

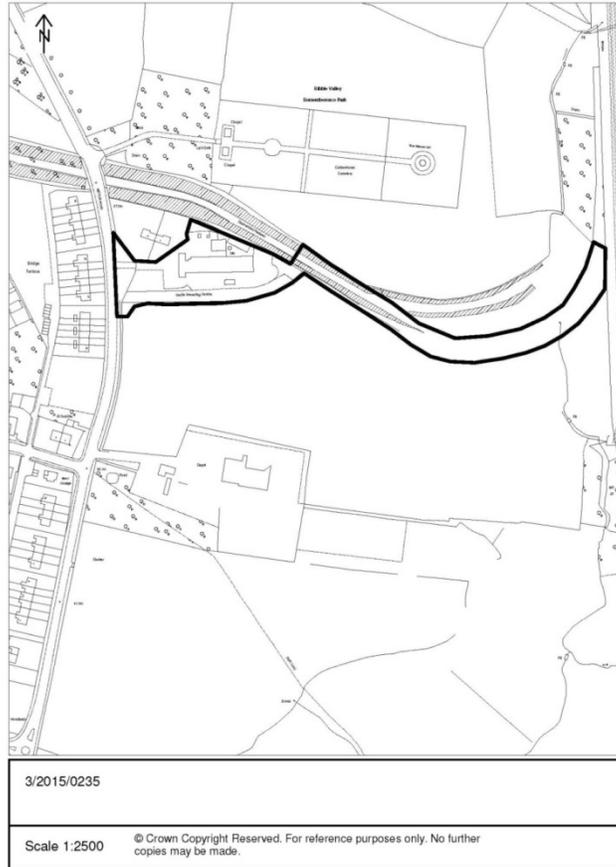
**RIBBLE VALLEY BOROUGH COUNCIL
REPORT TO PLANNING AND DEVELOPMENT COMMITTEE**

Agenda Item No

meeting date: THURSDAY, 2 JULY 2015
title: PLANNING APPLICATIONS
submitted by: DIRECTOR OF COMMUNITY SERVICES

PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990:

APPLICATION NO: 3/2015/0235/P (GRID REF: SD 372767, 437496)
PROPOSED DEMOLITION OF EXISTING COMMERCIAL PREMISES AND CONSTRUCTION OF 4 SMALL INDUSTRIAL BUILDINGS TO HOUSE 21 STARTER UNITS OF APPROXIMATELY 70SQ M PER UNIT, SITE ACCESS IMPROVEMENTS AND EXTENSIVE NEW TREE PLANTING AT FORMER GENUS SITE, MITTON ROAD, WHALLEY, BB7 9JY



PARISH COUNCIL:

No comments or observations received at the time of writing this report, any comments received will be reported verbally.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR):

The proposal has been subject to pre-application discussions and in principle no objections are raised on highway safety grounds subject to the imposition of several conditions, and the applicant entering into a legal agreement with the Highway Authority to provide an interactive sign and improvements and extension to the existing pavement.

UNITED UTILITIES:

No objections subject to conditions being imposed requiring details of foul and surface water management to be submitted for approval.

ADDITIONAL
REPRESENTATIONS:

One letter of objection has been received from the nearest neighbour who objects to the proposals for the following reasons:

- Impact on local residents, particularly the two closest dwellings, due to the scale of the development being too urban for the rural area and the density of the development being overwhelming for residents.
- Location of the waste compound being too close to the cottages and inadequate in size.
- Lack of space on site for the storage of skips, gas bottles, stacks of pallets and containers whether permanently or temporarily.
- Concerned that overflow waste would encroach into the access road to No.1 Cottage, or be left to the rear of the unit against the northern boundary of the site.
- Insufficient parking for the 22 units proposed, leading to overflow parking along the shared access road and on the main road, which will cause a nuisance to the residents of The Cottages and also to traffic on Mitton Road.
- Objects to the removal of the area of trees on the southern boundary of the site as it will be years before the proposed new band of trees will be large enough to screen the development.

Proposal

As initially submitted the application sought permission for the demolition of the existing single storey building range and agricultural buildings on site totalling 929m², and for the felling of the area of trees on the southern boundary of the site, to accommodate the erection of 22 no. light industrial starter units on site.

Following negotiations with the agent, one unit has been deleted from the proposals therefore permission is now sought for 21 units. The proposed units would be used to accommodate businesses falling within the B1(c) (light industrial processes) use class.

The units are split in to four separate blocks, three of which will contain five units that will be positioned around the southern boundary of the application site with a larger building proposed along the northern boundary of the application site containing six units.

The larger building, referred to on the drawings as Building D, would have approximate dimensions of 36.5m x 12.2m x 6.5m, and would provide approximately 445m² of floor space. The three buildings each containing five units, referred to on the drawings as Buildings A-C would be positioned along the south boundary of the site, in an area currently containing a belt of trees, would each be 30m in length and would have the same width/ depth and height as the larger building. These buildings would provide 1098m² of floor space.

Access to the units would be along the existing access road from Mitton Road which currently serves two residential properties and the existing buildings on site. The parking for the business units would be located between the two groups of buildings in the centre of the site with a turning head proposed at the eastern extreme, and two waste disposal areas are proposed within the site.

The proposals include the removal of an area of trees present along the southern boundary of the site to enable buildings to be erected in their place. Compensation planting is proposed by the planting of a new area of woodland in the field adjoining, and for a woodland to the north east of the existing site boundaries.

Site Location

The application site is located within an area of open countryside on the east side of Mitton Road, Whalley, adjacent to the dismantled railway line to the north, a designated Biological Heritage Site, which separates the site from Calderstones Cemetery. To the south of the site is a field within the applicants' ownership and an LCC depot exists further to the south.

Trees protected under the Genus, Mitton Road, Whalley Tree Preservation Order No. 2 2015 surround the northern and southern boundaries of the site. The order was made due to the Forestry Commission receiving an enquiry regarding the proposed clearing of trees on the boundary and because the trees are located within, and adjacent to, a Biological Heritage Site, combined with the trees acting as a visual screen to the former Genus site and its associated buildings within this rural area.

Relevant History

3/1991/0776/P - Change of use of redundant buildings from agricultural to B8 Class X Warehouses, Repositories. Approved with Conditions.

3/1991/0775/P – Change of use of redundant buildings from agricultural to B1 (C) class III Light Industry. Approved with Conditions.

3/2014/0978/P - Outline application for residential development of 14 Residential units and 4 no. affordable dwellings with access to the site via the existing drive from Mitton Road, Whalley with all matters reserved. Refused.

Relevant Policies

Ribble Valley Core Strategy Adopted Version

Key Statement EN2 – Landscape.

Key Statement EN4 – Biodiversity and Geodiversity.

Key Statement EC1: Business and Employment Development.

Policy DMG1 – General Considerations.

Policy DMG2 – Strategic Considerations.
Policy DMG3 – Transport and Mobility.
Policy DME1 – Protecting Trees and Woodlands.
Policy DME2 – Landscape and Townscape Protection.
Policy DME6 – Water Management.
Policy DMB1 Supporting Business Growth and the Local Economy.
National Planning Practice Guidance: Noise
National Planning Policy Framework

Environmental, AONB, Human Rights and Other Issues

The matters for consideration in the determination of this application relate to the principle of development, highway safety/ traffic and parking issues, ecology/ tree considerations, effects upon visual amenity and the effects upon residential amenity.

Principle of Development

The Ribble Valley Core Strategy highlights the limited number of employment opportunities available in the Borough, which results in a high level of daily out commuting to access employment opportunities, and therefore this proposal would also support the underlying strategic approach to align jobs with homes in key areas, and has the potential to deliver benefits such as reducing those levels of out-commuting and increasing self-containment.

