

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

Agenda Item No

meeting date: THURSDAY, 16 DECEMBER 2010  
 title: PLANNING APPLICATIONS  
 submitted by: DIRECTOR OF DEVELOPMENT SERVICES

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

APPLICATION NO: 3/2010/0417/P (GRID REF: SD 369992 435924)  
 PROPOSED CHANGE OF USE OF AGRICULTURAL LAND TO FORM A PITCH STATIC CARAVAN HOLIDAY PARK WITH WARDEN UNIT, RECEPTION, GROUNDS MAINTENANCE AND ASSOCIATED LANDSCAPING ON LAND AT ASPINALL FARM, OLD LANGHO, BLACKBURN, LANCASHIRE.

**BILLINGTON AND LANGHO PARISH COUNCIL:** The Parish Council object to this proposal and raise the following points:

- This development will limit the potential to extend the almost full parish graveyard, with no alternative land that could be used,
- Concerns regarding the additional volume of traffic that this development could create on minor roads that are heavily used,
- This area is already well provided with suitable, existing caravan sites,
- The Parish Council are also concerned about local infrastructure and how this development will impact on schools, doctors and surgeries.

**DINKLEY PARISH COUNCIL:** The Parish Council have no observations to make in respect of this application.

**LCC TRAFFIC AND DEVELOPMENT ENGINEER:** No objections to this application on highway safety grounds following the submission of the most recently amended plans. These show that a satisfactory vehicular access has been achieved, with a suitably located passing place on the farm approach.

**LCC PLANNING OFFICER (ARCHAEOLOGY):** No archaeological comments to make on this.

**ADDITIONAL REPRESENTATIONS:** Twenty letters have been received in regards to this application, sent from eleven different households, and the following points of objection have been raised:

- Visual impact on the quality of the open landscape at this location, contrary to Policy ENV3,
- The proposal will have no benefit to the area, will not enhance the location and is not essential,

- Placing Static Caravans in this location would be inappropriate and visually insensitive, and will damage this sensitive rural setting,
- Contrary to the provisions of RT1 and RT5, as the scheme is not considered to be a suitably designed or located tourist development,
- Various schemes have been refused on Northcote Road based on the potential increase in traffic flow along the current, inadequate and unsafe road network,
- Previous decisions should be taken into account when reviewing the potential issues the caravan park may have, particularly from a highway safety point of view,
- Although further development has been approved at Brockhall Village, and surrounding area, we are still waiting for a new access road to cope with the traffic,
- Should a Traffic Impact Assessment have been included with the application?
- Whilst in favour of local business expanding, there is already an existing Caravan Park with capacity within ½ a mile of this site,
- Question of justification when demand is already supported by existing nearby facilities,
- Whilst the Tree Report outlines trees to be retained, there is a question over future tree resentment issues,
- Insufficient leisure space for children to play in?
- The Applicant's have already converted a barn for letting purposes, is this not enough?
- Whilst there are letters of support, they are from people who would benefit from the development,
- I am surprised that this number of caravans requires a warden unit and reception building,
- Insufficient screening/landscaping proposed for the site,
- Access to the site via the Pub car park is unsatisfactory, and how will the statics be delivered?
- Pedestrian access and lighting is poor along this stretch of road, and the proposed footway link from the site does not meet a highway footway,
- Adverse impact upon residential amenity,
- The Council have a duty of care to ensure that the highway networks are safe, and this scheme will bring further traffic to an already unsafe area,
- Granting permission will also create a likelihood of major fires caused by sparks or carelessness from BBQ's used on the site, and
- Further concern regarding potential signage, especially as schemes that are considered intrusive in the landscape (RT5) should be resisted.

## **Proposal**

This application seeks permission for the proposed use of agricultural land to form a pitch static caravan holiday park with warden unit, reception, grounds maintenance store and associated landscaping. The Applicant is seeking to diversify income from the farm in order to ensure its ongoing viability, and the proposed scheme is how they are proposing to do so. They consider that the scheme will bring attendant economic benefits to the wider community with a range of local businesses likely to benefit from the scheme, and have included letters of support from these businesses. The site plan indicates 18 static pitches for holiday lodges with an additional lodge for a warden, and a reception building immediately at the end of the vehicular access to the entrance onto the site. An example of the type of lodge proposed has been supplied, which is considered an acceptable type, however confirmation of the precise details of the specification, design and external materials will be required by the Local Planning Authority prior to them being positioned on site.

Access to the site is gained via an existing vehicular access off Old Langho Road, adjacent to the Black Bull Inn. The access will be improved with an added passing bay and a 90m-visibility splay in either direction. There will be a separate pedestrian access to the site via a new woodland path running parallel to the vehicular access. Access is still provided for the Applicant to their fields beyond the site via an existing field gate.

## **Site Location**

The site is located to the west of the Brockhall Village development, and to the rear of the Black Bull Inn. Its is triangular parcel of land on the fringe of the land within the ownership of the owners of Aspinall Farm, which lies to the north west of the site. The site is situated within open countryside outside a defined settlement boundary, as designated by the Districtwide Local Plan.

## **Relevant History**

None relevant on this site.

## **Relevant Policies**

Policy G1 - Development Control.

Policy G5 - Settlement Strategy.

Policy H2 - Dwellings in the Open Countryside.

Policy ENV3 - Development in Open Countryside.

Policy ENV7 - Species Protection.

Policy RT1 - General Recreation and Tourism Policy.

Policy RT5 - New Static Caravan Sites and Extensions to Existing Sites.

Good Practice Guide on Planning for Tourism 2006

## **Environmental, AONB, Human Rights and Other Issues**

The key issues to consider are the principle of the development, potential visual impact caused by the development, any potential impact on highway safety, the potential impact on the amenity of other properties in this vicinity and any ecological impacts. We must therefore assess the scheme against Policies G5, RT1, RT5 and ENV3 of the Districtwide Local Plan.

## PRINCIPLE OF DEVELOPMENT

Policy G5 notes that only planning consents for “small scale tourism developments and small scale recreational developments appropriate to a rural area subject to Policy RT1” will be considered, and Policy RT1 notes that the Council will again only approve development proposals that extend the range of tourism and visitor facilities subject to the scheme meeting the following criteria:

- Proposal must not conflict with other Policies,
- Proposal must be well related to an existing main village or settlement,
- Development should not undermine the character, quality or visual amenities,
- Proposal should be well related to the existing highway network and should not generate additional traffic movements of a scale and type likely to cause problems, and
- Site should be large enough to accommodate the necessary car parking service areas.

More specifically with proposals for the development of new static holiday caravan sites, Policy RT5 states that “The Council will normally approve proposals for the siting of new static holiday caravan sites providing the development is not intrusive in the landscape, has a safe access or is capable of being improved to a safe standard and is not situated on land which is susceptible to flooding.”

On this basis, given the sites location adjacent to the existing settlement of Brockhall Village, and within 2 miles of nearby settlements Langho, Billington and, slightly further away, Whalley, the site is considered to be an acceptable location for the development proposed as it is within reasonable distance of a number of local amenities. In addition, given the restriction provided by the size of the site, and that it has been designed to take into account the boundary limitations, the scheme can only be considered as an appropriate small scale development. Therefore, the principle of the development of this site for use as a static holiday park is considered acceptable in compliance with Policies G5, RT1 and RT5, however this is of course subject to the other relevant criteria of these Policies.

## VISUAL IMPACT

The triangular piece of land is enclosed by a boundary of hedgerows and individual trees, and can be seen against a backdrop of the existing woodland at Brockhall Village. As the site is within open countryside, it is subject to Local Plan Policy ENV3 which states “Development will be required to be in keeping with the character of the landscape area and should reflect local vernacular, scale, style, features and building materials. Proposals to conserve, renew and enhance landscape features will be permitted, providing regard has been given for the characteristic landscape features of the area.” Having assessed the supporting information and the amended plans submitted, I am satisfied that layout of the site makes appropriate use of the natural screening provided around the site to acceptably screen the proposed timber clad holiday homes, which are also considered more appropriate than your typical static caravan model. I am aware that these are not necessarily the type of homes the Applicant will be using, and as such an appropriate condition will be added to the decision to ensure that the Applicant provides details before the homes are placed on site. The Applicant also proposes a new tree-planting screen to the northern boundary of the site, which will be bounded by a traditional Lancashire hedge mix to help further screen the site. On this basis, and that the site is well screened by both existing and proposed boundary treatments, I do not consider the scheme will have an adverse visual effect on the wider landscape or local environment.

## IMPACT ON HIGHWAY SAFETY

The immediate access to the site from Old Langho Road is shared with the Black Bull Inn car park, and on the basis of the plan initial provided by Applicant, the LCC Traffic and Development Engineer was recommending refusal of the proposal on the basis that the layout of the pub car park and the position of parked vehicles would interfere with the safe movement of traffic to the proposed site and that beyond the car park, the access narrows in width and is insufficient to support two way movements. He also raised concerns regarding how best to assess the operation of the proposed pedestrian walkway as it is not clear if it is being created from land adjacent to the existing access or from within the limited width available.

However, following the submission of revised plans, the LCC Officer now raises no objections to this application on highway safety grounds, as he considers that the plans now indicate that a satisfactory vehicular access has been achieved, with a suitably located passing place on the farm approach, and he also notes that the footpath provision allows pedestrians safe movement on foot between the site and Old Langho Road, without the potential for conflict with vehicles accessing the site. In addition, whilst he had previously expressed concern regarding the shared nature of the approach from Old Langho Road, this has been resolved through amendments to the parking layout for the public house and a clearer definition of the sightlines to the highway.

Therefore he does not consider that the development and the associated highway impacts will be detrimental to the safe operation of the immediate local highway network or to visitors to the public house.

## IMPACT ON NEARBY AMENITY

The nearest property affected by the proposed development, other than the Black Bull Inn, is The Old Barn, which sits opposite the proposed entrance to the site. Whereas the proposed buildings on the site will be positioned over 100m away from this property, the owners of this property have concerns regarding the safety of the proposed access as well as the level of traffic the development may create. However, as the LCC Traffic and Development Officer has no objections to the development, I am satisfied this improved access is acceptable. The Applicant is proposing to open 12 months of the year, in line with other Caravan Parks such as Todber Caravan Park in Gisburn, Lower Moss Farm in Longridge and also Ribblesdale Park in Gisburn. As far as the season is concerned then the Good Practice Guide on Planning for Tourism 2006 examines the use of occupancy conditions in Annex B, and suggests that *'The nature of holidays in this country has become increasingly diverse, in location, in season and in duration. Many people go away several times a year, often for short breaks and not exclusively in the summer months. Much of this demand is for self-catering accommodation – whether in new or converted buildings or in caravan holiday homes. This spread of demand improves the use that is made of this accommodation and so is advantageous to the businesses that provide it and to those host communities that are supported by the spending that it generates. It can help to reduce the disadvantages of seasonal employment, including the difficulties of retaining trained and experienced staff.'* Bearing this in mind, and given the size of the site, it is considered that the level of traffic to and from the site during a 12 month period will not be enough to cause undue impact on the amenity of nearby properties, and that in imposing the Conditions suggested, restricting the use of the caravans/statics on site as "Holiday Homes only" is considered sufficient to protect the amenity of nearby neighbouring properties.

## ECOLOGICAL IMPACTS

Given the high level of Badger activity around the site, a Badger Survey was commissioned by the Applicant and then subsequently assessed by the Lancashire Badger Group. The group have not raised any formal objections to the application, as they are satisfied that the badger survey has been carried out to a high standard and the ecologist has covered all issues. However, as their records show there is high badger activity in the woodlands around the Old Langho and Brockhall area, they have no doubt that badgers will be regularly crossing the proposed development site both during construction and after completion (should the application be passed), and as such further detail of the proposed protection and mitigation measures shall be submitted prior to the commencement of development.

