be likely to transfer to the new Samlesbury EZ (Employment Zone) link road and use of Branch Road as a link between the A59 and the A677 Preston New Road would be discouraged by the installation of a range of traffic calming features. The Transport Assessment indicated that based on a survey of the existing staff survey of the current staff based in Blackburn 18 staff vehicle trips had the potential to be added to the Branch Road traffic.

In respect of the site layout I would make the following comments which I expect would be addressed in further discussions with the applicant should the proposals be approved.

- 1 To improve the sustainability options the proximal bus stops on the A59 should be upgraded to quality bus standard (raised kerbs and shelters)
- 2 Cycle Parking Facilities- the cycle parking facilities shown should be covered and secure and be readily accessible. One of the cycle parking areas appears to be obstructed by the on-site fire engine.
- 3 The highway signage in the vicinity of the site will need to be amended to take account of the creation of the 4th arm on the roundabout. The use of the legend "Brewery" would be permitted. Additional signage to highlight the preferred cycle route between Mellor Brook and the site will also be required, the preferred route being the cul-de-sac section of Myerscough Smithy Road which would utilise the cycle / pedestrian crossing at the new EZ traffic signals.
- 4 It is not clear from the plan whether or not the vehicular access will be gated . Discussions with the consultant suggested that the site would remain ungated, however this would need further clarification. If a gate is proposed , or erected in the future there would need to be a turning head provided turning facilities for vehicles unable to enter the main site.
- 5 To encourage sustainability for the staff / visitors and reduce carbon emissions I would require a minimum of 5% of the car parking spaces to incorporate an electric charging facility.
- 6 No motorcycle parking facilities are indicated on the submitted plan. They should be provided at a ratio of 1:25 of the total parking provision and secure, preferably covered.

- 7 The visibility splays at the site entrance are not shown. These should be provided so that a Planning condition relating to the provision and maintenance can be appropriately worded and attached to any permission that may be granted
- 8 The application indicates that there will be a visitor element attending the on a "prior appointment" basis. I am assuming that on occasion these will be by coach and I would therefore need to see its manoeuvring and parking provision.
- 9 Due to safety concerns it is not expected that dray horses will be leaving the site under hoof and I will be requesting an appropriate planning condition.

Subject to the above issues being resolved satisfactorily, and that subject to imposition of conditions that permission may be granted.

ENVIRONMENT DIRECTORATE (LEAD LOCAL FLOOD AUTHORITY):

No observations received at time of preparing this report.

ENVIRONMENT AGENCY:

No objections in principle and recommend appropriate conditions to ensure that survey details and reports are undertaken prior to commencement in relation to risk assessments to ensure that the development does not pose a risk to controlled waters.

UNITED UTILITIES:

No observations received at the time of preparing this report.

HISTORIC ENGLAND:

Recommend that the application be determined in accordance with national and local policy guidance on the basis of your expert conservation advice.

WOODLAND TRUST:

Object to the development on the basis of damage to Mammon Wood which is a designated an Ancient Semi Natural Woodland Site. It recognises that there is no direct access to the woodland but remains concern that the proximity of the development to the woodland would be harmful.

They recommend a buffer of at least 20 m wide to ensure no damage is done during construction work and until this is done the scheme should be refused. They recommend the buffer which should be made up of at least 50% native tree cover and planted before construction commences.

WILDLIFE TRUST:

Object to the development on similar grounds to that of the Woodland Trust.

LANCASHIRE ARCHAEOLOGICAL ADVICE SERVICE (LAAS):

Consider that the existing heritage statements provide an appropriate assessment of the standing buildings on the site. However, it does not seem to fully consider the potential for

buried remains on the site, particularly those relating to the 16th century Sykes Holt. It seems unlikely that important pre-medieval remains will have survived on this site. Roman or early medieval dates are noted in the immediate vicinity of the development. The area to the east of Present Farm would appear to have the highest potential for such remains to survive. To conclude it is suggested that a scheme of photographic recordings to supplement the plans and statement would be appropriate. This should include the walled garden remains and the stables, the surviving elements of the design, landscape and possible swimming pool as well as the listed building itself. It is recommended that a condition should be imposed to prevent development taking place until the applicant or the agent have secured the implementation of a programme of archaeological recordings and analysis.