Key Statement EC1 of the Core Strategy concerns itself with economic development within the borough and supports the expansion and redevelopment of existing employment sites including those in rural areas. Key Statement EC1 states that in “considering the development of land for economic development and in determining where this land will be located, priority will be given to the use of appropriate Brownfield sites to deliver employment-generating uses including a preference for the re-use of existing employment sites before alternatives are considered”.

The proposals for new employment development at the former Genus site is supported by the Council’s Regeneration Officer who considers the proposals would make a significant contribution to the provision of local employment opportunities for the area, and would further support the economic aims of Ribble Valley Borough Council towards promoting local employment opportunities.

In addition, with the site being located just off Mitton Road, less than a mile from the centre of Whalley, and with a bus stop in close proximity to the site, it is considered the site has good accessibility, therefore, the continues use of the site for employment generating uses is acceptable.

The principle of redeveloping this site for employment generating purposes is thus acceptable subject to the other development management criteria being considered.

Highway Safety

The Highway Authority has been consulted due to the proposed intensification of the use of the site and the subsequent effect on highway safety. This and parking provision is also brought up by the nearest neighbour to the site, who shares the access to the site, along with the occupier of the other cottage.

From the comments of the County Highway Authority on the application it can be seen that the application was the subject of pre-application discussions. The County Highway Authority has

therefore been involved in the consideration of this proposal since before the application was submitted and the parking provision and vehicle turning provision are considered to be acceptable. The continued use of the existing access which has good visibility on to Mitton Road is also considered to be acceptable by the Highway Authority.

The development if approved and implemented will have the following highway benefits:

1. As part of the proposals, the submitted plans show the provision of a footway either side of the existing entrance onto Mitton Road. This would improve the pedestrian provision to and from the site and would also provide a waiting area for passengers waiting at the southbound stop.
2. Relocation of the southbound bus stop to a more convenient location and the provision of a raised bus boarding kerb and bus box road marking.
3. Erection of an interactive road sign to reinforce compliance with the existing 30mph speed limit
4. Introduction of waiting restrictions at the site entrance to discourage parking close to the junction thereby maintaining visibility from the site access and removing the likelihood of obstructions to the free flow of traffic on Mitton Road.

Overall, subject to conditions and financial contributions towards highway improvements, the County Highway Authority has no objections to the proposed development. There does not therefore appear to be any reasons for refusal of this application relating to highway safety/traffic issues.

Ecological/Tree Considerations

The trees within the site, and the woodland adjoining the north of the site, were placed under an emergency Tree Preservation Order (Genus, Mitton Road, Whalley Tree Preservation Order 2015 No 2) on the 20th February 2015, due to the Forestry Commission receiving an enquiry about felling the trees along the boundaries of the site. These trees act as an important visual screen of the site concealing views of it from the open countryside. For this reason, and combined with the woodland adjacent to the north of the site forming part of the Calderstones Hospital Woodland/ Railway Line; Whalley, Biological Heritage Site.

The group of trees along the southern boundary are referred to as Area 1 in the Tree Preservation Order. The Arboricultural Report considers that the trees themselves are not of great importance; however, visually the role of these trees as a visual screen is of great amenity value within the wider landscape as they screen the application site from long range views and the highway.

These trees would be lost as a part of the proposals for the site. The proposals would entail an area further to the South adjacent to the existing site boundary would be planted in compensation. Members should be aware that this would not develop as a significant screen until the trees reached semi-maturity (approximately 15 years).

Due to significant negotiations, the proposals now seek to plant extensive new woodland that would join the two areas of existing mature woodland, the Biological Heritage Site to the north and the woodland area to the East, which would provide significant environmental benefits.

Along the southern boundary of the site to successfully mitigate against the loss of the current area of trees it is proposed to plant a substantial belt of trees. However, the plans submitted give no specific detail, therefore, the Council's Countryside Officers consider that in order to achieve appropriate planting, and to ensure there will be significant environmental and biodiversity benefits from the proposals the tree planting both to the South and to the East should be native broadleaf woodlands carried out in accordance with Forestry Commission specifications so that the new woodlands are appropriate for this area. This important woodland planting would be secured by the imposition of appropriate planning conditions.

A Preliminary Ecological Appraisal and Bat Survey Report has been submitted with the application. The site is within a protected ecological designation (Biological Heritage Site). It is considered that the development would result in some adverse impacts to statutory or non-statutory natural designations. As part of the Ecological Appraisal, the local trees were examined for bat roost potential in order to identify and evaluate the site's ecological value, identifying any protected habitats, assess the general potential roost site to support protected species, highlight any potential ecological constraints and advise on any further ecological survey, mitigation or licensing requirements.

The results of the assessment were that there will be an impact on the Calderstones Hospital Woodland/Railway Line BHS as part of this site would be lost to the proposals. However, it is apparent that this survey contains a different layout within it than the development proposed and this scheme does not involve the loss of any trees within the northern boundary. However, the loss of the parcel of woodland to the South would affect the dispersal of species using this corridor although this belt of trees has nowhere near the ecological importance of the northern woodland.

NPPF identifies that as part of the environmental role of sustainable development; the planning system should contribute to protecting and enhancing the natural environment and help improve biodiversity. Implementation of habitat creation to the south of the site and the planting of a woodland to the east of the site would maintain the connectivity of woodland cover in proximity to the BHS, and would result in both a net increase in woodland area and an improvement in connectivity by joining the BHS with the active railway line to the East; currently there is an expanse of open grassland separating these areas which is likely to prohibit dispersal of species between the two.

The ecological assessment concludes in relation to Great Crested Newts that there are no waterbodies within the survey area and desktop surveys found no record of this species within 1km of the site and therefore no further survey licensing or mitigation is considered to be necessary. It is also stated that no bats were found within the site but the proposals would result in the loss of bird nesting sites. Precautionary mitigation is therefore considered to be appropriate in respect of construction activities and compensation for lost nesting and foraging opportunities. These would be obtained through the use of planning conditions.

A Tree Survey Report has also been submitted with the application. This includes a detailed assessment of trees and hedgerows affecting the site. With the exception of the woodland area to the south that would be removed as part of the proposals, the majority of the trees are either on or just outside the site boundaries with branches overhanging the site. It is stated in the Report that all boundary trees could be accommodated by the creation of a suitable buffer zone for the protection of trees and ecology.

In the event that permission is to be granted, the use of appropriate conditions would ensure that the development would not adversely affect the trees protected by the Tree Preservation Order.

Overall, therefore, the Countryside Officer does not have any objections to the proposal with regards to ecology or tree considerations. If planning permission was to be granted, it is considered that through the imposition of appropriate conditions, the development could result in a net gain in biodiversity through the enhancement of the site for protected species and through the use of native plant species in the landscaping scheme.

Effects upon Visual Amenity

The effects of the development on the character appearance and landscape of the countryside has been carefully considered.

As initially submitted the proposals sought permission for two large buildings on the site, each positioned against the northern and southern boundaries. The building on the south boundary was approximately 70 metres in length and the scale and massing of a building of this size would have had a significant effect on the visual amenities of the area.

In order to achieve the best scheme possible, the proposals have subsequently been redesigned and this large building broken up into three smaller standalone buildings. The reduction in the scale and massing of built form along this boundary, along with the materials of the building being changed to include stone base walls with timber boarding above, and areas of landscaping between the buildings, would result in the buildings being more in keeping with the rural character of this part of Mitton Road.

In respect of the loss of the southern belt of trees, there would be a significant impact on the immediate landscape in the short term, however, in the medium to long term; the proposed native woodland planting would result in a net gain to biodiversity and an improvement to the visual amenities of the locality.