With regards to the work proposed close to the existing trees on site, including the new footpath through the wooded area, having discussed the proposal with the Council's Countryside Officer, the method of construction proposed for the path is considered acceptable, and the alterations required to the access track will be outside of the Root Protection Area to prevent possible damage to the existing tree root structures. Details have been provided in respect of the proposed landscaping on site, however these are not considered comprehensive enough and as such a relevant Condition has been added to the recommendation to ensure a satisfactory scheme is approved.

Therefore bearing in mind the above, and whilst I am mindful of the visual impact and the comments from both objectors and the Parish Council, it is considered that the proposed application complies with the relevant policies, and is therefore recommended accordingly.

## SUMMARY OF REASONS FOR APPROVAL

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

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

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

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

2. The permission shall relate to the development as shown on Plan Reference No's SIMPS/01 Dwg 01A, SIMPS/01 Dwg 02A, SIMPS/01 Dwg 03A and SIMPS/01 Dwg 04.

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

3. This permission shall be implemented in accordance with the proposal as amended by letter and plan received on the 6 October 2010 and 12 October 2010.

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

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

The approved landscaping scheme shall be implemented in the first planting season prior to commencement of the development unless otherwise agreed by the Local Planning Authority, whether in whole or part and shall be maintained thereafter in perpetuity to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

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

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

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan and to prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

6. 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.

The visibility splay to be the subject of this condition shall be that land indicated on the submitted plan drawing No SIMPS/01 drawing 02A and shall be constructed and maintained at verge level in accordance with the scheme submitted.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan and to ensure adequate visibility at the street junction or site access.

7. No part of the development shall be commenced until all the on-site highway works have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. The scheme shall also include details of the materials proposed for the on-site road.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan and to enable all construction traffic to enter and leave the site in a safe manner without causing a hazard to other road users.

8. Unless otherwise agreed in writing with the Local Planning Authority the development shall be carried out in strict accordance with the recommendations of the badger survey and report submitted with the application dated June 2010.

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

9. Prior to the commencement of any works on site, details of species/habitat protection and mitigation measures shall have been submitted to and approved in writing by the Local Planning Authority. The scheme submitted shall include details of how badger protection measures will be incorporated into the development.

REASON: In the interests of protecting nature and conservation issues in accordance with Policies G1, ENV3 and ENV7 of the Ribble Valley Districtwide Local Plan.

10. The mobile homes/lodges hereby permitted,
  - a. shall be occupied for holiday purposes only,
  - b. shall not be occupied as a person's sole, or main place or residence, and
  - c. the owners/operators shall maintain an up-to-date register of the names of all owners/occupiers of individual caravans/log cabins/chalets on the site, and of their main home addresses, and shall make this information available at all reasonable times to the local planning authority.

REASON: To comply with the terms of the application, to ensure that the units are used as holiday accommodation only, and not used for unauthorised permanent residential occupation. To comply with Policies G5 and RT5 of the Ribble Valley Districtwide Local Plan.

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

REASON: In the interests of preserving the visual amenities of the locality and to comply with Policies G1, ENV3, RT1 and RT5 of the Ribble Valley Districtwide Local Plan.

12. The occupation of the Warden's Unit shall be limited to a person solely employed by the owner of the site as a Site Warden to help with the day-to-day running of the site.

REASON: In order to comply with Policies G1, H2 and ENV3 of the Ribble Valley Districtwide Local Plan. The site is within an area where residential development for purposes other than the essential requirements of agriculture, forestry or other uses appropriate for a rural area, are not normally permitted.

13. No more than nineteen (19) mobile homes (or their equivalent) shall be stationed at any one time on the site as defined in red on this application. Notwithstanding the details submitted with this application, before any unit is stationed, precise details of the specification, design and external materials of the units shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and operated in accordance with the approved details.

REASON: In the interests of visual amenity and to comply with Policies G1, ENV3, RT1 and RT5 of the Ribble Valley Districtwide Local Plan.



14. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services, all trees identified in the tree survey shall be protected in accordance with the BS5837 [Trees in Relation to Construction]. The root protection zone shall be 12 x the DBH (unless otherwise agreed in writing with the LPA), and shall remain in place until all building work has been completed and all excess materials have been removed from site including soil/spoil and rubble.

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

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

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

15. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls, details of which shall be submitted to the Local Planning Authority for approval. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed, with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

REASON: To prevent pollution of the water environment in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

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

REASON: To prevent pollution of the water environment in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

17. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

REASON: To prevent pollution of the water environment in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

## INFORMATIVES

1. This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 the County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works and therefore before any access works can start you must contact the Environment Directorate for further information by telephoning Area Surveyor East 01254 823831 or writing to the Area Surveyor East, Lancashire County Council, Area Office, Riddings Lane, Whalley, Clitheroe BB7 9RW quoting the planning application number.
2. The granting of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping up or diversion of a right of way should be the subject of an Order under the appropriate Act. Footpath 15 in the Parish of Dinckley and Billington and Langho runs through the site.

APPLICATION NO: 3/2010/0723/P (GRID REF: SD 374806 441705)  
RETROSPECTIVE APPLICATION FOR A SUN ROOM/GARDEN SHED ON AN EXTENSION  
TO THE EXISTING RAISED AREA AT 43 MEARLEY SYKE, CLITHEROE

PARISH COUNCIL: No objection.

ADDITIONAL REPRESENTATIONS: Two letters of objection have been received from neighbouring residents who wish to raise the following objections:

- Loss of privacy
- Otrusive and overbearing development

### **Proposal**

Retrospective permission is sought for a structure to facilitate both as a sun room and garden shed upon a raised platform sited to the south-eastern corner of the applicants rear garden. The raised platform measures 11.36m<sup>2</sup> with a height of 0.6 metres constructed of stone. The structure is orientated east to west and measures 4.3m x 2.5m x 2.3m in height constructed of timber panels with a pitched roof. Its front (western) elevation is used as a sun room in which glazed panels are present to the door and to both side elevations up to a maximum of 1.6 metres in length, measuring 1.4 metres in height to the top of the structure.

### **Site Location**

The proposal relates to a semi-detached property on a corner plot, in which its eastern side elevation faces Mearley Syke Road within the Highmoor Park housing estate.

### **Relevant History**

None

## **Relevant Policies**

Policy G1 – Development Control

Policy H10 – Residential Extensions

Policy SPG – ‘Extensions and Alterations to Dwellings’

## **Environmental, AONB, Human Rights and Other Issues**

Members should be aware that a decision notice has already been issued under the delegation procedure. However, since issuing the notice, it is evident that the development relates to a close member of staff and as such should have been determined by Planning and Development Committee.

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

With regards to the visual impact of the proposal in the street scene I consider that the existing eastern boundary fence to the applicants property and that of No. 45 Mearley Syke, screens the majority of the proposal with only the pitched roof being visible.

I note the concerns raised by neighbouring residents with regards to the proximity of the development to their property. Whilst I appreciate that the structure is sited against the rear boundary fence of No. 45 & 47 Mearley Syke, having assessed the proposal from the rear garden of No. 49 Mearley Syke I am satisfied that any overbearing impact upon neighbouring residential amenity south of the proposal is minimal.

These properties benefit from rear gardens, which are approx. 9 metres long, and the fence on the common boundary of the applicant's property and 45 & 47 Mearley Syke will screen the majority of the proposal. In addition, it is considered that any privacy issues are minimised by virtue of this boundary fence in which the ability to overlook into the rear gardens and rear elevation of these properties due to the siting of the proposal is minimal and not sufficient as to warrant refusal of the application.

The summerhouse is sited on a raised platform to the highest part of the applicants rear garden. It is sited east to west and as such the front elevation (west) faces the rear garden of No. 41 Mearley Syke (who have raised no objection to the application) As such, the proposal will have the greatest impact upon the residents of this property in comparison with those to the rear of the applicants property, which has been discussed above.

When conducting my site visit it was apparent that it was possible to overlook the rear garden of No. 41 Mearley Syke, and view the ground floor and first floor rear windows of the property from both inside the summer house and on the raised platform when standing. However, I consider that any loss of privacy to the residents of the adjacent property is not sufficient as to warrant refusal of the application for the following reasons;

Occupiers of the summerhouse will be predominantly seated and will only stand when exiting and entering. There is a distance of 3.4 metres at the nearest point from the front elevation of the structure and the common boundary fence, and a total of 5 metres at the nearest point from the structure to the rear elevation of the conservatory of the adjacent property. Therefore, whilst the residents of the adjacent property may be aware that the summerhouse is in use, due to the distance, I do not consider that they would feel significantly overlooked or that their privacy was

being invaded when they are inside the property. Walking to and from the summerhouse, it is considered, will be no worse than the applicants presently having the ability to walk up and down their garden. In addition, any views from the summerhouse are at an obscure angle and do not directly overlook into the adjacent property.

Therefore, in consideration of the above comments I do not consider this application would cause a significant detrimental impact on the visual amenity of the area or on the residential amenity of the occupiers of the surrounding properties. As such, the application is recommended accordingly.

#### SUMMARY OF REASONS FOR APPROVAL

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

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

1. This permission shall relate to drawing no. 197/202 in relation to the site plan and drawing no. 197/201 in relation to the floor plan and elevations.

REASON: For the avoidance of doubt.

APPLICATION NO: 3/2010/0747/P (GRID REF: SD 370647 441260)  
PROPOSED COW BUILDING, EARTH MOUNDING AND LANDSCAPING AT WITHGILL FARM, WITHGILL FOLD, MITTON, CLITHEROE

PARISH COUNCIL: The Parish Council considers that, whilst in itself, the added building would not be significantly visually detrimental if properly shielded, we point out the massive intrusion that the farm complex makes in comparison to what was envisaged when development started. It will be surprising if local residents do not see any limit to this step by step approach.

Just as important, the Parish Council emphasises that:

1. The new building and additional cattle should not require any further infrastructure, for example more slurry lagoons.
2. Previous planting regimes do not seem to have been successful.
3. Are these buildings essentially being moved from Bashall Town and does this make planning sense?
4. There is already a significant problem of waste disposal on surrounding fields and resulting odours blighting some nearby residential sites. How is this to be resolved?

ENVIRONMENT  
DIRECTORATE  
(COUNTY SURVEYOR):

Has no objections on highway safety grounds as the additional facilities proposed will have no material impact on the number or frequency of vehicle movements to and from the site.

LANCASHIRE COUNTY  
COUNCIL LAND AGENT:

Subject to confirmation about the ability of the existing slurry storage capacity to serve the proposed increase in cow numbers, the Land Agent considers the development to be reasonably necessary for the purposes of agriculture within the unit. He states that the proposed design of the building is typical of an agricultural building and identical to those already on site which were approved under application 3/2005/1079/P; and that the open sides allow maximum ventilation and cubicles are typical of a dairy cow building. Finally, the Land Agent considers the siting of the building close to the existing buildings to be appropriate from an operational point of view.

The Land Agent therefore has no objections in principle to the proposed development.

ENVIRONMENT AGENCY:

Has no objections in principle to the proposal, but has a number of concerns that need to be addressed by conditions as follows:

- The plans show that the development will result in the loss of a small section of an agricultural drainage ditch. This needs to be mitigated by either the creation of a new section of equal or greater length, or by the enhancement of the existing water body by the planting of suitable native aquatic species. A condition should therefore require the provision and subsequent management of compensatory habitats.
- There is a risk that contaminated surface water run off will drain to the water course adjacent to the site. As only clean, uncontaminated surface water should drain to any water course, a condition should ensure that a scheme for the disposal of foul and surface water is submitted to and approved by the Local Planning Authority prior to the commencement of development; and that the approved scheme is subsequently implemented.
- A condition should require the submission of precise calculations of the volume of slurry, dirty water, parlour washings etc that will be produced by the new headage, to prove either four months storage is available within the existing slurry lagoon or how any surplus slurry or effluent will be managed.

The Environment Agency also recommends that a number of informatives be stated on any planning permission.