ADDITIONAL REPRESENTATIONS:

Two letters of representation has been received which makes the following comments:

- The buildings will overshadow and have an impact on Mammon Wood.
- Light pollution caused as a result of the development.
- Noise issues as a result of the proposal.
- The new entrance is nearer to residential properties at Mellor Brook and would cause harm to residential amenities due to both operational stage and during the construction stage of the development.
- Consider the need for a planning condition in relation to a construction plan methodology.
- Concern that the odour report is substandard.

1. Site Description and Surrounding Area

- 1.1 The site is bounded by the A59 to the south with Mellor Brook and Mammon Wood to the north. It is currently accessed from a single junction at the traffic lights which also serves the adjacent property Carter Fold. Part of the site extends to the roundabout that is adjacent to the settlement of Mellor Brook. Within the site are the remnants of Sykes Holt Farm made up of the stone faced listed cottage building and its extensions together with a brick stable block. There are also some simple farm/store structures. The site landscape splits into two distinct areas with the east area being an open meadow with tree coverage limited to the northern boundary with the Brook. The western area, where the farm buildings are situated is generally overgrown with much self-seeded tree coverage and more mature trees abutting the Brook and the boundary with Carter Fold.

2. Proposed Development for which consent is sought

- 2.1 The proposal is for a redevelopment of Thwaites facilities currently in Blackburn town centre with the creation of offices, heritage centre, craft brewery and stabling, car parking and other ancillary facilities. The schedule of accommodation required is as follows:
- office building for circa 100 employees - approx. 1400m²
 - brewery building - approx. 650m²
 - stable block for 4 horses, vintage delivery vehicles and small staff gymnasium approx. 465 m²sqft

It would also include a new access point and driveway served off the existing roundabout and 100 car parking spaces located throughout the site.

- 2.2 In relation to landscaping, existing trees are retained where possible with new trees planted along the driveway and adjacent to the proposed car parks.
- 2.3 The new build office complex is adjacent to the Listed building which is to be retained. It is a predominantly two storey building that would measure approximately 60m by 12m with a height to eaves of 7.2m and ridge height 10m. There is a single storey training facility of 9.7m by 9.7m which has ridge height of 7.8m. This building is linked to the retained listed building by a frameless glass linked corridor.
- 2.4 The building itself is a linear structure and simple in form but introduces a wide range of materials and window design to break up the mass. Glazed openings are predominantly large simple openings with black frames. The materials include slate roofing, vertical zinc cladding and timber boarding as well as natural stone on the lower part of the building. There is a pedestrian bridge that connects the office with the adjacent parking area.
- 2.5 The brewery building which is located opposite the listed building and due to land form the proposed floor level would be approximately 4 m above that of the offices and existing listed building which would result in the ridge height at a similar level to that of the office building. However it would be separated by a grassed area and a cobbled courtyard and approximately 15-18m away from the buildings. The brewery building measures approximately 24m x 17m and has a height to ridge of 8m and is a double pitched building with the east elevation predominantly glazed or of a translucent cladding. The majority of the building is to have vertical cladding but with the entrance being glazed and vertical timber boarding. The lower part of the building is to have stone or render. The roof is to have zinc cladding
- 2.6 The new stable and garaging building replaces an existing structure and measures approximately 27m x 17m and maximum height of 7m and has a small clock tower on the roof. It has central double cart doors on the gable to allow access to the building. There are 4 stabling areas and 4 spaces for vehicles. On part of the first floor is a staff gym. The roof is to be blue slate with ridge lantern lights on part of the roof. The walling is timber boarding and stone at lower level.
- 2.7 The proposal results in the demolition of the existing stable block as well as modern additions to the listed building and the intention is to retain the original 4 room footprint of the listed building. The building is to be internally refurbished with minor changes to the internal works including the removal of modern internal partition walls at ground and first floor. The scheme also includes a single storey rear extension of 4m by 3 m with a lean to slate roof. The building is to be used as a reception with a small bar area, kitchen and tack room at ground floor and for archives storage purposes at first floor.