The fact that these trees would take approximately 15 years to provide an effective screen to the site will be discussed as part of the planning balance.

Effects upon Residential Amenity

There are two existing dwellings adjacent to, and formerly part of the original site, known as The Cottages that would be affected by the proposed development. These dwellings share the access to the site.

Cottage No.1 is closest to the buildings, bearing this in mind, as initially submitted the waste compound would have been within approximately 5m of the curtilage of the property. The building itself, at its nearest point, would have been within 8m of the gable of the dwelling. This close proximity was considered to have an unacceptable effect of the amenities of this neighbour due to the very close proximity of a refuse area and due to the overbearing and oppressive impact of the new building.

Subsequently, the scheme has been altered with the deletion of the unit closest to this property and with the relocation of the waste storage area to the opposite side of the site. It is considered that this amendment improves the relationship between existing dwellings and the proposed development by increasing the distance between the curtilage of No. 1 The Cottage and the proposed development to 13m. The side elevation of the dwelling overlooks the site and it is

thus considered that the amendments would result in the development not being significantly overbearing or directly oppressive on these residents to a level which is considered to be acceptable. Moreover, the issue of odour is far less likely to result in unacceptable conditions and the Council's Environmental Health section support this relocation.

The units to the south of the site, would be located approximately 20 metres from the garden frontages of the two cottages and 29 metres from their principal elevations. Given the distances involved, in conjunction with the orientation of the two cottages away from the site, it is not considered that the development would adversely affect the amenities of these residents so significantly to warrant a recommendation of refusal on this ground.

With regards to noise, the existing building, currently vacant, has no hours of use restrictions, therefore, should another business occupy the site, a use could potentially cause significant disturbance to the two closest residents. The intensification in the use of the site, however, is to be properly considered.

The Council's Environmental Health department considers hours of use restrictions, soundproofing of the buildings, the restriction of externally sited fixed plant, machinery or equipment (including ventilation and extraction equipment); or internally sited fixed plant, machinery and equipment (including ventilation and extraction equipment), as well as restrictions preventing work to be undertaken outside any of the building. All these measures, which would be restricted by condition, would result in acceptable conditions for nearby residents.

Other residents partially affected by the development are the terraced properties located opposite the site entrance on Mitton Road. The site itself has a wide grass verge frontage which provides the site with excellent visibility splays and which is separated from the highway by a hedgerow. The area behind the hedge is to remain grassed, and subsequently the nearest building, Building A, would be positioned 53m away from these residents. Due to this distance, and the intervening land uses, the effect of these new buildings on the amenities of these neighbours would not be so significant.

It is considered that with appropriate planning conditions controlling both the construction phase of development and post occupancy stage, including hours of operation, requiring any alterations or extensions including insertion of flues and extraction to obtain planning permission, and control of noise emissions on the site, the proposals would not have any seriously detrimental effects upon the residential amenities of the existing neighbouring residents.

Planning Balance

Overall, on balance it is considered that the redevelopment of the site for employment generating purposes would make an important contribution to the provision of local employment opportunities for the area, and would support the economic aims of the Council towards promoting local employment opportunities.

It is acknowledged that there due to the loss of the boundary screen to the south of the site, that there the visual **effects** of the new development would be fairly substantial in the **short-term**, however, this impact would diminish in the **medium to long-term** as screen planting and other landscaping matures.

The ecological and environmental benefits that would result from the proposals by the planting of replacement woodland with more native species and the creation of a new woodland along the former railway course to the East, continuing the line of the former railway beyond the current extent of the woodland forming a linkage with the active railway to the East would result in an improvement in connectivity by joining the Biological Heritage Site with the active railway line to the East.

Furthermore, there would be highway benefits to the proposals, including the relocation of the southbound bus stop, the erection of an interactive road sign to reinforce compliance with the existing 30mph speed limit and the introduction of waiting restrictions at the site entrance to discourage parking close to the junction thus maintaining visibility from the site access and removing the likelihood of obstructions to the free flow of traffic on Mitton Road.

Considering all of the above, the provision of local employment opportunities for the area, the highway benefits proposed, and the significant environmental and ecological benefits outweigh the limited harm to the amenities of the residents and the short term harm to the visual amenities of the locality. The proposal is therefore recommended accordingly.

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

Time Limits

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.

Drawings and Details

2. The development hereby permitted shall be carried out in accordance with the following approved plans, drawing references:

Plan Ref:	Title:	Received On:
4487-02-14A	Location Plan	17 June 2015
4487-02-15A	Location Plan and New Landscaping	17 June 2015
4487-02-17A	Proposed Site Layout Plan	19 June 2015
4487-02-18B	Proposed Site Layout Plan showing Landscaped Areas	19 June 2015
4487-02-21B	Proposed Site Layout Plan showing position of Existing Buildings to be Demolished and Tree Belt to be Removed/Retained	19 June 2015
4487-02-19	Typical Construction Details, Unit A	17 June 2015
4487-02-23	Typical Construction Details, Unit B	17 June 2015
4487-02-24	Typical Construction Details, Unit C	17 June 2015
4487-02-22A	Typical Construction Details, Unit D	19 June 2015
4487-02-06A	Fence and Furniture Details	17 June 2015
4487-02	Existing Site Plan;	
4487-02-07	Existing Elevations;	
4487-02-08	Plan;	

REASON: To clarify the plans and agreed amendments to which this permission relates.

Amenity

3. Prior to commencement of development a Construction Method Statement/Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Construction of the development shall not be carried out otherwise than in accordance with the approved Construction Management Plan which shall include the following matters:
 - a) The parking and turning for vehicles of site personnel, operatives and visitors;
 - b) programme of works (including measures for traffic management and operating hours including times for deliveries or vehicles involved in construction);
 - c) loading and unloading of plant and materials;
 - d) storage of plant and materials used in constructing the development;
 - e) erection and maintenance of security hoarding and lighting;
 - f) wheel washing facilities and a programme for cleaning the access lane and for the deployment of a road sweeper on Mitton Road when necessary;
 - g) a Management Plan to control the emission of dust and dirt during construction identifying suitable mitigation measures;
 - h) a scheme for recycling/disposing of waste resulting from demolition and construction works (there shall be no burning on site;)
 - i) a Management Plan to control noise and vibration during the construction phase (in accordance with BS:5228 (2009) code of Practice titled 'Noise and Vibration Control on Construction and Open Sites'). The Noise Management Plan for the development shall include details of acoustic heavy duty fencing and locations; location of site offices, compounds and storage and operation of the wheel wash.

All requirements of the Construction Method Statement/Management Plan shall be followed and implemented during the entire period of construction works on the site.

REASON: To protect the residential amenities of the locality and in the interest of highway safety to accord with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy (Adopted Version).

4. Prior to commencement of the development hereby approved, two copies of an acoustics report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail present and future ambient noise levels in the area about the application site and where appropriate, the report shall identify any sound attenuation measures necessary to protect nearby affected parties. The scheme shall be implemented in accordance with the approved details and thereafter retained.

REASON: To prevent loss of amenity due to noise arising from the uses in accordance with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

5. No development shall commence until a scheme for the suitable and sufficient soundproofing of the units for light industrial uses (Use Class B1(c)) has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in strict accordance with the approved details prior to the occupation of the development and shall thereafter be retained as such.

REASON: To safeguard the amenities of the occupiers of adjoining properties and to comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

6. No development shall take place until details of external lighting during both the construction phase and post completion of the development have been submitted to and approved in writing by the Local Planning Authority.

The external lighting shall be designed to meet Environmental Zone 1 standard and shall be designed so there is no overspill of lighting beyond the site boundaries.