ADDITIONAL  
REPRESENTATIONS:

Six letters have been received from residents of Withgill Fold and a further two letters from residents of Clitheroe and Higher Hodder. Objections and concerns are raised in all the letters which are summarised as follows:

1. There is confusion about the existing and proposed numbers of cattle. In late 2008, the applicant stated that stock at that time stood at 1950 cows, yet the current application states that the proposal would raise stock from 1500 to 2040 (an increase of 540). If 540 was added to 1950, the total would actually be 2490. A number of issues would arise from such an increase in the size of the herd. If the proposal is only to accommodate an extra 90 cows (ie increasing from 1950 to 2040) then the building on a site adjoining the Area of Outstanding Natural Beauty is excessively large and should be refused accordingly.
2. No mention is made in the application of the DEFRA Regulations relating to Waste Management, and it is questionable whether the slurry store meets current regulations even with the existing herd size.
3. An increase in herd size will increase the amount of land required for the disposal of slurry, and there could be serious environmental damage on land that is near to rivers. There would also be increased odour nuisance to nearby residents.
4. The application fails to offer any local economic benefit. It does not generate any local employment and offers no sustainable aspects either in terms of construction techniques and materials or economic sustainability.
5. The proposed further expansion of this farm will increase the pressure on other local dairy farms that use more 'low tech' traditional methods and pay more regard to animal welfare.
6. Harm will be caused to the landscape character of the nearby Forest of Bowland Area of Outstanding Natural Beauty.
7. Destruction of wildlife habitat in both the short and medium term.
8. No consideration has been given to the actual need for the development or to alternative sites. The applicant has other facilities across Ribble Valley that could accommodate larger herd numbers without the need for additional buildings.

9. No assessment has been given of the impact of the development on the surrounding road network.
10. The proposal will exacerbate existing problems of nuisance to nearby residents caused by plant movement, noise, light, odour and wind borne dust pollution.
11. Previously required landscaping/screening schemes have either not been provided or have not been maintained and have died off. Past performance indicates that the extensive landscaping shown on this application will not be provided.
12. If permission is granted, the road that gives access to Withgill Fold should not be used for deliveries etc as it is regularly used by children walking, playing or cycling.
13. When will the incremental expansion of this farm stop?

### **Proposal**

Permission is sought for a cow barn measuring 138m x 28.8m with an eaves height of 3.5m and a ridge height of 6.5m. It is an open sided building with a dark blue fibre cement roof above a steel portal frame. The proposed building is identical in size, design and external materials to the two existing buildings to the south of the present proposal.

There is an existing earth mound to the west of those two existing buildings. It is proposed to extend this to the north so that it would screen the western end elevation of the proposed building. There would be substantial tree planting on the extended mound and also on the agricultural land on the opposite side of the brook to the north of the proposed building.

### **Site Location**

The agricultural holding of Withgill Farm extends to approximately 350 hectares of meadowland. The complex of agricultural buildings and dwellings (which is presently the base for a milking herd of 1,500 cows) is situated in the open countryside between Clitheroe and Chaigley. These agricultural buildings and dwellings are located at the end of a track some 150m to the east of the highway, Whalley Road, that serves the site. The residential development at Withgill Fold (formed through the conversion of the traditional buildings originally belonging to this farm) is situated to the south west of the farm buildings complex and is served by a separate access road.

There are presently four existing cow barns sited next to each other running from south to north. This proposed fifth barn would be sited to the north of the existing northern most barn continuing the existing layout. The proposed building would therefore be adjoined to the west, north and east by agricultural fields.

### **Relevant History**

3/1993/0796/P – New herdsman's cottage. Approved.

3/1999/0166/P – Four new agricultural buildings, new dairy facilities, new store, new farm road and associated landscaping and external works. Approved with conditions.

3/2005/0465/P – Covered midden. Approved.

3/2005/1011/P – Farm workers dwelling. Approved.

3/2006/0213/P – Expansion of existing dairy cow accommodation by extending two of the existing barns, replacement slurry storage, and associated landscaping. Approved.

3/2007/0266/P – Farm workers dwelling (substitution of house type). Approved.

3/2007/0362/P – Retention of five agricultural workers caravans and screen fencing. Approved for a temporary period expiring on 31 July 2010.

3/2008/006/P – Construction of an agricultural workers dwelling to replace five agricultural workers caravans. Approved subject to the removal of the existing caravans.

3/2008/0129/P – Replacement dry feed store. Approved.

3/2008/0731/P – Change of agricultural workers house type and alterations to siting, approved under reference 3/2008/0006/P. Approved.

3/2008/0749/P – Replacement of dry cow building and store with a new portal framed building. Approved.

### **Relevant Policies**

Policy G1 - Development Control.

Policy G5 - Settlement Strategy.

Policy ENV2 - Land Adjacent to Area of Outstanding Natural Beauty.

Policy ENV13 - Landscape Protection.

PPS7 – Sustainable Development in Rural Areas.

### **Environmental, AONB, Human Rights and Other Issues**

Before considering the planning merits of the application, I consider it necessary to clarify the issue of the existing and proposed herd size at this farm. The applicant's agent has clarified that the applicant's existing herd consists of 1,770 cows, comprising 1,500 milkers at Withgill and a further 270 cows which are dry at any time that are presently housed at the applicant's property at Bashall Barn. The agents say that the building now proposed will accommodate a total of 540 cows which will comprise 270 additional milk cows and the 270 dry cows that will be relocated from Bashall Barn. As proposed the herd to be housed at Withgill would therefore consist of 2,040 cattle comprising 1,770 milkers and 270 dry cows.

In relation to the proposal to house the dry cows at Withgill, the County Council Land Agent comments that the current arrangement requires staff to undertake multiple trips to Bashall Barn each day to feed and check stock and that cows, including pregnant cows are regularly transported. Whilst he acknowledges that this has taken place for a number of years, he considers that housing all the cows in one site would be a benefit from both an operational and husbandry point of view.



In relation to another matter that required clarification, the Land Agent (and the Environment Agency) required confirmation that the existing slurry storage facilities could store the waste produced by the increase in cow numbers. The Agent has confirmed that the farm presently has 31,550m<sup>3</sup> of slurry storage. In order to satisfy DEFRA and the Environment Agency's requirements, the farm needs 120 days (4 months) storage. 2,040 cows produce 15,665m<sup>3</sup> over a 4 month period, rainfall over that period would account for 10,320m<sup>3</sup>, and wash water over the same period would equate to 4,080m<sup>3</sup> giving an overall total of 30,065m<sup>3</sup>, which is well within the existing storage capacity.

The Land Agent considers the siting and design of the building to be appropriate for its purpose and, in view of the clarification about slurry storage capacity, has no objections in principle to the application.

The other important consultee in this application is the Environment Agency who have confirmed that, subject to appropriate conditions and Informatives, they also have no objections in principle to the application. The Environment Agency appears to consider that, subject to compliance with their recommended conditions, and by following the appropriate DEFRA Guidance, the proposed development would not cause any pollution problems as feared by some of the persons who have expressed objections to the proposal.

One of the conditions recommended by the Environment Agency requires the submission for approval of a Manure Management Plan including a calculation of the volume of slurry, dirty water, parlour washings etc over a 4 month period. Although the volume calculation has been provided, I still consider it appropriate to impose that condition in the event that planning permission is granted.

The Council's agricultural adviser and the Environment Agency both therefore consider the application to be acceptable in principle. The relevant planning considerations relate to the effects of the proposal on visual amenity, the amenities of nearby residents and highway safety.

With regards to visual amenity, the site is within open countryside but, to the west, it is immediately adjoined by the Forest of Bowland Area of Outstanding Natural Beauty. The proposal, however, relates to an additional agricultural building at an existing large farm complex. As such, the building is acceptable in principle in this location. Existing landforms to the west of the complex serve to screen the existing buildings and minimise their visual impact when viewed from the AONB to the west. As part of the application a landscape planted earth mound would adjoin the western end elevation of the proposed building, similarly reducing its impact upon the landscape when viewed from the AONB. Further planting is also proposed to reduce the impact of the long northern elevation of the building when viewed from the north. Even from points where the proposed building would be visible, however, it would be viewed as part of the existing complex; it would not be an inappropriately located isolated building.

Subject to the provision of the earth mound and a comprehensive planting scheme, it is not considered that this building would have any seriously detrimental effects upon the appearance of the locality. The Council's Countryside Officer considers the proposed mound and planting to be acceptable in principle but requires the submission of more details through conditions. It is accepted that previous landscape planting schemes at this farm have not been properly maintained and have therefore failed. In this case, in addition to conditions requiring the approval and implementation of the scheme, there will also be a requirement for a detailed maintenance plan to be approved and followed.

The matter of effects of the development on nearby residents was considered in detail in respect of application 3/1999/0166/P for the erection of four livestock buildings, new dairy facilities, machinery store, new farm road and associated landscaping and external works. The four livestock buildings (to house dairy cows) were to be sited along the eastern boundary of the site, to the north west of the houses in Withgill Fold. That application was considered to be acceptable with regards to its effects upon the amenities of neighbours (and also in relation to all other considerations) and planning permission was therefore granted, and the buildings were erected. The two northern most buildings have subsequently been extended on their western ends (ie away from Withgill Fold) under permission 3/2006/0213/P.

The nearest distance between one of the dwellings at Withgill Fold and the southern most of the existing livestock buildings approved under 3/1999/0166/P is approximately 70m. The nearest distance between a dwelling at Withgill Fold and the building now proposed is approximately 200m, (and the four existing buildings are between the dwellings and the proposed building. Given these distances and circumstances, I do not consider that the proposed building would have any seriously detrimental effects upon the amenities of the residents of Withgill Fold.

The County Surveyor has no objections to the application from the point of view of highway safety. As previously stated, the Environment Agency also has no objections in principle to the proposal. If any problems of pollution to ground or water were to occur, then they would be properly addressed by the Environment Agency through the appropriate legislation. The County Land Agent also considers the proposal to be acceptable.

Overall, in view of the responses from these consultees, and after careful consideration of the effects of the proposal upon visual amenity and the amenities of nearby residents, I consider the proposed expansion of this existing farm enterprise to be acceptable and in compliance with the relevant planning policies.

#### SUMMARY OF REASONS FOR APPROVAL

The proposed expansion of an existing agricultural enterprise in this open countryside location will not have any seriously detrimental effects upon the local landscape, the amenities of nearby residents or highway safety.

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

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

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

2. This permission shall relate to the proposal as shown on drawing numbers BARN/15/02a, 03 and 04.

**REASON:** For the avoidance of doubt and to ensure compliance with the submitted plans.

3. Prior to commencement of development, a scheme for the provision and management of compensatory habitat shall be submitted to and approved in writing by the Local Planning

Authority. Thereafter the development shall be implemented in accordance with the approved scheme.

REASON: To ensure that there is no net loss of habitat as a result of the proposed development and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

4. No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved in writing by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

REASON: To ensure a satisfactory means of drainage and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

5. No development approved by this permission shall commence until a Manure Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include a calculation of the volume of slurry, dirty water, parlour washings etc that will be produced by the new infrastructure and demonstrate that either four months slurry storage is available within the existing slurry lagoon or how any surplus slurry and effluent will be managed. The development shall proceed in accordance with the approved plan.

REASON: To ensure that the proposed development does not increase the risk of pollution to controlled waters and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

6. Prior to commencement of development, precise details of the proposed landscaping/screen planting scheme including appropriate species mix, appropriate tree/shrub types, appropriate density, and details of appropriate protection and maintenance to ensure maximum establishment, shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the landscape details are appropriate for the locality and for their purpose of screening the approved building in the interests of visual amenity and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

7. The earth mound hereby permitted shall be formed to the satisfaction of the Local Planning Authority prior to the first use of the approved building. The landscaping/screen planting, both on the mound and on the field to the north of the building shall be implemented in accordance with the approved details not later than during the first planting season following the completion of the building, or its first use, whichever is the sooner. Thereafter, the planting shall be protected and maintained in accordance with the approved protection and maintenance details for a period of not less than five years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased by a species of similar size to those originally planted.