3. **Relevant History**

2016/ENQ/00073 - Pre application advice request for Mixed use, office, heritage centre and brewery.- Advised supportive in principle.

3/2016/0524 - Screening opinion for mixed use infrastructure project EIA not required.

4. **Relevant Policies**

Ribble Valley Core Strategy (Adopted Version)

Key Statement DS1 – Development Strategy

Key Statement DS2 – Presumption in Favour of Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement EN5 – Heritage Assets

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 and Mobility

Policy DME2 – Landscape and Townscape Protection

Policy DME3 – Site and Species Protection and Conservation

Policy DME4 – Protecting Heritage Assets

Policy DME5 – Renewable Energy

Policy DMB1 – Supporting Business Growth and the Local Economy

Policy DMB3 – Recreation and Tourism

Historic Environment Planning Practice Guidance (HEPPG)

National Planning Policy Framework

Technical Guidance to National Planning Policy Framework

National Planning Practice Guide

5. **Environmental, AONB, Human Rights and Other Issues**

5.1 **Principle**

5.1.1 In terms of strategic considerations the site has been presented as a proposed employment allocation in the Regulation 18 HEDPPD which was reported to Planning and Development Committee on 13 December 2016. Although no formal results have been received in relation to this application from the Head of Regeneration and Housing it was indicated at pre-application stage that they considered the proposal subject to details compliant with policy. I consider that given its proposed allocation that the scheme is therefore likely to be supported by Head of Regeneration and Housing.

5.2 **Highway Safety and Accessibility**

5.2.1 In relation to highway and access it is clear that the County Surveyor is satisfied that subject to appropriate conditions the development itself would not result in conditions to the detriment of highway safety. I note the concerns regarding additional traffic from Branch Road by local residents but I am of the opinion that subject to the details included in the traffic reports and ultimately the creation of the spine road in the Bae site, that much of the traffic would not travel through Branch Road. Whereas I note the concerns of the local residents, it is important to have regard to the County Surveyor in assessing the impact and it is clear that there is no objection in relation to highway safety or the additionality of the traffic to render a recommendation of refusal. It is often a balance and when

considering the negative impacts caused by additional traffic regard must be given to other possible benefits. I do not consider that this in itself should render the application unacceptable.

5.3 Flood Risk and Drainage

5.3.1 In relation to Flood Risk both the Environment Agency and the Lead Local Flood Authority have not submitted any formal observations at the time of preparing this report. These will be assessed in due course but it is clear from the detailed report submitted by the applicant that there is unlikely to be any issues in relation to flooding or drainage. The site itself is in Flood Zone 1 which is of low probability to flooding and therefore highly unlikely that this development would accentuate the likelihood of increased flooding. In relation to ground water, this is subject to a detailed site investigation report. It is concluded that subject to any mitigation measures that the proposed development would proceed without being subject to significant flood risk. The development would not lead to an increase of flooding to the wider catchment area as a result of the proposals to incorporate suitable management of surface water run-off discharging from the site. I am of the opinion that subject to formal confirmation from statutory authorities and the imposition of relevant conditions, that this would not lead to any issues appertaining to flooding and drainage.

5.4 Design

5.4.1 The details in relation to the proposal appertaining to design are included in both the Heritage/Cultural section and the Proposal section of this report. However it is my conclusion that the scale and massing are proportionate to the nature of the development and the utilisation of a pallet of modern and traditional materials would complement the local environment. The buildings are set within their own grounds and would not be readily visible from the A59 due to proposed landscaping and existing tree cover. The main impact would be that on the listed building itself and I am of the opinion that the demolition of the inappropriate extensions and outbuildings would serve to enhance the setting but do recognise that the size of the office block and the brewery would have a visual impact on the setting and character of the listed building and its setting. However in relation to NPPF I consider that the public benefit which relates to employment, tourism and the retention of the main fabric of the listed building would outweigh any harm which is regarded as less than substantial.

5.4.2 The applicant has indicated in an addendum to the historic report that the proposed use for a heritage asset must have regard to the public benefits and they are of the opinion that the proposal of Sykes Holt that the use and user is the optimum viable one. It is my view that this is likely to be the case and in relation to other public benefits it would also include the ecological benefits associated with the management of the adjoining ancient woodland.