The external lighting shall be installed precisely in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority. Furthermore, no additional external lighting shall be installed without the express written permission of the Local Planning Authority.

REASON: To safeguard the amenities of the area and to minimise the possibility of inconvenience to nearby residents in the interests of visual amenity, the ecology on and adjacent to the site, and highway safety, and to comply with Key Statements EN2 and EN3 and Policies DMG1 and DMG3 of the Ribble Valley Core Strategy (Adopted Version).

Contaminated Land

7. Prior to the commencement of development, the following information shall be submitted to the Local Planning Authority for approval in writing:

- (a) The recommendations provided on pages 10 and 11 within the Worms Eye Desk Study, dated 22 July 2014, shall be carried out and reported on to the Local Planning Authority which includes details of remediation. If the site investigation indicates remediation is necessary, a Remediation Statement detailing the recommendations and remedial measures to be implemented within the site shall be submitted to and approved in writing by the Local Planning Authority. The remediation shall be carried out in accordance with the agreed statement and on completion of the development/remedial works, the developer shall submit a Verification Report to the Local Planning Authority for approval in writing that certifies that all works were completed in accordance with the agreed Remediation Statement prior to the first occupation of the development.

REASON: To prevent pollution of ground and surface waters both on and off site and to ensure the site is suitable for its end use in accordance with Key Statement EN2 and EN4 and Policies DME2 and DME3 of the Ribble Valley Core Strategy (Adopted Version).

Drainage

8. Prior to the commencement of any development, details of the foul drainage scheme shall be submitted to and approved in writing by the Local Planning Authority.

Foul shall be drained on a separate system. No building shall be occupied until the approved foul drainage scheme has been completed to serve each building, in accordance with the approved details.

This development shall be completed maintained and managed in accordance with the approved details.

REASON: To ensure a satisfactory means of drainage in accordance with Policies DMG1 and DME6 of the Ribble Valley Core Strategy (Adopted Version).

9. Prior to the commencement of any development, a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be restricted to existing runoff rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

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

REASON: To ensure a satisfactory means of drainage in accordance with Policies DMG1 and DME6 of the Ribble Valley Core Strategy (Adopted Version).

Ecology

10. Tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not be undertaken between March and July inclusive, unless the absence of nesting birds has been confirmed by further surveys or inspections approved by the Local Planning Authority.

REASON: In order to avoid adverse impacts on nesting birds and to comply with the Wildlife and Countryside Act 1981 (as amended)] and Key Statement EN4 and Policy DME3 of the Ribble Valley Core Strategy (Adopted Version).

11. No development shall take place until details of the provisions to be made for artificial bird nesting sites/boxes and artificial bat roosting sites/boxes have been submitted, and approved by the Local Planning Authority. The approved works shall be implemented in full before the development is first brought into use, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that bird and bat species are protected and their habitat enhanced, in accordance with the Wildlife and Countryside Act 1981 (as amended), Section 9 of the National Planning Policy Framework, Key Statement EN4 and Policy DME3 of the Ribble Valley Core Strategy (Adopted Version).

Highways

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

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

Materials

13. Prior to the commencement of development samples of all external facing and roofing materials (notwithstanding any details shown on the approved plans and specification) shall be submitted to and approved in writing by the Local Planning Authority. The development

shall thereafter be carried out in accordance with the approved materials prior to first occupation.

REASON: To ensure the materials to be used are appropriate to the locality in the interests of visual amenity and in accordance with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

Trees and Woodland

14. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services all existing trees within the site and adjoining the site shall be protected as shown on Drawing Number 4487-02-21B and in accordance with the BS5837: 2012 [Trees in Relation to Design, Demolition & Construction] the details of which, including a tree protection monitoring schedule, shall be submitted to and approved in writing by the local planning authority; and the agreed tree protection measures shall be put in place and inspected by the local planning authority before any site works are begun.

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

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

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

REASON: In order to ensure that any trees affected by the development are afforded maximum physical protection from the potential adverse effects of development on and adjacent to the site in accordance with Key Statements EN2 and EN4 and Policies DMG1, DME1, DME2 and DME3 of the Ribble Valley Core Strategy (Adopted Version).

15. This permission does not grant or imply consent for the felling of any trees on the site with the exception of the trees within the area coloured brown and annotated as 1CB2 on the approved drawing number 4487-02-21A, received 17 June 2015.

REASON: For the avoidance of doubt as the trees on site are covered by a group Tree Preservation Order and are within a Biological Heritage Site, and in order to comply with Key Statements EN2 and EN4, and Policies DMG1, DME1, and DME2 of the Ribble Valley Core Strategy (Adopted Version).

16. Notwithstanding the landscaping details submitted on Drawing Numbers 4487-02-17A, 4487-02-18B and 4487-02-21B, prior to the commencement of development a satisfactory programmed landscaping scheme which shall include hard and soft surfacing, planting of the development and the replacement woodland and new woodland. Full details of how the new and replacement woodlands are going to be planted and maintained for a minimum of ten years by the developer or their successors in title should also be submitted and agreed in writing with the Local Planning Authority.

The scheme shall incorporate the recommendations of an Arboriculturist and shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and specifications of all fencing.

The approved soft landscaping scheme shall be implemented in the first planting season following occupation or use of the development unless otherwise required by the reports above, whether in whole or part and shall be maintained thereafter for a period of not less than 10 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

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

REASON: In the interests of visual amenity, habitat enhancement and species protection in accordance with Key Statement EN2 and EN4, and Policies DMG1, DME1, and DME2 of the Ribble Valley Core Strategy (Adopted Version).

17. The approved scheme shall be implemented during the first planting season following the completion of Buildings A, B and C, or the occupation of any of the buildings on site, and any tree or shrub planted which dies or is felled, uprooted, willfully damaged or destroyed in the first five year period commencing with the date of planting shall be replaced by the applicants or their successors in title.

REASON: To ensure a satisfactory form of development and to enhance the visual amenities of the locality and local biodiversity habitat, and in order to comply with Key Statements EN2 and EN4 and Policies DMG1, DME1, DME2 and DME3 of the Ribble Valley Core Strategy (Adopted Version).

Construction traffic and hours of operation

18. No construction work, construction traffic or operation of any plant/machinery shall take place on the site during the course of the development hereby approved except between the hours of 0800 hours and 1800 hours Monday to Friday and 0900 and 1300. No construction work, construction traffic or operation of any plant/machinery shall take place on Sundays or Public Holidays. Furthermore, no deliveries or vehicles shall arrive on site outside these stipulated working works.

REASON: In order to protect the residential amenity of the occupiers of the adjacent properties and to comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy (Adopted Version).

Highways

19. The proposed access from the site to Mitton Road shall be constructed to a (minimum) width of 5.5 metres and this width shall be maintained for the full length of the access road through the site to the turning head at the easterly end of the site.

REASON: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users and to accord with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy (Adopted Version).

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

REASON: To allow for the effective use of the parking areas and to accord with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy (Adopted Version).

Amenity

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

REASON: In accordance with Policies DMG1 and DME2 of the Ribble Valley Core Strategy (Adopted Version) as other uses may have an unacceptable impact on neighbour amenity and/or the character and appearance of the area.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking or re-enacting that Order, no extensions or alterations, including the introduction of mezzanine floors, shall be carried out in respect of the buildings to which this permission relates.

REASON: To prevent an intensification in the use of the premises, in the interests of the visual amenities of the area and the amenities of local residents within the Borough in accordance with Key Statements EC1 and EN2 and Policies DMG1 and DME2 of the Ribble Valley Core Strategy (Adopted Version).