REASON: To ensure that the planting is carried out and that it becomes established in the interests of visual amenity and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

## NOTES

1. The applicant is advised of the need to notify the Environment Agency of any changes to the storage infrastructure for both slurry and silage at this site.
2. Any works including culverting or diversions of a watercourse within or adjacent to the site may require Agency Land Drainage Consent under Section 23 Land Drainage Act 1991. Should such works be proposed, the applicant is advised to contact the Development and Flood Risk Engineer for the area, Mr J C Welsby, at the Environment Agency on 01772 714016 to apply for Consent.
3. The proposed development must fully comply with the terms of The Water Resources (Silage, Slurry and Agricultural Fuel Oil) Regulations 2010.
4. The proposal must fully comply with the DEFRA guidance document 'Protecting our Water, Soil and Air: A Code of Good Agricultural Practice for Farmers, Growers and Land Managers' available from DEFRA.

APPLICATION NO: 3/2010/0778/P (GRID REF: SD 364486 438178)  
CHANGE OF USE FROM CLASS A4 (DRINKING ESTABLISHMENTS) TO USE CLASS B1  
(OFFICES) AT HALLS ARMS, CLITHEROE ROAD, KNOWLE GREEN

PARISH COUNCIL: No objections.

COUNTY SURVEYOR: No objections on highway safety grounds.

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

- Impact upon highway safety.
- The use is not suitable within an Area of Outstanding Natural Beauty especially when vacant offices are present elsewhere.

Two further letters of observation have been received. One from the Parish Council and one from a neighbouring resident. Both **do not object** to the principle of the application but wish to raise the following:

- Urgent works are required at the junction to address highway safety.
- Change in use will have an adverse effect on the operation of the junction.
- Suggests that the junction is made a staggered junction.

## **Proposal**

Permission is sought for the change of use of the currently vacant premises known formerly as the 'Halls Arms', from a Class A4 (drinking establishment) Use to a Class B1 (Office) Use.

## **Site Location**

The Halls Arms is located at the head of the crossroads where Stoneygate Lane meets Clitheroe Road, to the east of the main settlement of Knowle Green within an Area of Outstanding Natural Beauty.

## **Relevant History**

3/2005/0813 – Part replacement, part new extension and part use of previous barn footprint together with improvements to access, overflow car spaces and service aisle and turning area as extension of existing (Resubmission). Approved with Conditions.

## **Relevant Policies**

Policy G1 – Development Control

Policy ENV1 – Area of Outstanding Natural Beauty

Policy EMP11 – Loss of Employment Land

Policy G5 – Settlement Strategy

Policy T7 – Parking Provision

Planning Policy Statement (PPS) 1 – Delivering Sustainable Development

PPS4 – Planning for Sustainable Economic Growth

PPS7 – Sustainable Development in Rural Areas

## **Environmental, AONB, Human Rights and Other Issues**

Matters for consideration in the determination of this application are the principle of development, potential impact on highway safety and any potential impact on the amenity of neighbouring residents.

### **PRINCIPLE OF DEVELOPMENT**

It is considered that the use of the Halls Arms as B1 office space would comply with the provisions of the following policy statements;

PPS1 states that 'planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by contributing to sustainable economic development' (para. 5).

Policy EC12 of PPS4 'Determining planning applications for economic development in rural areas' states that 're-use of buildings in the countryside for economic development purposes will usually be preferable' and that local planning authorities should 'support small-scale economic development where it provides the most sustainable option in villages, or other locations, that are remote from local service centres, recognising that a site may be an acceptable location for development even though it may not be readily accessible by public transport'.

The provisions of the above two Policy Statements are also supported by text within PPS7, in particular paragraph 17 which states that 'the Government's policy is to support the re-use of

appropriately located and suitably constructed existing buildings in the countryside where this would meet sustainable development objectives, with re-use for economic development purposes being preferable’.

Policy G5 supports small scale developments outside the main settlements and the village boundaries if they are ‘essential to the local economy or the social well being of the area’.

Lastly, with regards to compliance with Policy EMP11 the use of the building for offices would retain the employment potential of the site, and thus comply with this policy.

Therefore, on the basis of the guidance contained within the above national planning policy statements and the guidance contained within Local Plan Policies G1 and G5, the use of the currently redundant building to provide B1 office space is considered an appropriate and sustainable development, in compliance with both Local and National Planning Policy.

In response to the concerns raised by a neighbouring resident with regards to the suitability of the use within an Area of Outstanding Natural Beauty it is considered that the above justifies the location of a business use in this area, and as no external alterations are proposed to the premises its visual impact will be minimal.

#### IMPACT UPON NEIGHBOURING RESIDENTIAL AMENITY

The nearest residential property to the west of the premises is 180 metres away and to the east 220 metres away. Therefore any potential impact of the development upon the amenity of neighbouring residents in relation to privacy and noise disturbance will be minimal.

#### IMPACT UPON HIGHWAY SAFETY

With regards to the impact of the proposal upon highway safety a precedent has already been set by approval of improvements to the parking and access arrangements under application 3/2005/0813 for use of the building as a restaurant with guest accommodation, which is not dissimilar to the parking/access arrangement of this application.

The County Surveyors initial comments stated that he had no objection to the application on highway safety grounds, but detailed a number of recommendations, as the application submitted did not include a plan of the proposed parking/access arrangements.

The agent has discussed the necessary parking/access arrangements with the County Surveyor and a plan has been submitted which satisfies his requirements, confirming that ‘further to my previous comments.....I have no objections on highway safety grounds to the proposals contained therein. The visibility splay to the west has been measured from 3.1m back from the edge of carriageway and provides for a clear sightline in excess of 120m. As this access now falls within a 30mph speed limit, I am satisfied that this is safe and appropriate for this location’.

The main aspects of the car park layout is as follows:

- To provide 24 standard spaces plus two mobility spaces with an area allocated for bicycle and motorcycles.
- The existing access to the rear of the building, which exits onto Stoneygate Lane is not to be used by staff or visitors but to be maintained for access to the field only.

- The existing second access onto Clitheroe Road, adjacent to the eastern side elevation of the building is not suitable for vehicular use and will be used as a pedestrian entrance only. The road access is to be then permanently blocked off by the reinstatement of the footpath and kerb.

All visibility splays have been met, the first 10 metres of the car park entrance back from the carriageway will be of macadam construction, the hedgerow along the front of the car park will be set back to ensure maximum clear site lines and be maintained at a height of approx. 600mm as well as the retaining wall.

All of the above has been done as per the advice of the County Surveyor and he is satisfied with the final arrangement.

Therefore, having regard to all the above I am of the opinion that the proposal has no significant detrimental impact on nearby residential amenity, nor would it have an adverse visual impact or be to the detriment of highway safety.

#### SUMMARY OF REASONS FOR APPROVAL

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

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

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

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

2. This permission shall relate to drawing number MH-BS.10-53-01 in relation to existing and proposed floor plans and amended drawing number MH-BS.10-53-02 Rev A in relation to the proposed site plan/car park layout.

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

3. The use of the premises in accordance with this permission shall be restricted to the hours between 0800 to 1800 Monday to Saturday, and there shall be no opening on Sundays or Bank Holidays.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan. The use of the premises outside these hours could prove injurious to the character of the area and in order to safeguard neighbouring residential amenity.

4. The development hereby permitted shall be used for B1 'office use' only and for no other purpose, including any use falling within Class B1 of the Town and Country Planning (Use Classes) Order 1987 (As amended).

REASON: The permission granted is for a specific use, and it is considered that other uses within the same Use Class may give rise to adverse effects on the locality, contrary to the provisions of Policy G1 of the Ribble Valley Districtwide Local Plan.

5. The sole means of vehicular access to and from the site shall be via the improved access off Clitheroe Road.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan and to limit the number of access points to the highway network as an aid to road safety.

6. Before the development is first brought into use the area of land between the nearside carriageway edge of Clitheroe Road and the building and that land within a 4.5m x 120m visibility splay to the west of the site access shall be cleared of any obstructions whatsoever above footway level and thereafter kept clear.

REASON: To secure adequate visibility from Stoneygate Lane and the site access in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

7. Before the development is first brought into use a 2.4m x 120m visibility splay to the east of the site access shall be cleared of any obstructions above kerb level and thereafter kept clear.

REASON: To secure adequate visibility to the east of the site access in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

8. Prior to the first use of the development hereby permitted, a Business Travel Plan shall be submitted to and approved in writing, by the Local Planning 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: A Business Travel Plan is a document setting out a package of measures for reducing the number of car trips made to the development and the promotion of alternative methods of travel in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

9. No deliveries of any goods shall be accepted by any site personnel (either through the service yard or public entrance) from any vehicle which has unloaded whilst parked on the public highway. All servicing shall take place from the internal servicing area indicated on the submitted site plan.

REASON: In accordance with Policy G1 of the Ribble Valley Districtwide Local Plan to ensure servicing does not cause material harm to highway safety or free flow of traffic.



APPLICATION NO: 3/2010/0800/P

RID REF: SD 374532 442373)

RE-SUBMISSION OF PROPOSED SINGLE STOREY EXTENSION TO GUEST HOUSE (32 PIMLICO ROAD) AND CHANGE OF USE OF HOUSE TO GUEST ACCOMODATION ON GROUND FLOOR WITH FLAT ABOVE (34 PIMLICO ROAD) AT 32 & 34 PIMLICO ROAD, CLITHEROE

PARISH COUNCIL: Objects to the application – Loss of amenity for the residents of No. 30 Pimlico Road.

COUNTY SURVEYOR: Raised no objection to the application on highway safety grounds. Awaiting further comments to address concerns expressed at the last committee meeting.

ADDITIONAL REPRESENTATIONS: Six letters of objection have been received from neighbouring residents with an additional objection from the fire service summarised as follows:

- Loss of privacy, light, view and general amenity.
- Demand for parking on Pimlico Road will increase traffic leading to conditions to the detriment of highway safety.
- No provision of disabled parking.
- Access road to Fire Station may be blocked.
- Parking provision for three vehicles to the rear of No. 32 Pimlico Road cannot be accommodated due to the small turning circle
- Visual impact resulting from removal of rear boundary wall and character of residential property will be lost.
- Works to No. 34 don't appear to meet fire regulations.
- The conversion at No. 34 could be let as a flat.

### **Proposal**

This application is a resubmission of 3/2010/0196 which was for proposed single storey extension to guesthouse (No. 32 Pimlico Road) and change of use of house to guest accommodation on ground floor with flat above (34 Pimlico Road). The application was refused due to the lack of appropriate parking provision leading to additional demand for parking being displaced onto neighbouring residential roads to the detriment of highway safety.

This re-submission is similar to the previously refused application as it comes in two parts, the first relates to a proposed extension to the rear of the existing Guest House at No. 32 Pimlico Road with approx. dimensions of 6.1m x 4.6m x 3.8m. The second part of the application requests permission to convert the ground floor of adjacent terraced property No. 34 Pimlico Road into two guest bedrooms, one with en-suite and another with bathroom and kitchenette, ancillary to the existing Guest House at No. 32. In addition, the second and third floor above is to be used as separate residential accommodation. Three parking spaces are to be provided to the rear of No. 32 Pimlico Road via the removal of 4.1 metres of wall and the adjacent rear gate.

The only difference between the previously refused decision and this application is that to address concerns regarding highway safety and to adequately accommodate two car parking spaces to the rear of No. 34 Pimlico Road 10.6 metres of rear wall between No. 32 and 34

Pimlico Road is to be removed to facilitate a parking space aside the gable wall of the existing single storey extension to No. 32 Pimlico Road and the existing single storey garage to the rear of No. 34 Pimlico Road is to be removed to accommodate an additional space.

### **Site Location**

The application site comprises of a large detached property on Pimlico Road used as Bed and Breakfast Accommodation (No. 32 Pimlico Road) located within a terrace of residential properties which lies to the north of Princess Avenue and directly opposite the junction to Fox Street. The applicant has acquired adjacent property No. 34 Pimlico Road, in which conversion works into two guest bedrooms on the ground floor with one residential flat above are proposed.

### **Relevant History**

3/2010/0196 – Proposed single storey extension to guest house (32 Pimlico Road) and change of use of house to guest accommodation on ground floor with flat above (34 Pimlico Road). Refused.