5.5 Heritage/Cultural

5.5.1 This proposal involves various alterations to the Grade II listed building which was the existing farmhouse occupied within the site. The rear extension is subordinate to the main building and I do not consider would have an impact on the fabric or compromise its historic integrity. The minor changes to the internal layout are also of less than substantial harm.

5.5.2 It is inevitable that some loss of fabric and compromise to historic and architectural special interest will result from the re-use of this site. However, legislation, policy and guidance requires this harm to be minimised and clearly and convincingly justified. NPPF (paragraph 134) and NPPG refer to the Optimum Viable Use (if there are a range of alternative ways in which an asset could viably be used, the optimum use is the one that causes the least harm to the significance of the asset) being of public benefit.

5.5.3 The NPPG states “In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest”. In my opinion and based upon available information, the proposals are of ‘less than substantial harm’ in respect to the building. The internal comments in relation to the Council’s Principal Planning Officer (Design) are noted and plans have been amended which now relate accurately to the existing building. It is my opinion that the works itself do not constitute substantial harm and that the additional information submitted by the applicants historic adviser would give an indication of compliance with paragraph 133 of the NPPF in relation to public benefits and viable options.

5.6 Residential Amenity/ Noise

5.6.1 I note the objections raised by local residents in relation to noise and odour and traffic related issues. The proposal includes details of odour and noise assessments which has been inspected by the Council’s Environmental Health Officer who has now expressed some concern regarding the lack of details. I am of the opinion that that this is resolvable and that in order to establish whether or not the principle is acceptable a condition could be imposed to ensure adequate details are submitted and confirmed to be acceptable. I consider that subject to planning conditions in relation to the construction traffic and operation hours and noise and odour safeguards that this proposal would be capable of implementation without a significant impact on residential amenity.

5.7 Landscape/ Ecology

5.7.1 The proposal includes detailed submissions of an Ecology, Arboricultural, assessment, botanical and habitat survey. I am mindful of the objections from the Woodland and the Wildlife Trust and their concerns in relation to the loss of tress and in particular the impact on the adjacent Ancient Woodland Mammon Wood. In attempting to resolve elements of their concern the Department met with the applicant to negotiate further to see if the buildings could be resited but this was not possible. It is important to note that the applicant is willing to agree to a management plan on the adjacent wood as they are now the owners of the woodland. I am of the opinion that in the long term this is a considerable benefit that needs to be balanced against any loss trees and wildlife. On the basis of imposition of appropriate conditions the Countryside Officer is satisfied that any harm is minimised to an acceptable level.

5.8 Benefits

5.8.1 It is clear that as result of the development there would be significant regeneration benefits that would include employment opportunities as well

expenditure to the borough with visitors to the area. The applicant has indicated that would expect to secure the retention of numerous jobs as well as the creation of some new employment opportunities. The report concludes in the long-term there would be additional 10 more staff. The applicant has submitted an Economic Benefit Statement which considers that based on construction costs it would accrue over £18m of benefits.

- 5.8.2 The proposal itself would lead to a net additional of employment land in the Ribble Valley which is of relevance and in relation to the supply chain benefits and the patron-ship of the local business, this would also be likely to generate additional economic benefits.
- 5.8.3 It is clear that the creation of an office and brewery with commercial floor space of in excess of 2,500m² would no doubt result in a significant payment of Council Tax.
- 5.8.4 To conclude as well as the landscape mitigation benefits and the safeguarding of a listed building there is clearly some economic benefits that would accrue from this proposal.

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

- 6.1 I recognise the potential regeneration benefits that would accrue from this proposal. It also noted that this site forms part of a proposed employment allocation within the Housing and Economic Development DPD REG 18. The concerns regarding the impact on The Mammon Wood are noted but I consider that subject to securing a management plan for the Wood it would be possible to secure additional benefits that would mitigate any harm resulting directly or indirectly from the development. The development would no doubt lead to an additional traffic movement as well as noise from the site but I am of the opinion that these impacts need to be balanced against the regeneration benefits of the proposal.