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

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

24. The working hours within the premises shall be restricted to the period from 0800 to 1800 Mondays to Fridays and 0900 to 1300 on Saturdays only. No work shall in the buildings on Sundays, Bank or Public Holidays.

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

25. The use hereby permitted shall not be open to customers except between the hours of 0800 to 1800 Mondays to Fridays and 0900 to 1300 on Saturdays only and not at any time on Sundays, Bank or Public Holidays.

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

26. The doors to each unit shall be kept closed at all times when carrying out any fabricating and manufacturing activities within the units.

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

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

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

28. No goods, plant or material shall be displayed for sale in the open on the site.

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

Vehicular Maneuverability

29. The vehicular turning space indicated on Plan Reference Number 4487-02-17, received 16 June 2015 shall be kept clear of parked vehicles, storage containers, waste and any other items that could restrict the free movement of vehicles to and within the site, and be available for use at ALL times.

REASON: To comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version) to ensure highway and pedestrian safety is not compromised.

INFORMATIVES

1. This consent is granted subject to conditions and it is the owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.

If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development this is called a "condition precedent". The following should be noted with regards to conditions precedent:

- (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

(b) In addition if a condition precedent is breached, the development is unauthorised and the only way to rectify the development is the submission of a new application. If any other type of condition is breached then you will be liable to a breach of condition notice.

2. The enclosed approval is issued under the Town & Country Planning Act 1990. You may also require Building Regulation approval which is dealt with by this Department's Building Control Section (Tel: 01254 380194). You must ensure that all necessary permissions are obtained BEFORE starting work; otherwise abortive expense may be incurred.
3. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works.

The applicant/ developer is advised to contact the contact the Environment Directorate for further information by telephoning the Developer Support Section (Area South) on 0300 123 6780, or writing to Highways Development Control, Lancashire County Council (East) Burnley Highways Depot, Widow Hill Road, Burnley, BB10 2TJ email lhscustomerservice@lancashire.gov.uk.

For the avoidance of doubt the works to be included within this agreement will include the construction of the footway link, advertising and implementation of the waiting restrictions provision and erection of an interactive sign and the relocation of the southbound bus stop and its upgrade to quality bus standard (raised boarding kerbs and bus box road markings)

4. All bats and their roosts are protected under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) and are further protected under Regulation 39(1) of the Conservation (Natural Habitats &c.) Regulations 1994. Should any bats or evidence of bats be found prior to or during development, work must stop immediately and Natural England contacted for further advice. This is a legal requirement under the Wildlife and Countryside Act 1981 (as amended) and applies to whoever carries out the work. All contractors on site should be made aware of this requirement and given the relevant contact number for Natural England, which is via the Bat Conservation Trust on 0845 1300 228.
5. The applicant/ developer is advised that in terms of the foul water condition, the Local Planning Authority is unlikely to consider that the the use of anything but being drained to the Mains Sewer acceptable or appropriate for a development for this use and scale.
6. The Local Planning Authority worked positively and proactively with the agent to identify solutions during the application process to ensure the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement on Paragraphs 186-187 of the NPPF.

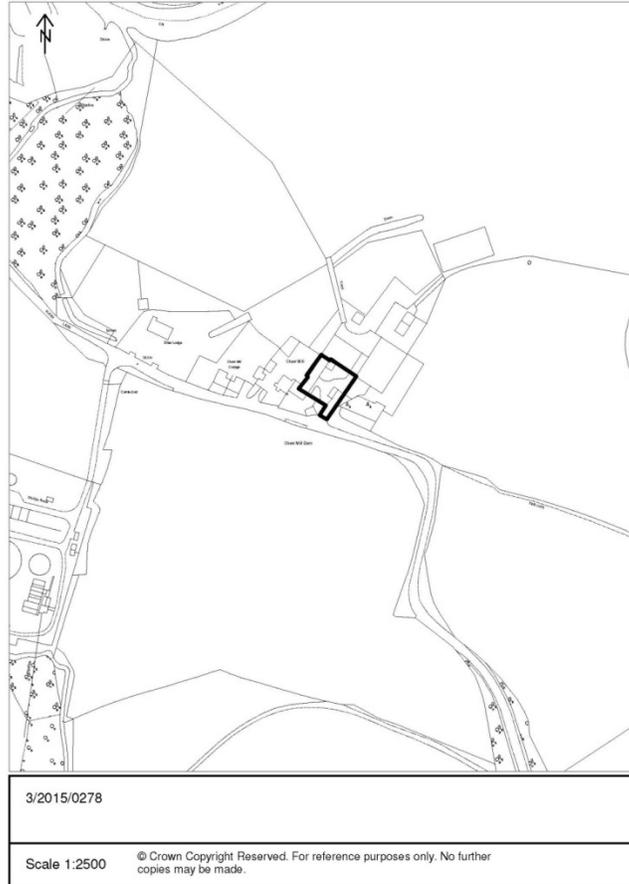
BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2015%2F0302

APPLICATION NO: 3/2015/0278/P

(GRID REF: SD 371664 436310)

DOMESTIC EXTENSION TO MEET THE NEEDS OF A DISABLED PERSON AND THE EXTENSION OF THE RESIDENTIAL CURTILAGE AT CHEW MILL FARM, ELKER LANE, BILLINGTON, BB7 9HZ.



PARISH/TOWN COUNCIL: None received.

COUNTRYSIDE OFFICER: None received.

ADDITIONAL REPRESENTATIONS: No letters of representation have been received in respect of the current application.

Proposal

This application seeks consent for the demolition of a modern agricultural building, erection of a two storey extension and covered parking area and the change of use of agricultural land to extend residential curtilage to meet the needs of a disabled person at Chew Mill Farm, Elker Lane, Billington. The two storey extension would be located on north-east side of the main building providing a sensory room, therapy space, a day room, utility room, lift and carers bedroom accommodation. The proposed two storey extension would be attached to the side of the main building by a two storey glazed link measuring 6m x 3.2m which would have an

asymmetrical slate roof parallel to the roof of the main dwelling and set down from the ridge by around 1.2m.

The proposed extension would have a dual-pitched gable roof and would be positioned perpendicular to the main building with the gable end forming its front elevation. It would have an eaves and ridge height similar to the host dwelling and would have modern powder coated aluminium frames forming horizontal windows openings on the south-east and north-east elevations and large glazed areas on the north-west (rear) elevation. Moreover, the extension would incorporate a flat-roofed lift shaft which projects above the gable roof of the glazed link. It is proposed to erect a covered parking area to allow access into and out of the dwelling without being exposed to weather conditions. This carport, contemporary in its design, would project from the front of the proposed two storey extension and forward of the existing dwelling by around 8.8m and would be supported on a hardwood timber frame.

This application also proposes the change of use of surrounding agricultural land to residential use. The extent of the extension of residential curtilage proposed includes land currently occupied by an existing agricultural building, land where a former tractor shed previously stood and additional surrounding land. It should be noted that the land in question currently serves as an informal garden area and has been fenced off from surrounding farmland.

Site Location

The application property is a converted barn located around 1km from the village of Billington and dates from the early 1900s. The property is part of a cluster of buildings that includes other dwellings and converted barns, together with some free-standing storage buildings. The buildings are informally arranged and are differing distances from the road. Chew Mill Farm is a semi-detached property adjoining Chew Mill Barn to the south-west. On its south-western end the building is single storey and constructed of random stone whilst the north eastern end is two storey with rendered front and rear elevations. An extension forming a catslide roof projects from the front of the two storey element and was added to the building following its conversion in the late 1990s. To the front of the building is a garden area and modern stone built detached garage.

Relevant History

3/1999/0016: Conversion of barns to two dwellings (Approved with Conditions).