3/1986/0284 – Change of use of premises as bed and breakfast accommodation, 32 Pimlico Road, Clitheroe. Approved with Conditions.

### **Relevant Policies**

Policy G1 – Development Control  
RT1 – Tourism and visitor facilities  
Policy RT2 – Small Hotels and Guest Houses  
Policy T7 – Parking provision

### **Environmental, AONB, Human Rights and Other Issues**

Members are reminded that this application was deferred at the last planning committee pending further clarification from the County Surveyor that he is satisfied with the parking arrangements for both 32 & 34 Pimlico Road. Concern was also expressed that parked vehicles would inhibit the use of the fire escape to the side of the proposed extension, to the rear of No. 32 Pimlico Road.

In response to the above, the County Surveyor has confirmed that he is 'confident that a route from the fire door through the parking area and to the back lane will be available at all times'. His view is on the basis that a larger vehicle that could not be accommodated within one of the three spaces should be parked elsewhere as it will be causing an obstruction by projecting onto the back road. He states that the 'modular space is designed to take into account the ability of the driver or passenger to access the vehicle. Therefore, space to open the doors is included in the overall dimension'. Thus he is satisfied that the space between the cars would allow adequate movement of members of the public from the fire escape door, through, and out of the parking area.

In addition, the Fire Safety Enforcement Officer at Lancashire Fire and Rescue Service has been contacted for his opinions regarding the suitability of the fire escape. He has confirmed that 'the Fire Authority would have no objection to the 3 parking spaces providing there is a Metre gap clearly marked between the building and the 3 spaces'. Upon discussing this provision with the officer they are of the opinion that vehicles should not park right up to the rear of the extension.

The above view expressed by the Fire Safety Enforcement Officer would reduce the available space for parking to the rear of the extension.

In view of the above, further comments from the County Surveyor have been requested with the intention that his comments will be read out to members at the committee.

Matters for consideration are the impact of the development upon neighbouring residential amenity and highway safety.

In relation to the proposed extension to the rear of the main guest house I consider that in terms of scale, size and design the proposal is acceptable and would compliment the design of the main property, and as it is to the rear of the premises it would not be seen within the immediate locality and as such have minimal visual impact. Having assessed this aspect using the BRE methodology detailed in the Councils SPG 'Extensions and Alterations' I am satisfied that as the extension is single storey and the roof is hipped, the proposal meets the above methodology and as such any loss of light to the ground floor patio doors of adjacent property No. 30 Pimlico Road is not sufficient as to warrant refusal.

I do not consider that the partial loss of the rear boundary walls will have a significant impact upon visual amenity as their location to the rear of the properties do not significantly contribute to the character of the area. As there are no extensions or alterations proposed to the front elevation of No. 34 Pimlico Road its appearance, as a residential property to this elevation within the street scene will be unaffected by the proposal.

With regards to loss of privacy the submitted plan indicates that the door to the southern side elevation of the extension is to be solid and a fire door, which will minimise its use. In addition, there is an existing boundary wall with lattice screening above, between No. 30 and No. 34 Pimlico Road. Therefore it is considered that any loss of privacy to the residents of No. 30 Pimlico Road will be minimal.

With regards to the principle of changing the use of the ground floor accommodation of No. 34 Pimlico Road to that of ancillary guest house accommodation for No. 32 Pimlico Road Policy RT2 of the Ribble Valley Districtwide Local Plan states that the *'conversion of existing residential properties for small hotels, guest houses or self-catering accommodation...will be favourably considered providing that the proposal:*

- i) does not conflict with the other policies of this plan;*
- ii) any extension is in keeping with the character of the area, by virtue of size, scale materials or design;*
- iii) includes satisfactory access arrangements and appropriate numbers of car parking spaces, and*
- iv) proposals should not adversely affect the residential amenity of the area.*

I consider that, as No. 34 Pimlico Road has been used as residential accommodation, set amongst a row of terraced residential properties, the application does not include any extensions and the only exterior alteration is the insertion of a window to the top of the gable wall any potential impact of the proposal upon neighbouring residential amenity will be minimal.

With regards to the use of the second and third floor of No. 34 Pimlico Road as a flat it is considered that its use within a predominantly residential area will have minimal impact upon neighbouring amenity. If the applicant wishes in future to change the use of the ground floor

accommodation at No. 34 Pimlico Road to separate residential accommodation this will require planning permission and would be considered on its own merits.

Policy T7 of the Ribble Valley Districtwide Local Plan states that 'all development proposals will be required to provide adequate car parking and servicing space' which is mirrored by Policy G1 which states that 'developments should make adequate arrangements for car parking' and to satisfy policy RT2 in relation to guest houses states applications will be favourably considered providing that the proposal 'includes satisfactory access arrangements and appropriate numbers of car parking spaces'.

I note the concerns of neighbouring residents and the fire station with regards to the potential of the proposal resulting in increased traffic onto Pimlico Road and the blocking of the access to the fire station. With regards to the latter, the County Surveyor notes the fire stations concerns and suggests that a condition is placed on any approved decision notice requesting that 'all work to the rear of No's 32 and 34 must be carried out from within the site; that no vehicles or machinery associated with the construction work on site should be placed on the service road to the rear of the properties and that temporary storage of materials should take place within the site'. It is considered that this condition will adequately address concerns regarding access to the fire station whilst works are being carried out.

With regards to any impacts upon highway safety and further congestion of Pimlico Road, the submitted plan provides five off-street parking spaces. This number of spaces is considered appropriate by the County Surveyor to accommodate the main guest house, the annex guest house accommodation and the two bedroomed flat.

With regards to the lack of disabled parking the County Surveyor has not raised this as an issue. Whether the conversion at No. 34 meets fire regulations is considered a civil matter and loss of view is not classed as material considerations in the determination of this application.

Therefore, having regard to all of the above I am of the opinion that the works would not prove significantly detrimental to visual or residential amenity nor be to the detriment of highway safety and therefore recommend accordingly.

#### SUMMARY OF REASONS FOR APPROVAL

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

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

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.  
REASON: Required to be imposed pursuant to Section 91 of The Town and Country Planning Act 1990.
2. Precise specifications or samples of walling and roofing materials and details of any surface materials to be used including their colour and texture shall have been submitted to and approved in writing by the Local Planning Authority before their use in the proposed works.

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

3. This permission shall relate to drawing no. 3990-01C in relation to existing and proposed floor plans and elevations.

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

4. All work to the rear of No's 32 and 34 must be carried out from within the site; no vehicles or machinery associated with the construction work on site should be placed on the service road to the rear of properties and the temporary storage of materials should take place within the site.

REASON: In the interests of highway safety and to ensure access to and from the fire station at all times in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

APPLICATION NO: 3/2010/0815/P (GRID REF: SD 372390 441600)  
PROPOSED EXTENSION TO THE EXISTING CARAVAN PARK AT THE FARM AT  
EDISFORD BRIDGE FARM, EDISFORD BRIDGE, CLITHEROE

TOWN COUNCIL:

Comment as follows:

1. From previous correspondence it will be clear the Parish Council has had difficulty in the past caused by the applicants failure to adhere to the conditions attached to approvals.
2. At present there are some 20 authorised caravan pitches at the site although the pitch numbers go up to 28. Some of these may be tent pitches. In principle, since the new pitches are remote from the road, if the total is 30 this seems reasonable.
3. Screening has been an unfulfilled condition in the past.
4. Important in the Parish Council's view is the use of adjacent land close to the road for rallies. These are supposed to be limited to four in the summer months but in fact are much more frequent. They involve some 50-100 temporary pitches which the Council finds unacceptable given proximity to the road and absence of screening to the north. Permission for 30 permanent pitches should be conditional on adherence to regulation of rallies.

ENVIRONMENT  
DIRECTORATE  
(COUNTY SURVEYOR):

No formal comments received at the time of report preparation but informally has raised no objections.

ADDITIONAL  
REPRESENTATIONS:

One letter has been received which raises the following issues.

1. The site has a limit of 20 vans but there are often more than this in situ on the site.
2. There are many more than 20 pitches marked out on the site, approximately 34.
3. The number of rallies whereby a vast number of vans swamp the adjacent field is a distortion of the actual number of vans permitted to the site and this ought to be taken into account when discussing increase in the number of pitches for more general use. This adjacent field is not screened so all the vans from a rally are in full view from the road.
4. If the main site is full, vans are regularly transferred to this rally field. This anecdotal evidence is from discussions with clients of the site when in the local pub.
5. The supposed screening programme for the initial development has taken several years to develop due to the inappropriately small plants used. It is still nowhere near the degree of screening initially proposed.
6. Speed limit of the road needs to be considered. As you will be aware, there is a speed limit around this site and from the townside of Edisford Bridge over 60mph. This is inappropriate for the ever increasing number of pedestrians using the roadway. It could be reduced to 30mph until after the residential area as is the case in Whalley of 40mph as near Hurst Green.
7. As an indication of the attention to detail of the current site management, there is a shutdown period every year which has been flouted both at the beginning and end of last season. Vans do not leave via the appropriate date and they return two nights before the official date.

### **Proposal**

This application seeks consent for an extension to an existing touring caravan site. The proposed development is for 10 additional touring pitches on a field to the north of the existing site thereby forming an increased site with a total of 30 touring pitches.

The area of land concerned is presently part outdoor ménage/part agricultural with the plans denoting an extension of the existing track into the current site to the land in question with its boundaries to be defined by a Lancashire hedgerow with Ash/Oak trees to be planted every 7-10m within the hedgerow. There would be 13 caravan pitches formed within the extended area with 17 remaining on the existing site.

### **Site Location**

The site lies outside any defined settlement limit within land designated open countryside. The main farmhouse lies to the east with a small collection of dwellings to the Edisford Bridge public house. To the immediate south east boundary of the site are buildings associated with the farmstead with open fields to the north and east.

### **Relevant History**

3/2005/0556/P - Creation of a 20 pitch touring caravan and recreational vehicle site, construction of facilities block and highway improvements. Resubmission. Approved with conditions 28 October 2005.

3/2005/0653/P – Proposed change of use to allow storage of caravans (20) and highway improvements. Approved with conditions 28 October 2005.

3/2004/0677/P – Creation of 20 pitched touring caravan site facilities block. Withdrawn.

### **Relevant Policies**

Policy G1 - Development Control.

Policy G5 - Settlement Strategy.

Policy ENV3 - Development in Open Countryside.

Policy RT1 - General Recreation and Tourism Policy.

Policy RT6 - New Touring Caravan Sites and Extensions to Existing Sites.

### **Environmental, AONB, Human Rights and Other Issues**

Matters for consideration are the principle of development, highway safety and potential effects on visual and residential amenity.

In terms of principle, Policy RT6 of the Districtwide Local Plan allows for the extension of existing touring sites subject to a number of criteria such as size, visual impact and closed period. The extension of the site is physically well related to a complex of buildings to its rear. In terms of long range views, it is also worth noting that from the west, the existing site is in part screened by the topography of the area given that the adjacent fields are slightly higher meaning only the upper most part of the touring vans are visible in the wider landscape. Part of this proposal is for additional screen planting to boundaries and this will assist in assimilating the extended area into the wider landscape. From long range views there would not be a significantly detrimental impact on the appearance of the area and thus on visual grounds the scheme is not considered to prove detrimental to the visual qualities of the open countryside area in which it is set.

Turning to highway safety, whilst the formal observations of the County Surveyor had not been received at the time of report preparation, informally he has raised no objections. This is on the basis that the number of touring pitches are limited to 30 as identified in this submission.

In terms of residential amenity I am of the opinion that as the area of land is set behind existing buildings and would mean an increase in capacity of the overall site by 10 touring caravans there would not be a significant impact on nearby residential amenity via increased comings and goings and general usage of the site.