RECOMMENDATION: That the application be DEFERRED AND DELEGATED to the Director of Community Services for approval subject to the receipt of acceptable drainage advice and further satisfactory details of odour and noise reported to be agreed by the LPA within 3 months from the date of this Committee meeting or subsequently delegated to the Director of Community Services in conjunction with the Chairperson and Vice Chairperson of Planning and Development Committee should exceptional circumstances exist beyond the period of 3 months and subject to the following conditions and minor changes to conditions should it be deemed appropriate:

Time Limit

- 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 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Plans and Further Details

- 2. The approval relates to drawing numbers:-

15.152 01 D Proposed Site Plan received on 21/12/16
15.152 02 I Ground and First Floor Office Plans received on 21/12/16
15.152.03 Location Plan
15.152 04 Existing Cottage
15.152 05 A Existing Site Plan
15.152 06 A Brewery Elevations
15.152 14 A Brewery Floor Plan
15.152 08 H Proposed Elevations Offices received on 21/12/16
15.152 09 A Stable Block
15.152 10 A Lower Level Layout received on 21/12/16
15.152 11 A Upper Level Layout received on 21/12/16
15.152 13 A Proposed Works to Cottage received on 21/12/16
15.152 17 Perspective 1 of 4
15.152 18 Perspective 2 of 4
15.152 19 Perspective 3 of 4
15.152 20 Perspective 4 of 4
3489 01 B Landscape Masterplan
TPMA1282_100 C Proposed Site Access Arrangement

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

Detailed Design

3. Precise specifications or samples of all external surfaces including any replacement materials and 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. The approved details shall be implemented as part of the 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 Policies DMG1 and DME4 of the Core Strategy Adopted Version.

Deliveries

4. No deliveries shall take place unless and until a service yard and deliveries management plan for the site has been submitted to and approved in writing by the local planning authority. Servicing and deliveries shall thereafter take place in accordance with the approved management plan at all times unless otherwise agreed in writing by the local planning authority.

REASON: To manage conflicts between customers and deliveries/servicing of the units and to safeguard the living conditions of occupiers of nearby dwellings and in order to protect the amenities of the occupiers of nearby properties and in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

Highways

5. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- The parking of vehicles of site operatives and visitors
- The loading and unloading of plant and materials
- The storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding
- Contact details for the site manager
- Details of working hours

REASON: In order to ensure a satisfactory design of the building and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy

6. 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: In order to ensure a satisfactory design of the building and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version as vehicles reversing to and from the highway are a hazard to other road users.

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

REASON: In order to ensure a satisfactory design of the building and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version and to ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed access from the continuation of the nearer edge of the carriageway of Mellor Brook Bypass to a point measured 120 - 160m in a westerly direction along the nearer edge of the carriageway of Mellor Brook Bypass, from the centre line of the access and shall be constructed and maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in consultation with the Highway Authority.

REASON: In order to ensure a satisfactory design of the building and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version and to ensure adequate visibility at the site access.

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

REASON: To ensure adequate car parking is available prior to the development coming into use and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version and to allow for the effective use of the parking areas.

10. The cycling facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the cycling facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative.

REASON: In order to ensure a satisfactory design of the building and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version and to allow for the effective use of the parking areas.

11. The motorbike facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the motorbike facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative.

REASON: In order to ensure a satisfactory design of the building and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version. and to allow for the effective use of the parking areas.

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: In order to ensure a satisfactory design of the building and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version and to prevent stones and mud being carried onto the public highway to the detriment of road safety.

13. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and in the interests of highway safety and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version..

14. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 13 has been constructed and completed in accordance with the scheme details.

REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works and to comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version..

15. Prior to the first use of the development hereby permitted, a Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority. The Business Travel Plan shall be implemented within the

timescale set out in the approved plan and will be audited and updated at intervals not greater than 18 months to ensure that the approved Plan is carried out.

REASON: In the interests of road safety and reducing vehicular traffic to the development and comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy adopted version and to promote and provide access to sustainable transport options.

Drainage

16. The development hereby permitted shall be carried out in accordance with the agreed recommendations within an approved Flood Risk Assessment to be submitted to the LPA. Any mitigation measures shall be fully implemented prior to the development being first brought into use.