3/2001/0004: Substitution of house type (Approved with Conditions).

3/2003/0190: Ground floor extension for dependent relative and internal alterations (Approved with Conditions).

3/2006/0943: Demolition of present brick structure and rebuilding new double garage (Approved with Conditions).

Relevant Policies

Ribble Valley Core Strategy Adopted Version

Policy DMG1 – General Considerations

Policy DMH5 – Residential and Curtilage Extensions

National Planning Policy Framework

Section 7 – Requiring Good Design

Environmental, AONB, Human Rights and Other Issues

The matters to be considered in the determination of this application relate to the principle of the development in policy terms; the impact of the development in visual terms; the impact on neighbouring residential amenities; and the effect of the development of protected species. These matters will therefore be discussed under appropriate headings below.

Design and Visual Amenity

The development is proposed on land designated as open countryside. Within these areas policies EN2 and DME2 of the Core Strategy require development to be in keeping with the landscape area and should reflect local vernacular, scale, style, features and building materials. The proposed development would be located to the north-east side of the application property reducing its visibility from the road. The proposed development would not be highly visible when approaching from the south-east or north-west along Elker Lane, being well-screened by tree cover and intervening buildings. However, the proposals would be prominent when viewed from its south-west elevation.

Traditional farm buildings should remain largely unaltered and remain looking like farm buildings after conversion in order to protect them as a feature in the landscape. The application dwelling still retains some of its rural appearance however; the historic and architectural significance of the building has been somewhat eroded due to the installation of UPVC windows frames, glazed balcony, and a detached garage. In relation to extensions to former agricultural buildings English Heritage's 'Conversion of traditional farm buildings' states '*New extensions, be they a contemporary design or one based on an existing outbuilding, should be subordinate in scale and relate to the character of the farmstead group. They should not compromise the setting, so careful thought needs to be given to their siting*' (p.29).

In considering the design of the proposed extension, I note the siting of a now demolished tractor shed previously attached to the north-east gable of Chew Mill Farm. The agricultural building proposed to be demolished stands at the north eastern end of the application property and whilst not attractive it is considered that the design of many agricultural buildings is related to their function rather than their appearance and is typical in the open countryside. The building measures approximately 18m x 18m, is relatively low and inconspicuous and its gable elevation facing Elker Lane is softened by shrubs and climbing plants. However, Chew Mill Farm is redundant in terms of agricultural use and the barns and outbuildings have been sold off, converted or adapted. Its removal is likely to improve the appearance of this group of buildings.

The extension would be constructed of modern materials and the glazed extension would provide a clean and highly legible division between the barn and new build allowing it to clearly read as a new addition. In terms of its scale however, the proposed extension and carport would be a significant addition to the former agricultural building and would not be clearly subservient to the main building. Policy DMH5 of the Core Strategy states that proposals for the extension of properties to provide accommodation for elderly or dependant relatives '*must be capable of integration into the main dwelling or a use that is ancillary to the use of the main dwelling housing when circumstances change*' and '*should generally speaking provide only a modest level of accommodation*'.

The proposed development would substantially increase the volume of the application property providing a sensory room, therapy space, a day room, utility room, lift and carers bedroom accommodation. The proposals would completely obscure the original north-east gable elevation of the barn and would be a dominant feature of the property when viewed from the

south-west on Elker Lane due to its two storey height. However, the disabled occupant does not currently have access to the first floor of the dwelling and the proposed extension provides the opportunity to connect the ground and first floor. Furthermore, the applicant has submitted supporting evidence in the form of a specialist medical report justifying the need for the additional internal space.

Extension of Residential Curtilage

Core Strategy Policy DMG1 states that '*development should not adversely affect the amenities of the surrounding area*' whilst policy DME2 says that '*development proposals will be refused where they significantly harm important landscape or landscape features*'. The extension of curtilages can have a significant impact upon visual amenity and patterns of land use. Core Strategy Policy DMH5 is relevant to this application and states that proposals for the extension of curtilage will be approved if:

1. The site is within a settlement, or,
2. The site is on the edge of a settlement providing:
 - the new curtilage boundary follows an easily identifiable feature such as a road, stream or hedgerow, or brings the boundary into line with existing adjacent properties.
 - the extension will not cause visual harm to the landscape.
 - the extension improves the visual quality of the site.

The site is located within the open countryside 1km from the village of Billington and as such the extension of residential curtilage would not accord with Core Strategy Policy DMH5. It should be noted that the land in question currently serves as an informal garden area and has been fenced off from surrounding farmland. Even though the land concerned may still be "open", in the sense that it is not being built upon permanently, the suburbanising effect of garden fences, garden buildings, and all the other paraphernalia associated with use of land as a domestic garden, is likely to be seen as harmful to the character and appearance of the countryside. The existing residential curtilage as defined by the application for conversion of the building to a dwelling in the late 1990s, provided a formal garden area to the front of the building with the boundary drawn tight to the property at the rear in order to protect the appearance of the open countryside and the character of the farm buildings.

The extension of curtilage would be clearly contrary to Core Strategy Policy DMH5 by virtue of its location in the open countryside. It is clear from aerial photos that the encroachment of the informal garden area onto farmland has taken place intermittently over the past 10 years. However, the extension to the north-west would bring it into line with the existing adjacent property and taking into account the improvement to the appearance of the group of buildings that would result from the removal of the existing agricultural building, the proposal would not result in undue visual harm to the landscape when compared with the existing arrangement.

The disabled occupant requires the extension of curtilage in order to provide a 'Smart Chair' which involves a reflective line following technology that has been added to a more standard electric wheelchair. This gives a disabled person the opportunity to move around safely and independently without the need to steer or control the chair which the disabled occupant is unable to do. The chair necessitates the laying of dedicated paths and it is proposed to construct paths around the outside of the proposed garden area. It is borne in mind that the application dwelling has only a small amount of formal garden area to the rear. Moreover, the supporting documentation explains the benefits that outdoor space would have to allow maximum access and enjoyment for the disabled occupant. Whilst the proposed curtilage extension is generous, the development does not lie within a designated area nor would it set a

precedent for similar extensions in the future given the exceptional circumstances involved. As such, this would not warrant refusal of the application subject to the attachment of conditions removing permitted development rights.

Personal Circumstances

Consideration needs to be given to the personal circumstances involved in this particular application. Development which is clearly contrary to the policies contained within the Core Strategy will only exceptionally be justified on the grounds of personal circumstances, and only then when clear justification has been provided by the applicant. The weight that can be afforded to personal circumstances will depend upon the level of information and detail provided by the applicant. In this case, I consider that weight should be given to the personal circumstances of the applicant and that the medical disability is relevant. The proposed extension is designed to meet the requirements of the household and this need is supported by specialist medical reports stating her general accommodation needs now and in the future including provision for third party care that she will need throughout her lifetime.

These personal circumstances are fully appreciated and are judged to be a material consideration to the application. General planning considerations generally outweigh such circumstances however; in this case I consider that whilst the proposals would result in some erosion of the rural character of the host dwelling and appearance of the surrounding land it would not be significantly detrimental to warrant refusal of the application in light of the exceptional personal circumstances presented. I consider that the extension would provide much needed facilities which would be proportionate with the multiple needs of the applicant as described in the supporting medical reports.

Protected Species

A protected species survey has been submitted which found no evidence of bats using the agricultural building and concludes that the proposed works are unlikely to cause disturbance to bats, result in the loss of a bat roost or cause injury or death to bats. However, the survey acknowledges that the immediate vicinity provides a significant potential foraging route and in this case it is considered that the inclusion of features suitable for roosting bats would enhance biodiversity in line with the Section 11 of the NPPF and Core Strategy Policy DME3. As such, a minimum of two suitable roost features should be provided within the structure of the proposed development.