Comments have been received regarding use of the fields to the immediate west of the existing site for both rallies and as an overspill to the existing site. Use of the field for rallies is a separate planning issue but the applicants agent has confirmed that when rallies are held only those attending the rally use the field referred to. With regard to the numbers of the pitches, the site has a number of tent pitches which are numbered for ease of use when directing camping customers to an appropriate part of the camping field. In respect of potential abuse of the closed period, the applicants agent contests this. There were problems at the end of the last season in terms of inclement weather that meant not all of the vans were able to leave on the appropriate day but apart from that one instance, they claim the periods are adhered to.

Therefore, having carefully considered all the above, I am of the opinion that the scheme would not prove significantly detrimental to visual or adjacent residential amenity. Nor would it compromise highway safety. I thus recommend accordingly.

#### SUMMARY OF REASONS FOR APPROVAL

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

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

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

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

2. As this permission shall be implemented in accordance with the proposal as detailed on drawing Kno/321/1149/02REVA amended 1 November 2010.

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

3. The period of occupancy of the site shall be limited to 7 March to 6 January in any succeeding year with the site not being available for use outside these dates.

REASON: In accordance with Policy RT6 of the Ribble Valley Districtwide Local Plan to ensure that the site is for short stay visitor usage only.

4. The landscaping scheme as submitted on 1 November 2010 and detailed on drawing Kno/321/1149/02REVA submitted with the application shall be implemented in the first planting season following occupation or use of development and shall be maintained



thereafter for a period of not less than five 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 which becomes seriously diseased, by a species of similar size to those originally planted.

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

5. The total number of touring pitches across the site (which is identified as the land edged red on drawing KAO/321/1149/02REVA and the existing site as approved under 3/2005/0556/P shall not exceed 30.

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

APPLICATION NO: 3/2010/0822/P (GRID REF: SD 363084, 439482)  
PROPOSED ERECTION OF A TIMBER FRAMED DAIRY UNIT TO ACCOMMODATE 120 MILK COWS AND ALL FACILITIES ASSOCIATED WITH MODERN DAIRY COW HOUSING AT FORTY ACRE FARM, FORTY ACRE LANE, JEFFREY HILL, LONGRIDGE, PR3 2TU.

PARISH COUNCIL: No comments of observations received within the 21 day consultation day period or at the time of writing this report.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR): Consulted verbally and there are no objections to the proposal.

ENVIRONMENT DIRECTORATE (RURAL ESTATES): Justification  
In order that his dairy operation can continue, the proposed buildings are required to accommodate his dairy herd. In addition, new dairy and milking facilities are required. I therefore consider the proposed development to be reasonably necessary.

It should, however, be noted that the applicant only owns approximately 70 acres (28 hectares) of land at the application site, with the remaining land being rented, all of which is on a short term basis. Taking this into account, there is the risk that if the land rented on a short term basis is no longer available, there is a possibility that the area of land remaining to the applicant would not be sufficient to support the scale of the livestock enterprise which the proposed buildings would support.

### Design

The buildings are of a purpose type construction and are suitable for the dairy housing and ancillary facilities. I note that the proposed number of cubicles is 120 and that currently the applicant milks 100 cows including dry cows. The proposed facility is therefore larger than currently required although the proposed number of cubicles allows for some expansion and also animal welfare standards recommend a greater number of cubicles than cows.

### Other Comments

Please be aware that if consent is granted for the proposed development, this may lead to further applications for ancillary development, e.g. for increased slurry storage facilities.

### ADDITIONAL REPRESENTATIONS:

A joint letter has been received from two adjacent neighbours who raise concern about the safety of Forty Acre Lane, which historically, when the farm had 80 cows, became muddy and dangerous by cows being transferred from the farm to field. This may become a bigger issue with the increase in cows to 120. To prevent this, they request that cows are transferred to fields through other fields rather than the road.

### Proposal

Planning permission is sought to erect four attached timber buildings, to provide a new dairy facility, which would measure 42.35 metres x 44.07 metres, equating to 1866.36 square metres of floor space. The building is made up of four apex roofs, connected together as one. The eaves of each building would vary between 3 metres and 3.4 metres in height with the ridges of the buildings varying between 3.8 metres and 5.0 metres. Three of the buildings would provide cubicles for 120 cows with associated feed and tractor passages, the fourth building would provide the milking parlour, collecting yard, dairy, office and calving boxes. The buildings would be constructed with timber walls with yorkshire boarding above and fibre cement sheeting to the roof, the colour of which is proposed to be Anthracite.

### Site Location

The site of the proposed buildings is situated to the south west of the existing main farm buildings between a free range hen building and a high radio mast on the western edge of the farm buildings complex, due to it being one of the flattest locations at the farm and therefore preferable in terms of construction of the buildings.

The farm itself is within the Forest of Bowland Area of Outstanding Natural Beauty, approximately 700 metres to the North East of Longridge Golf Club, located on the approach to Jeffrey Hill.

### Relevant History

3/2003/0176 – Agricultural free range hen building. Approved.

6/10/1514 – Milk room and shippon. Approved.

## **Relevant Policies**

Policy G1 – Development Control

Policy ENV1 – Area of Outstanding Natural Beauty

Policy SPG – Agricultural Buildings and Roads

## **Environmental, AONB, Human Rights and Other Issues**

Forty Acre Farm extends to 28 hectares in two blocks, the main block is south of Forty Acre Lane on ground which slopes downwards north to south and ends at the boundary with Old Clitheroe Road. The land is all sown to grass with the buildings complex located in the most north-easterly corner of the holding. The applicant owns and operates a commercial dairy herd of approximately 100 dairy cows plus associated young stock. In addition to the dairy enterprise, the applicant also operates a free range egg production system, established in 2003, accommodating 13,000 free range hens.

The applicant's father has owned the farm since 1966 where the applicant and his father milked cows until October 2006 when the operation ceased due to the amount of investment required to update the facilities to meet modern requirements. Approximately one year later, the applicant took over a tenancy of land and buildings at Ashes Farm, Longridge and re-established a milking enterprise, operating from this site whilst using Forty Acre Farm to accommodate the young stock and dry cows. The applicant has now been asked to vacate the buildings at Ashes Farm used to house the dairy herd, hence the current application.

The proposed building is a large structure, and this farm is in a very prominent hillside location within the Forest of Bowland Area of Outstanding Natural Beauty. The building is to be sited on the highest ground, immediately adjacent to Forty Acre Lane, close to the radio mast on the westerly edge of the main group of existing buildings. However, due to the prominence of the site, the buildings as proposed are to be set down in to the hillside, the deepest of which, will be the building nearest Forty Acre Lane at 3.4 metres and at its shallowest the fourth building will be dug down by approximately 1.0 metre.

In this position the buildings would not break the skyline, as from the lower land to the south, it would be viewed against the rising land to the north. The building would also be seen as part of a group with the other agricultural structures on site, namely the free range egg building and the existing silage clamp. From Forty Acre Lane however, the building, which would be within 9 metres of the boundary wall, would be clearly visible. According to the drawing submitted, the building would thus be dug down in to the hill side, below the field wall adjacent to Forty Acre Lane approximately 0.9m, thus reducing the overall prominence of the building.

The Rural Estates Officer has confirmed that the building is genuinely required for agricultural purposes although he expresses some reservations over the amount of land owned by the applicant compared to the land which is rented, as there is the risk that if the land rented on a short term basis is no longer available, the area of land remaining to the applicant (70 acres (28 hectares)) would not be sufficient to support the scale of the livestock enterprise which the proposed buildings would support.

Nonetheless, the applicant currently owns and rents a sufficient amount of land to support the existing and proposed stock numbers.

Subject to the choice of an appropriate colour or colours for the wall cladding and roofs, I considered that the proposed building, which is genuinely required for agricultural purposes would not be unduly prominent in the landscape. The views of this farm from many locations would still tend to be dominated by the radio mast, which is considered a more incongruous feature in a rural landscape than an agricultural building.

With regards the highway safety concerns raised by nearby neighbours, the Highway Engineer confirms that normal agricultural operations on the highway are permitted. The issue of muck on the highway is outside the remit of planning control, however, he advises that Section 149 of The Highways Act 1980 gives the Highway Authority the power to clean the road and recover its expenses from the person causing the obstruction.

Overall, the agricultural building is an appropriate size and design for its purpose within an agricultural area, there is also the necessary agricultural justification, thus I consider the proposal to be acceptable, and I therefore recommend accordingly.

#### SUMMARY OF REASONS FOR APPROVAL

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

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

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

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

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

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

3. The permission shall relate to the development as shown on Plan Reference Nos. 2010/0822P/Lupton01 and 2010/0822P/Lupton02 and 2010/0822P/Lupton03.

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

APPLICATION NO: 3/2010/0898/P (GRID REF: SD 375464 442544)  
RE-SUBMISSION OF PLANNING CONSENT 3/2009/1013/P FOR THE PROPOSED  
EXTENSION OF AN EXISTING INDUSTRIAL UNIT TO CREATE 591 SQ.M. OF ADDITIONAL  
SPACE FOR USE B2 AND B8. AND RETROSPECTIVE AMENDMENTS TO PROPOSED  
STORAGE FACILITY (1298 SQ.M.) AND NEW PARKING POSITIONS FOR EXISTING  
EMPLOYEES AT SALTHILL INDUSTRIAL ESTATE, LINCOLN WAY, CLITHEROE,  
LANCASHIRE

CLITHEROE TOWN COUNCIL: No objections.

LCC COUNTY SURVEYOR: No observations or comments have been received at the time of the reports submission, however the Highways Officer raised no objections in principle on highway safety grounds to the previous application.

LCC PLANNING OFFICER (ARCHAEOLOGY): I do not consider there to be a likelihood of the proposals having any archaeological impact, and therefore have no further comments to make on this application.

ADDITIONAL REPRESENTATIONS: No additional representations have been received.

### **Proposal**

This application is a re-submission of a previously approved scheme for the erection of two large industrial buildings on an existing site on the Salthill Industrial Estate, Clitheroe for two expanding companies. The application has been submitted to formalise some discrepancies between what was previously approved, and what has now been built on site. There are no changes to the use or nature of the buildings. There are no changes to the previously approved extension to the existing linear group of buildings on the eastern side of the site, and this still measures approx. 24.66m (w) x 24.38m (l) x 9.51m (h). It is the storage building adjacent to the existing building for the company 'Farmhouse Fare Ltd' that has been altered, and it was initially approved to provide a storage area of approx. 1302 sq.m. within a building measuring approx. 27.8m (w) x 46.49m (l) x 8.17m (h). It has since been built with a wider footprint at 32.64m (as viewed from the adjacent highway), but is now shorter in length at 39.78m, and it is also approximately 0.6m taller in height at 8.75m. This now provides a slightly smaller floor area of 1298 sq.m. The scheme also includes the provision of an amended car parking area (marked out on the site layout plan) with a suitable layout for the manoeuvrability of delivery vehicles on site. The materials to be used in its construction are considered suitable for buildings of this nature and will match like-for-like the buildings adjacent. The scheme will still potentially provide a further 10 full-time jobs at this site.

### **Site Location**

The site in question is located midway on Lincoln Way, on the outskirts of Clitheroe and is surrounded by many different building types, housing many different industries/businesses.

## **Relevant History**

3/2010/0454/P - Installation of an effluent treatment plant so as to ensure clean use of public drains for an existing food manufacturing business – Granted Conditionally.

3/2010/0226/P - Removal of condition no.9 of planning consent 3/2009/1013/P to allow hours of operation 24 hours a day, 7 days a week – Granted.

3/2009/1013/P - Proposed extension of existing industrial unit to create a further 591 sq.m. of additional space for use B2 and B8. Proposed new storage facility of 1302 sq.m. and new parking positions for existing employees – Granted Conditionally.

3/2007/1056/P - Proposed rear lean-to extension to existing industrial building to provide additional food production space for Farmhouse Fare Ltd – Granted Conditionally.

3/2006/0587/P - Resubmission of approved scheme with design amendments for the proposed extension of existing industrial units to provide additional manufacturing, despatch and ancillary first floor office and storage space for Farmhouse Fare Ltd. All associated external parking and servicing arrangements. (Approval Ref: 3/2005/0942/P) – Granted Conditionally.