REASON: To prevent flooding elsewhere and comply with Policy DMG1 of the Ribble Valley Core Strategy adopted version.

17. The scheme for dealing with foul and surface water drainage identified in an approved Flood Risk Assessment submitted to the LPA shall be completed prior to the new development being first brought into use.

REASON: To ensure a satisfactory method of dealing with drainage from the development site and comply with Policy DMG1 of the Ribble Valley Core Strategy adopted version.

18. This permission shall relate to the contamination report submitted with application dated November 2016 and shall fully comply with the recommendations contained within the document.

A completed validation report, detailing all remediation works carried out for the development, shall be submitted and approved by the Local Planning Authority prior to the particular phase of development being brought into use.

REASON: In order to protect the health of the occupants of the new development and in order to prevent contamination of the controlled waters and comply with Policy DMG1 of the Ribble Valley Core Strategy adopted version.

19. No development unless otherwise agreed by the LPA, shall commence until details of the design, implementation, maintenance and management of a formal surface water drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include, as a minimum:

- a) Demonstration that surface water run-off will not exceed pre-development run-off rates and volumes. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- b) Information about the design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses;

- c) Details of any mitigation measures to manage surface water
- d) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- e) Overland flow routes and flood water exceedance routes, both on and off site. For the avoidance of doubt, overland flow routes and flood water exceedance routes must be directed away from properties and critical infrastructure, and surface water from the development site must be contained within the red line boundary;
- f) A timetable for implementation;
- g) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates.

The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

REASON: To ensure that the proposed development can be adequately drained. To ensure that there is no flood risk on or off the site resulting from the proposed development. To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development to reduce the flood risk to the development as a result of inadequate maintenance and to identify the responsible body/bodies for the sustainable drainage system.

20. No development unless otherwise agreed by the LPA shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

- a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
- b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - i. on-going inspections relating to performance and asset condition assessments;
 - ii. operation costs for regular maintenance, remedial works 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;
- c) means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

REASON: To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development; to reduce the flood risk to the development as a result of inadequate maintenance and to identify the responsible organisation/body/company/undertaker for the sustainable drainage system.

Amenity

21. Prior to the proposed development being brought into use a detailed noise and odour report shall be submitted to and approved in writing by the LPA. The development shall operate in strict accordance with the Noise Assessment and Odour report.

REASON: To safeguard the amenity of neighbouring properties from noise and comply with Policy DMG1 of the Ribble Valley Core Strategy adopted version.

External Lighting

22. Notwithstanding the submitted plans no building shall be occupied until details of all artificial lighting (including building mounted external lighting) has been submitted, the details of which shall include the location of application type, location of lighting, the light direction and intensity.

REASON: In the interests of the amenities of the area, to minimise light pollution and to safeguard adjacent residential amenity and to comply with Policies DMG1 and DME4 of the core strategy adopted version.

Materials

23. Full details of the floor surfaces, street furniture which shall include details of cycle rails and lighting columns to be erected within the site shall be submitted to and approved in writing by the Local Planning Authority prior to use in the development. Development shall only proceed in accordance with the approved details.

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 DME4 of the Ribble Valley Core Strategy Adopted Version.

24. Precise specifications or samples of all external surfaces including any replacement materials and 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. The approved details shall be implemented as part of the 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 Policies DMG1 and DME4 of the Core Strategy Adopted Version.

Landscape/ wildlife

25. 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 the Trees, Ancient Woodland and Biological Heritage Site on and adjacent to the site which are protected have been enclosed by protective

Construction Exclusion Zone (CEZ) fencing, in accordance with BS5837 (2012): Trees in Relation to Construction. Before the protective fencing is erected its type and position shall be agreed in writing and implemented in full under the supervision of a qualified Arboriculturalist and Ecologist and in liaison with the Countryside/Tree Officer. A site protection monitoring schedule shall be agreed and site protection measures inspected and approved in writing by the local planning authority before any site works are begun.

The agreed CEZ protection shall remain in place and be maintained for the duration of the works and no vehicle, plant, temporary building or materials, including raising and or, lowering of ground levels, shall be allowed within the protection areas specified.