Flooding

The application site is located within flood zone 2. The Flood Risk Management and Evacuation Plan submitted with the application states that the floor level at ground floor will be the same level as the existing building. The bedroom for the disabled occupant will be located on the ground floor however; first floor access is provided by both stairs and a lift. The owners of Chew Mill have agreed to register online with the EA Floodline Warnings Direct service as part of the evacuation plan. These measures are considered to be in line with the Environment Agency standing advice and there would be no additional risk of flooding created by the proposed development.

Residential Amenity

No neighbour letters have been received in respect of the current application. Due to the proposed location of the extension to the side of the applicants dwelling, I do not consider that it would have any detrimental effects upon the amenities of neighbouring occupiers.

Conclusion

For the reasons explained in the report, it is considered that the extension would provide much needed facilities which would be proportionate with the multiple needs of the applicant as described in the medical reports provided. Whilst the proposals would result in some erosion of the rural character of the host dwelling and appearance of the surrounding land it would not be significantly detrimental to warrant refusal of the application in light of the exceptional personal circumstances presented. Accordingly, it is recommended that planning permission be approved

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 ref.:

14.38 PL1 Rev.B - Proposed Site Plan - received 11th May 2015

14.38 PL2 Rev.C - Proposed Floor Plans - received 17th June 2015

14.38 PL3 Rev.B - Proposed Elevations and Sections - received 17th June 2015

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

3. Notwithstanding the details shown on the approved plans, samples of all external facing and roofing materials including their colour and texture shall have been submitted to and approved by the Local Planning Authority before their use in the proposed works.

REASON: To ensure that the materials to be used are appropriate to the locality in accordance with Policies DMG1 and DMH5 of the Ribble Valley Core Strategy.

4. Before the development commences, full details of the treatment of all the proposed windows and doors shall have been submitted to and been approved in writing by the Local Planning Authority. The submitted details shall include the proposed method of construction, the materials to be used, fixing details (including cross sections) and their external finish including any surrounds, cills or lintels.

REASON: To ensure that the materials to be used are appropriate to the locality in accordance with Policies DMG1 and DMH5 of the Ribble Valley Core Strategy.

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

The approved landscaping scheme shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be

maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: To ensure a visually satisfactory form of development appropriate to the locality in accordance with Policies DMG1 and DMH5 of the Ribble Valley Core Strategy.

6. Unless otherwise agreed in writing with the Local Planning Authority the development shall be carried out in STRICT accordance with the recommendations of the Bat Survey dated 5th May 2015 that was submitted with the application. Two bat roosting features shall be incorporated into the proposed development, details of which, including their type and location, shall be submitted to the Local Planning Authority and approved in writing prior to commencement of development. These shall be incorporated into the building during the actual construction and before the development is first brought into use, unless otherwise agreed in writing by the Local Planning Authority and shall be permanently maintained and retained at all times thereafter.

REASON: To ensure that bat species are protected and their habitat enhanced, in accordance with the Wildlife & Countryside Act 1981 as amended, and Key Statement EN4 and Policy DME3 of the Ribble Valley Core Strategy.

7. Unless otherwise agreed in writing with the Local Planning Authority the development shall be carried out in accordance with the flood proofing/resilience techniques contained in the Flood Risk Management and Evacuation Plan dated 17th March 2015 that was submitted with the application.

REASON: In accordance with the Environment Agency standing advice to minimise the risk of flooding in accordance with Policies DMG1 and DME6 of the emerging Ribble Valley Core Strategy.

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

REASON: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality in accordance with Key Statement EN2 and Policies DMG1, DME2 and DMH5 of the Ribble Valley Core Strategy.

9. The development hereby permitted shall be occupied and used only in conjunction with the existing dwelling and shall not be used as a separate dwelling unit.

REASON: The provision of an additional dwelling unit in this locality would be contrary to the development strategy for the borough as set out in the Ribble Valley Core Strategy.

10. The permission hereby granted shall only ensure for the benefit of Miss Marley Rafferty and may not be implemented or carried on by any other person, company or organisation.

REASON: The permission was granted having regard to the special circumstances advanced in support of the application, however the use would be inappropriate to the area unless only carried on by the applicant in the manner specified on the application.

11. Once works commence on the site, should site operatives discover any adverse ground conditions and suspect it to be contaminated, they should report this to the Site Manager and the Contaminated Land Officer at Ribble Valley Borough Council. Works in that location should cease and the problem area roped off. A Competent Person shall be employed to undertake sampling and analysis of the suspected contaminated materials. A Report which contains details of sampling methodologies and analysis results, together with remedial methodologies shall be submitted to the Local Planning Authority for approval in writing. The approved remediation scheme shall be implemented prior to further development works taking place and prior to occupation of the development.
12. Should no adverse ground conditions be encountered during site works and/or development, a Verification Statement shall be forwarded in writing to the Local Planning Authority prior to occupation of the building(s), which confirms that no adverse ground conditions were found.

REASON: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site.

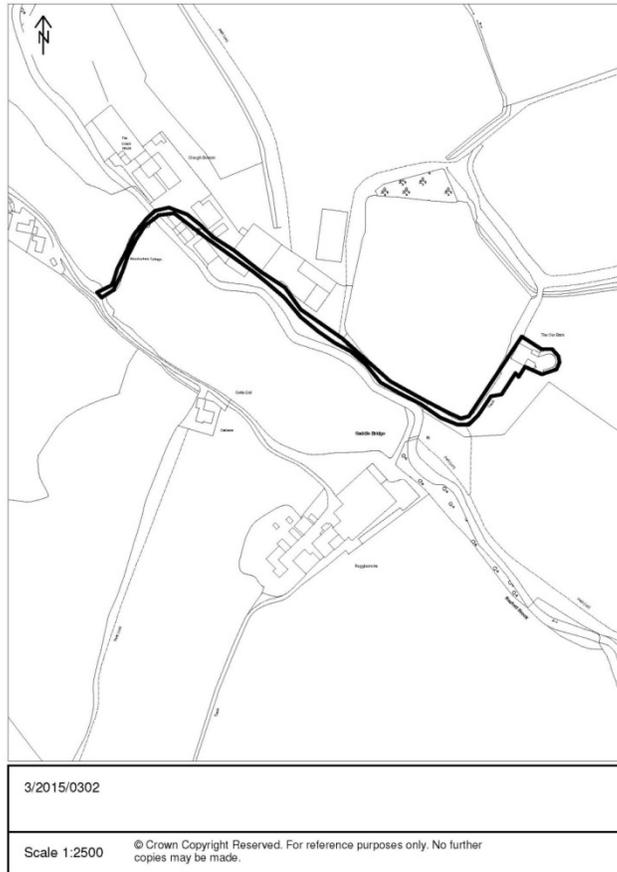
BACKGROUND PAPER

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2015%2F0278

APPLICATION NO: 3/2015/0302/P

(GRID REF: SD37369 443565)

VARIATION OF CONDITION 6 OF PLANNING PERMISSION 3/2012/0490/P TO ALLOW USE AS A WEDDING VENUE FOR UP TO 40 DAYS PER ANNUM AT THE OUTBARN, CLOUGH BOTTOM, RABBIT LANE, BASHALL EAVES, BB7 3NA



PARISH COUNCIL:

Waddington Parish Council: Made reference to listening to the concerns of the public in particular noise and traffic issues. The Parish Council is sympathetic to the need for diversification and business opportunities but consider that the site has a poor access to the venue. Note: Mr Kinder's reference to filtering traffic. Advise that if roads and surfaces were in better condition and additional passing bays they would be more supportive.