3/2005/0942/P – Proposed extension of existing industrial units to provide additional manufacturing, despatch and ancillary first floor office and storage space for Farmhouse Fare Ltd. All associated external parking and servicing arrangements – Granted Conditionally.

## **Relevant Policies**

Policy G1 - Development Control.

Policy G2 - Settlement Strategy.

Policy EMP7 - Extensions/Expansions of Existing Firms.

Policy RDF2 of the Regional Spatial Strategy 2008.

## **Environmental, AONB, Human Rights and Other Issues**

Given the principle of developing the site for further industrial/commercial uses is considered acceptable subject to compliance with other Policies within the Local Plan, the main issues to consider with regards to this re-submitted and retrospective proposed development are the visual impact of the scheme, the potential impact on nearby amenity and the impact of the scheme on highway safety.

### **VISUAL IMPACT OF THE SCHEME**

Despite the storage building now being wider and marginally taller than previously approved, I do not consider these alterations to materially affect the visual impact of a large building that has been designed to match/blend in with the existing buildings on and surrounding the site. Indeed, given the existing boundary treatments that partially screen the site from the adjacent highway, Lincoln Way, I consider the development submitted to have an acceptable visual impact on the area.

## IMPACT ON NEARBY AMENITY

Given that the proposal is an expansion/extension of two of the existing firms on site, I do consider there to be any adverse impact on the amenity of other users of the site, nor those on the site on the opposite side of Lincoln Way. Having discussed the revised plans and technical data relating to the insulation scheme with colleagues from Environmental Health, they again have no objections in principle to the development providing conditions are applied to control disturbance from noise, such as,

- No deliveries/despatch between 22.00 and 06.00 hrs Mon - Friday, 22.00 and 08.00 hours Saturday/Sunday & Bank Holidays,
- No outside working of plant between above hours; and
- That delivery doors to be kept closed except during deliveries/despatch.

Having considered a similar issue regarding limiting the use of the new buildings on the previously approved scheme, and subsequently allowing the removal of such a condition from the approved application based on the fact that there are no limitations currently on site for any of the existing businesses/buildings, I do not consider it appropriate to impose such conditions proposed, as it would limit and impact upon existing operations on a 24 hour working site, potentially to the detriment of the companies.

## IMPACT ON HIGHWAY SAFETY

Whilst I have not received a formal response from the LCC Highways Officer on the revised parking layout, in considering that he raised no objections in principle to the previous application on highway safety grounds, and that the layout proposed has not been altered significantly, the development submitted is considered to have no significant impact on highway safety.

In conclusion, given the above and that the development submitted will provide much needed space for expanding businesses on site, that will in turn create the potential for further employment at the site, the proposal is considered to be a welcome form of development in line with current Local Plan Policies and is recommended accordingly.

## SUMMARY OF REASONS FOR APPROVAL

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

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

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

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

2. The permission shall relate to the development as shown on Plan Drawing no's P4226-02 Rev. D, P4226-03 Rev. A, P4226-06 and 4075-02.

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

3. No raw materials, finished or unfinished products or parts, crates, materials, waste, refuse or any other item shall be stacked or stored outside any building on the site without the prior approval in writing of the Local Planning Authority.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan in the interests of the visual amenity of the area and to safeguard, where appropriate, neighbouring residential amenity.

4. No materials or equipment shall be stored on the site outside the building except for waste materials contained within bins for periodic removal unless otherwise agreed in writing.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan in the interests of the visual amenity of the area and to safeguard, where appropriate, neighbouring residential amenity.

5. No work, display or storage activities shall take place outside the buildings on the site and the delivery doors of the new buildings shall be kept closed except during deliveries/despatch.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan in the interests of the visual amenity of the area and to safeguard, where appropriate, neighbouring residential amenity.

6. Prior to the commencement of the use of the buildings hereby approved, the new car parking areas shown on the approved site layout plan, ref. no. 4075-02, shall be surfaced or paved, and the parking spaces and manoeuvring areas shall be marked out in accordance with the approved plan.

REASON: To comply with Policy G1 of the Ribble Valley Districtwide Local Plan, and to allow for the effective use of the parking area.



**C APPLICATIONS WHICH THE DIRECTOR OF DEVELOPMENT SERVICES RECOMMENDS FOR REFUSAL**

APPLICATION NO: 3/2009/0879/P (GRID REF: SD 376803 434448)  
PROPOSED REPLACEMENT OF 10 GARAGE UNITS BY FIVE THREE BED HOUSES WITH GARDENS ON LAND AT HAMBLEDON VIEW, READ

PARISH COUNCIL: The Parish Council has viewed this application and makes the following observations.

- The proposed development is totally unacceptable as there is no provision for off-street parking in the street which is already heavily congested with vehicles.
- The proposed development will restrict access to the back of Hambledon View.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR): I am recommending refusal of this application on highway safety grounds.

Hambledon View is a traditional residential terraced street, with parking to both sides of street. The kerb to kerb width varies from 6.4m towards its eastern end, to 5.6m opposite No.35, the final property in the existing block.

The five proposed 3-bed units would form a continuation in the original terrace and be of a broadly similar style and construction. However, the additional parking generated by these units and the loss of an off street garage area is likely to result in additional demand for on street parking spaces. The new block will provide some frontage parking but the overall impact will be detrimental to the existing residential amenity as it will introduce additional demand for a finite parking supply.

I have noted that the length of the adjacent 5 terraced properties, No.35 to 27, measures 26.5m. It is proposed that the new block of five similar units be provided within a plot of width 24.0m. This indicates an inconsistency in design concerning the intensity of the development and the subsequent highway impact of the proposed development.

Off street parking provision for two vehicles is required for a property of this size in order to minimise the potential for displaced vehicles being parked on Hambledon View. The available frontage parking that would be created could reasonably be determined to be sufficient to accommodate 5 vehicles, 1 per property. This would be consistent with the appropriate provisions for a two bedroom property within the established village boundary settlement.

The proposed application does not aim to accommodate any off street parking, through the provision of integrated garages, private driveways or parking courts. While measures of this type would be at variance with the existing street design, they would offer a measure of secure parking provision for residents. However, this would require a fundamental redesign of the proposed scheme layout in order to provide access to off road parking spaces and would inevitably reduce the number of units that could be accommodated within the site boundary. For example, removing two units in order to provide an off street parking area to the western edge of the site would make available an area of approximately 8.8m by 14m. Unfortunately, the 8.8m width this would achieve is still insufficient to accommodate safe manoeuvring to end on parking spaces.

In discussing this matter previously with the Case Officer, I had expressed my support for a development that would continue the existing urban character of the street. This remains the case, but the highway impact of the application within an existing residential setting will be detrimental to highway safety where parking provisions are not inadequate.

Therefore, I am recommending refusal of this application on highway safety grounds as there are insufficient parking provisions for the size and number of the proposed properties and this would create conditions detrimental to highway safety at this residential location.

**ADDITIONAL  
REPRESENTATIONS:**

One letter has been received from a nearby resident who expresses support for the application, commenting that 'the development can do nothing but good for the environment of the area'.

**Proposal**

Permission is sought for the erection of a terrace of five three bed roomed houses. The living accommodation would be on the ground floor with two bedrooms and a bathroom at first floor level and a third bedroom at second floor level within the roof space.

The front elevation of the terrace would immediately adjoin the pavement in common with existing terraced houses to the east of the site and approved (but not yet built) terraced houses to the west of the site.

Although the houses have contemporary fenestration details, their eaves and ridge height would match the existing adjoining houses, and the external materials would be artificial stone and a slate type roof covering also to be in keeping with the locality.

### **Site Location**

The site is located on the south side of Hambledon View within the settlement boundary of Read as designated in the Local Plan. It has an area of approximately 0.04 hectares, and is presently occupied by two blocks of five lock up garages.

The site is adjoined to the east by a row of terraced houses; to the west by a commercial garage (with planning permission for a re-development of nine houses); to the south by the curtilage of a detached modern house in Waverley Close (that is owned by the applicant); and there are other terraced houses on the opposite side of Hambledon View.

### **Relevant History**

None on the application site.

3/2008/0789/P – Permission for the re-development of the adjoining site of Read Motor Bodies for the erection of nine dwellings. Not yet implemented.

### **Relevant Policies**

Policy G1 - Development Control.

Policy G3 - Settlement Strategy.

PPS3: Housing.

PPS7: Sustainable Development in Rural Areas.

Affordable Housing Memorandum of Understanding.

### **Environmental, AONB, Human Rights and Other Issues**

The key issues with regards to this proposal are the visual impact on the street scene, potential impact on the amenities of nearby residents, effects upon highway safety and compliance with the relevant Local Plan policies and national planning guidance.

In a report that was considered by Committee on 7 October 2010, it was stated that the proposal appeared to be acceptable with regards to all of those considerations. At that time, the County Surveyor had expressed no objections to the application on highway safety grounds. In view of the concern expressed by the Parish Council about the lack of any off street parking provision, Committee deferred a decision in order that a more detailed and considered response could be obtained from the County Surveyor. Such a written response was still awaited at the time of preparation of this amended report but it is understood that the County Surveyor is now considering a recommendation of refusal. Any written response will be reported orally to Committee. The remainder of the original report has been amended below as appropriate.

### **Compliance of the Development with Housing Policy**

The proposal falls to be considered against saved Policy G3 of the Local Plan that allows for residential development wholly within the built part of the settlement of Read. I am satisfied that the proposal complies with this policy and is therefore acceptable in principle.

As originally submitted, the application did not propose any affordable housing and did not therefore comply with the Affordable Housing Memorandum of Understanding which requires one of the five proposed houses to be affordable. The applicant, however, has recently agreed

that one of the units shall be an affordable unit and a draft Section 106 Agreement is submitted which states that one of the units will be sold at a discount to the open market value.

Subject to the satisfactory completion of the Section 106 Agreement, the proposal in my opinion, complies with the presently applicable planning policies and guidance.

### Visual impact

The proposed terrace has been designed to match the adjoining terrace with regards to its external materials and its eaves and ridge heights. Its fenestration details, however, are more contemporary and would result, in my opinion, in an interesting and complimentary element of the street scene.

### Residential Amenity Considerations

The development continues the existing pattern of development on Hambledon View with terraced houses immediately adjoining the pavement on both sides of the road. The relationship with the houses on the opposite side of the road with regards to privacy is therefore, in my opinion, acceptable.

At the rear of the site, the properties 10 (the applicants property), 12 and 14 Waverley Close are sited to the rear of the existing properties 25-35 (odds inclusive) Hammond View with separation distances of only approximately 15.5m. The rear elevation of the proposed dwellings will continue the line of the rear elevation of the existing adjoining houses. The proposed dwellings, however, will not be directly behind No 10 Waverley Close but would directly overlook its side/rear garden with angled views of its rear elevation. Although very small balconies are proposed on each of the dwellings, these include side screens to prevent mutual overlooking between the five units.

Again, as a continuation of the existing pattern of development, and in the absence of any objections from nearby residents, I consider the proposal to be acceptable with regards to its effects upon the amenities of nearby residents.

### Effects upon Highway Safety

The Parish Council has objected to the application on the grounds that it does not include any off street parking and would therefore exacerbate an existing parking problem in the locality.

The applicant's agent has made the following points in response to this objection:

- We believe that this modest infill project will have a negligible impact on the local parking situation. The application is for five three bedroom houses for a street which has nearly 50 similar houses.
- The current garages do not contribute to the parking capacity of the area as they are let to local businesses for storage or for classic car storage etc. The loss of garages will have no impact on Hambledon View as the users of the garages will relocate to other commercial premises or garages rather than the surrounding roads.
- The site is close to most services (ie food shop, bus stops etc) and it could therefore be argued that the car parking provision required could be reduced given its accessibility.

Having given further consideration to this matter since the application was deferred by Committee on 7 October 2010, the County Surveyor has recommended refusal of the application on highway safety grounds. His detailed explanation for this amended recommendation is given in full earlier in this report.