REASON: To protect trees/hedging of landscape and visual amenity value on and adjacent to the site or those likely to be affected by the proposed development in accordance with Key Statements General Considerations, Protecting Trees and Woodlands and Site and Species Protection and Conservation which are Policies DMG1, DME1 and DME3 of the Ribble Valley Core Strategy.

- 26 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 Ecology and Woodland management plans where relevant 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 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 occupation of the development and retained thereafter at all times.

To ensure the proposal is satisfactorily landscaped and in the interests of biodiversity and appropriate to the locality in accordance with Key Statements and Policies DMG1, DME1, DME2, DME3 and DME4 of the Ribble Valley Core Strategy.

- 27 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 details of the provisions to be made for building dependent species of conservation concern, artificial bird nesting boxes and 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 be submitted on a building dependent bird/bat species site plan and include details of the locations and the numbers of artificial bird nesting boxes and artificial bat roosting site per individual building and type. The details shall also identify the actual wall and roof elevations into which the above provisions shall be incorporated.

The artificial bird/bat boxes shall be incorporated into those individual buildings during the construction of those buildings identified on the submitted plan and be made available for use before the site is occupied and thereafter retained. The development shall be carried out in strict accordance with the approved details.

In the interests of biodiversity and to enhance nesting/roosting opportunities for species of conservation concern and to reduce the impact of development in accordance with Key Statement and Policies DMG1, DME1 and DME3 of the Ribble Valley Core Strategy

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2016%2F0962

SECTION 106 APPLICATIONS

<u>Plan No</u>	<u>Location</u>	<u>Date to Committee</u>	<u>Number of Dwellings</u>	<u>Progress</u>
NONE				

APPLICATIONS WITHDRAWN

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2016/0870	Proposed two storey extension to side and rear	2 Beauford Close Read
3/2016/0957	Proposed two storey extension to side, relocation of driveway and detached double garage and workshop to rear	23 Pendleton Road Wiswell
3/2016/1080	Application to determine lawful status of existing dropped kerb to front of property	47 Whalley Road Read

APPEALS UPDATE

<u>Application No and reason for appeal</u>	<u>Date Received/ Appeal Start Date</u>	<u>Site Address</u>	<u>Type of Appeal Procedure</u>	<u>Date of Inquiry/ Hearing if applicable</u>	<u>Progress</u>
3/2015/0605 R	03/05/16	Little Snodworth Fm Snodworth Road Langho	WR		Awaiting Decision
3/2016/0387 R	24/08/16	3 Accrington Road Whalley	WR		Appeal Dismissed 19/12/16
3/2015/0393 R	10/08/16	Land west of Preston Road, Longridge (Grimbaldeston Fm)	Inquiry	03/05/17 to 05/05/17 (3 days)	Bespoke timetable
3/2016/0516 R	12/10/16	Seven Acre Bungalow Forty Acre Lane Longridge	WR		Awaiting Decision
3/2016/0333 R	31/10/16	Blue Trees Copster Green	HH		Appeal Dismissed 06/12/2016
3/2016/0459 R	16/11/16	10 Pendle Drive Whalley	HH		Appeal Allowed 19/12/16
3/2016/0750 R	17/11/16	24 Higher Road Longridge	WR		Awaiting Decision
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 Ln Hurst Green	WR		

<u>Application No and reason for appeal</u>	<u>Date Received/ Appeal Start Date</u>	<u>Site Address</u>	<u>Type of Appeal Procedure</u>	<u>Date of Inquiry/ Hearing if applicable</u>	<u>Progress</u>
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		Appeal Dismissed 07/12/2016
3/2016/0369 R	30/11/16	Greengore Farm Hill Lane Hurst Green	WR		Statement due 04/01/2017
3/2016/0370 R	30/11/16	Greengore Farm Hill Lane Hurst Green	WR		Statement due 04/01/2017
3/2016/0346 R	Awaiting start date from PINS	30 Barker Lane Mellor	WR (to be confirmed)		
3/2016/0858 R	13/12/16	Davis Gate Barn Clitheroe Road Dutton	WR		Statement due 17/01/16
3/2016/0833 R	Awaiting start date from PINS	Moorgate Farm Kenyon Lane Dinckley	WR (to be confirmed)		