The Parish Council also comment that the development would restrict access to the rear of Hambledon View. At the present time, there is a path between one of the garage blocks and the end terraced house that leads to the unmade track at the rear of the existing terrace. Under the proposed development a 1.2m wide path would be retained in that position.

### Conclusion

Whilst being an acceptable development in principle, the lack of any off street parking would be detrimental to highway safety. This represents a sustainable reason for refusal of the application.

**RECOMMENDATION:** That planning permission be REFUSED for the following reason:

1. The lack of any off street parking will result in additional on street parking, thereby exacerbating an existing parking problem in the locality to the detriment of highway safety and contrary to Policy G1 of the Ribble Valley Districtwide Local Plan.

ITEMS DELEGATED TO DIRECTOR OF DEVELOPMENT SERVICES UNDER SCHEME OF DELEGATED POWERS AND

The following proposals have been determined by the Director of Development Services under delegated powers:

APPLICATIONS APPROVED

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2008/1005/P	Conversion of a traditional stone barn into a two bedroomed dwelling (resubmission)	11 Whinney Lane Langho
3/2010/0521/P	Replacement dwelling	The Hawthorns Rimington Lane, Rimington
3/2010/0526/P	Application for the discharge of condition 5 (foul drainage) and condition 7 (landscape) of planning consent 3/2010/0202/P	De Tabley Arms Ribchester Road Clayton-le-Dale
3/2010/0540/P	Proposed conversion and change of use of redundant barn to provide holiday accommodation to provide local tourism and on-site recreational activities. Improvements to existing vehicular and pedestrian access. Installation of sustainable ground source heat system and underground rainwater harvesting tank. Installation of sewerage treatment plant and soak away. Siting of a detached timber shed to keep fishing tackle and bicycles, and formation of an external bin and domestic waste recycling area. Associated external works	Dusty Clough Barn Green Lane Chipping
3/2010/0627/P	Conversion of barn into two, two bedroomed dwellings	Carlinghurst Farm Huntingdon Hall Lane Dutton
3/2010/0712/P	Proposed garage conversion, first floor extension over and a single storey rear (utility room) extension	1 Bradyll Court Brockhall Village Old Langho
3/2010/0723/P	Retrospective application for a sun room/garden shed on a raised platform	43 Mearley Syke, Clitheroe
3/2010/0727/P	Proposed installation of 2no. flashing pedestrian crossing signs at the main entrance; 1no. safety banner adjacent to the main entrance; 1no. safety sign located on building within the main site and 2no. pole signs at the main entrance	BAE Systems Samlesbury Aerodrome Myerscough Road Balderstone
3/2010/0753/P	Demolition of an existing dwelling and erection of a replacement dwelling with garage and associated external works	The Farmhouse Cunliffe Moss Farm Mellor

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2010/0777/P	Proposed timber clad agricultural building to house tractor and trailer and bales of haylage	Tinklers Lodge Tinklers Lane Slaidburn
3/2010/0785/P	Retrospective application for a garage extension	9 Pagefield Crescent Clitheroe
3/2010/0806/P	Roof covered areas for cattle handling	Higher Greenhead Farm Gisburn Road, Sawley
3/2010/0808/P	Additional safety improvement for public protection by erecting a steel fire wall on an existing sump bund wall and insulation for asset protection of a heat shield (fire cladding) on existing factory building	3M Health Care Ltd Up Brooks Clitheroe
3/2010/0809/P	Application for the discharge of condition 7 (building recording and analysis), conditions 8 (protected species/ecological survey) and condition 11 (erection of flood wall) of planning consents 3/2009/1071/P	Shawbridge Mill Shawbridge Street Clitheroe
3/2010/0812/P	Proposed single domestic garage	64 West View Clitheroe
3/2010/0816/P	Demolition of the existing building. Erect steel framed agricultural building and cover an outside cattle yard	Blackmoss Farm Elmridge Lane, Chipping
3/2010/0818/P	Change of use of ground floor office to shop and insertion of shop fronts	1A New Market Street Clitheroe
3/2010/0823/P	Proposed erection of three stables, foaling box and tack room	Old Eaves Hall Waddington Road, Clitheroe
3/2010/0824/P	Single storey extension to ground floor flat to accommodate a recreation space adjoining bedroom	9 Vale House Close Whalley
3/2010/0829/P	Installation of a temporary Portakabin toilet and kitchen facility following demolition of a Portakabin in September 2010	BAE Systems Samlesbury Aerodrome Myerscough Road Balderstone
3/2010/0834/P	Proposed lean-to on existing building for the storage of farm vehicles	Parsonage Farm York Road, Wilpshire
3/2010/0839/P	Cattle and sheep building with additional hay and straw storage	Raingill Farm, Dale Head Slaidburn
3/2010/0841/P	Proposed mixed-use development involving change of use from offices to residential/office for D1 use and flat (re-submission of application 3/2009/0533/P)	47 – 51 Berry Lane Longridge
3/2010/0848/P	Proposed bedroom extension above the existing garage	3 Bradyll Court Brockhall Village Old Langho
3/2010/0860/P	Application for the discharge of condition no. 2 (material samples) of planning consent 3/2009/0743P	Mytton Fold Hotel Whalley Road Langho

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2010/0862/P	Proposed kitchen extension to the rear. Re-submission of application 3/2010/0389/P	Austin House Malt Kiln Lane Chipping
3/2010/0865/P	Single storey rear extension	150 Whalley Road Langho
3/2010/0870/P	Application for non-material amendment to planning consent 3/2010/0452P, incorporating 3 no. windows in the rear two-storey extension and 1 no. Velux window to the rear roofslope of the single storey side extension	10 Whalley Road Hurst Green
3/2010/0872/P	Construction of a proposed stand-alone building to house an indoor adventure facility at Hothersall Lodge Field Centre. The works to include the formation of two disabled car parking spaces within the existing car park	Hothersall Lodge Hothersall Lane Hothersall
3/2010/0891/P	Application for the renewal of planning consent 3/2007/0939/P for the demolition of an existing cabin and carport and the erection of a detached workshop, store and carport	Sunnyhurst Lambing Clough Lane Hurst Green

#### APPLICATIONS REFUSED

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>	<b><u>Reasons for Refusal</u></b>
3/2010/0687/P	Application for the discharge of planning obligation (relating to Section 106 Agreement) of planning consent 3/2000/0071/P to allow the holiday let known as Pendle to be used as permanent residential accommodation	Farlands Hall Farm Withgill Clitheroe	Policies H15 and ENV3 – Intensification of use to detriment of character and appearance of the area.
3/2010/0817/P	Retrospective application for a plaque to the left of the door to No. 5 and a window sticker on one set of windows on No. 5	5-7 Waddington Road Clitheroe	The advertisements displayed are harmful to the character and significance of the listed building and the character and appearance of Clitheroe

Cont/



<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>	<b><u>Reasons for Refusal</u></b>
Cont...			Conservation Area because they are conspicuous, intrusive, obscuring of historic architectural detail and detract from the interest of the formal Georgian design. This is contrary to Policies ENV20 and ENV16 of the Ribble Valley Districtwide Local Plan.
3/2010/0825/P	Garden/dining room extension	Turner Fold Birdy Brow Chaigley	Policies G1, ENV1, H10, H17 and PPS1 – Adverse visual impact on the character, setting and appearance of the existing building and the surrounding area.
3/2010/0847/P	Re-submission of planning application 3/2009/1026P to replace the Wendy House with a Summer House in the garden	Pale Farm Barn Moss Lane Chipping	G1, ENV1, H17 – Detrimental impact upon the character of the traditional barn to the visual detriment of the Area of Outstanding Natural Beauty.

#### SECTION 106 APPLICATIONS

<b><u>Plan No:</u></b>	<b><u>Proposal/Location:</u></b>	<b><u>Progress:</u></b>
	None	

#### CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2010/0651/P	Application for a Lawful Development Certificate confirming that a start has been made on the approved consent (3/2005/0136/P) within the conditions time period	Fair Oak House Leagram

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2010/0853/P	Application for a Lawful Development Certificate for the blocking up of one window to the rear whilst inserting a new window to the front elevation	12 Thorn Street Sabden

CERTIFICATE OF LAWFULNESS FOR AN EXISTING USE OR ACTIVITY IN BREACH OF PLANNING CONDITION

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2010/0482/P	Application for a Certificate of Lawfulness for the existing use of a dwelling which is subject to an agricultural occupancy condition in breach of planning condition no 2 of planning permission 3/1993/0479/P	Bolton Hall Farm Park Gate Row Copster Green

APPLICATIONS WHERE SECTION 106 HAS NOW BEEN ISSUED

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2007/0535/P	Proposed two storey block of apartments (16 units)	Mitchell Street Clitheroe
3/2009/0791/P	Mixed use development comprising vocational learning centre, children's nursery commercial element, 10 live/work units and 70 residential units. Resubmission.	Land at Barrow Brook Clitheroe

APPLICATIONS WITHDRAWN

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2010/0780/P	Detached garage with guest accommodation above ancillary to the main dwelling	Knott Barn Bowland with Leagram
3/2010/0792/P	Freestanding canopy in early years playground	Bolton by Bowland C of E School
3/2010/0836/P	Retrospective application for retention of decking, fencing and trellis at rear of property	3 Chapel Close Low Moor, Clitheroe

APPLICATIONS TO BE DETERMINED BY LANCASHIRE COUNTY COUNCIL

<b><u>Plan No:</u></b>	<b><u>Proposal:</u></b>	<b><u>Location:</u></b>
3/2010/0871/P	Proposed sun shade to children's external play area, new boundary fencing and timber screening to screen off the existing pram shelter	Springwood Children's Centre (Whalley Library) Abbey Road, Whalley

APPEALS UPDATE

<u>Application No:</u>	<u>Date Received:</u>	<u>Applicant/Proposal/Site:</u>	<u>Type of Appeal:</u>	<u>Date of Inquiry/Hearing:</u>	<u>Progress:</u>
3/2009/0261 D	6.7.10	Chaigley Farms Limited Resubmission of outline application for farm worker's dwelling, including siting with all other matters reserved Old Dairy Farm Chipping Road Chaigley	-	Hearing – held 23 November 2010	AWAITING DECISION
3/2010/0474 D	1.9.10	Mrs K Hughes Proposed internal partition, new internal opening and false ceiling (Listed Building Consent) 35 King Street Whalley	WR	-	AWAITING DECISION
3/2010/0249 O	8.9.10	Mr John Rowley Construction of detached bungalow in garden area of Hill Top Bungalow Copster Green	WR	-	APPEAL DISMISSED 16.11.10
3/2010/0157 O	26.10.10	Mr & Mrs Mizon Proposed relaxation of a Section 106 Agreement, to allow the indoor and outdoor riding arenas to be used for competitive events, gymkhanas or other such events land adjacent Northcote Manor Northcote Road, Langho	-		APPEAL INVALID
3/2010/0691 D	3.11.10	Mr David Lawson Proposed two-storey side extension and dormer window to rear elevation 7 Hillside Drive West Bradford	Householder Appeal	-	AWAITING DECISION
3/2010/0233 D	17.11.10	Mr D M Clegg Proposed detached house in garden area to side of Manor House (Resubmission of 3/2009/0449/P) Manor House Copster Green	WR	-	Notification letter sent 17.11.10 Questionnaire sent 26.11.10 Statement to be sent by 28.12.10

<u>Application No:</u>	<u>Date Received:</u>	<u>Applicant/Proposal/Site:</u>	<u>Type of Appeal:</u>	<u>Date of Inquiry/Hearing:</u>	<u>Progress:</u>
3/2010/0609 D	30.11.10	Mrs Nicola Gerrard-Russell Proposed extension above existing garage conversion incorporating a master suite and stairs to the loft conversion that will extend the width of the extension and the existing house 14 St Chad's Avenue Chatburn	WR	–	Notification letter sent 3.12.10 Questionnaire sent 11.12.10 Statement to be sent by 10.1.11

### LEGEND

- D – Delegated decision
- C – Committee decision
- O – Overturn