Bashall Eaves and Mitton Parish Council: Concern that approval would impact on local residents by virtue of noise and highway disturbance. Cross Lane is too narrow with too few passing spaces. Unable to support removal until a further impact analysis on highway and residential amenity. However, keen to encourage investment so suggest the following:

1. Condition 6 is retained in its existing form, with permission for events on up to 28 days in addition to the training function.

2. Access to the outbarn be granted only via Bashall Eaves village. This eliminates the disruption to the residents of Cross Lane and maintains highway safety.
3. Restrictions on noise be regulated to the levels as proposed by the applicant in that external noise cease at 11pm and all noise at 12 midnight to preserve quality of life.

(COUNTY SURVEYOR):

The Highway Development Control Section is of the opinion that the proposed development will have a detrimental impact on highway safety and amenity in the immediate vicinity of the site due to the increased number of vehicle movements associated with guests to a wedding and the servicing of the wedding venue will also increase the number of vehicles to bring in staff and supplies for the catering side of the wedding functions, than presently required for the current use of the site.

The applicant is proposing to use both Rabbit Lane and Cross Lane to access the site, both of these roads are also definitive footpaths and are regularly used by walkers and cyclists the associated definitive footpaths which will be directly affected by the development are 3-5-FP8, 3-5-FP11 and 3-5-FP20. I have forwarded details of this planning application to Lancashire County Councils Public Rights of Way Section and asked them to contact you directly regarding any comments they may like to make.

The site has a very low accessibility score and it would be expected that all guests and staff would need to use various types of vehicular transport to access the site and it would not be appropriate to expect all guests to use coaches or taxis.

Rabbit Lane and Cross Lane have very restricted highway widths for the full lengths of the roads, meaning vehicle are unable to pass on either of these narrow roads. From observations on site Cross Lane is showing signs of vehicles driving on the verges in various locations.

Both roads have very limited forward visibility in both the horizontal and vertical planes which reduces speed but means that reversing any distance to find a suitable passing place to allow vehicles to pass is very difficult, especially with the restricted carriageway width, the gradients, and the close proximity of walls, fences, planting etc. to the carriageway edge. Additional safety issues for reversing vehicles when another vehicle is approaching from behind with restricted forward visibility.

The applicant is indicating 100 to 120 guests for day time events and as such this will have a highway impact during the day as guests arrive and assumingly this will be at weekends

where vehicle movements, cyclists and walkers movements will be higher along both Rabbit Lane and Cross Lane. The introduction of evening quests would then expect an additional 60 to 80 new guests travelling to the site resulting in additional vehicle movements during the early evening.

The applicant is indicating that 20 seater coaches can be used to access the site. Where the guests all use the coaches this may result in 5 to 6 coach movements for the day guests and as such parking provision for coaches should be considered with adequate turning facilities to ensure they can enter and exit the site in forward gear. At the end of the evening event where all the guests use the coaches this could result in 9 coaches entering and exiting the event, late at night.

The use of local taxis is highly commendable but this will result in increasing two way traffic movements at the peak periods for the event, which will intensify the issues for vehicles to pass each other along Rabbit Lane and Cross Lane. It should also not be expected that all guests will arrive and exit at the same time, for various reasons such as health and children etc.

From observations on site the private approach road to Clough Bottom is rutting up with deep pot holes, which may result in coach and taxi companies refusing to service the site in the future due to damage and improvements to this road should be considered. The rutting and potholes will also increase noise and vibration when being driven over, especially by coaches and delivery vehicles.

Where a scheme for passing places is considered to reduce the highway impact by allowing passing along Rabbit Lane and Cross Lane the applicant is advised that the each passing place should be seen from the adjacent passing place.

Due to the restricted width and low tree branches on both Rabbit Lane and Cross Lane the Highway Development Control Section is of the opinion that the fire authority is to be consulted to ensure the existing highway is suitable for fire appliances and/or if they can recommend additional fire safety features as part of the development.

The Highway Development Control Section typical highway comments regarding an access to a site are:-

1. On a private access road a fire appliance requires a minimum carriageway width of 2.75 and an unobstructed working width of 3.7m. From Manual for Streets and table 8 of Approved Document B (Fire Safety).

2. A fire appliance requires a minimum height clearance of 3.7m. From table 8 of Approved Document B (Fire Safety).

ENVIRONMENT
DIRECTORATE
Footpath

I understand the proposed development will cause an increase in vehicular movements along Public Footpath No. 11 Bashall Eaves, Ribble Valley.

I have not been on site but I understand from the street view images that the Public Footpath between Moor End Farm and the left turn to Saddle barn is narrow and there is little room for vehicles and pedestrians to pass safely.

It is not clear from the information available on the Ribble Valley Borough website whether the applicant has any right or duty to maintain the vehicle access route. An increase in the volume of vehicular movements along this section of the public footpath will have a detrimental effect on the surface of the footpath. I understand the proposed development will also affect Public Footpath No. 8 Bashall Eaves.

FOREST OF BOWLAND
AONB OFFICER:

Support the application to vary the condition. The AONB Partnership aims to promote sustainable social and economic development of the area, particularly where such activity conserves and enhances the environment. This is reflected in the AONB Management Plan. Over a number of years the applicant has worked closely with the AONB staff to develop their training and wedding and events business sustainably, supporting the rural economy of the AONB in a way which minimises impacts on the landscape and the natural environment.

ADDITIONAL
REPRESENTATIONS:

There have been 19 letters of objection and 20 letters of support and 1 petition in favour of the proposal. The petition is mostly signed by people who have submitted individual letters of support.

In relation to the objections the concerns cover the following points:

- The increase in traffic volume will cause highway danger as well as inconvenience caused by the lack of passing bays to enable smooth traffic circulation.
- The proposal would lead to an impact on wildlife caused by disturbance and intrusion.
- Impact on the users of the quiet lanes and in particular walkers, cyclists and horse riders.
- The noise disturbance caused by the activities and vehicular movements would impact on residential amenity; the visual impact caused by temporary signs advertising weddings and also litter caused by the users from the

events.

- Consider it is wrong to disregard a planning condition.
- Concern over possible damage to the walls due to crossing traffic using the road network.

One letter has no objection on the proviso that the activity would be served from Cross Lane.

In relation to letters of support the following points have been raised:

- Consider that the site is an excellent facility and would extend the tourism benefits and facilities to the wider area; the provision of employment for other staff used for wedding venues as well as the ancillary benefits and economic benefits to local hotels, food suppliers, caterers and taxi companies and bus providers.
- Aware that wedding activities have already taken place and do not consider there has been little, if any, disturbance by these activities.

Proposal

The application seeks consent to vary condition number 6 of planning permission 3/2012/0049/P to permit the use of the building as a wedding venue for up to 40 days in a calendar year. Condition 6 specifically limited the use of the building as a training venue and did not permit other uses.

Site Location

The site is located within the Forest of Bowland Area of Outstanding Natural Beauty to the east of Bashall Eaves, approximately 1.5 miles west of the village boundary of Waddington. The building itself is located in an elevated position but within the settings of a complex of former agricultural buildings as well as a Grade II listed building which is the dwellinghouse associated with this complex. Access to this building would be from both Rabbit Lane which would be via Bashall Eaves and Cross Lane if you were come through Waddington.

Relevant History

3/1995/0193/P – Conversion of part barn to office and obstacle course – approved.

3/1996/0304/P – Conversion of barn into office reception and group activities for management training centre – approved.

3/2010/0353/P – Proposed changes use of barn to two residential dwellings – approved.

3/2012/0490/P – Alteration extensions to existing training barn – approved with conditions.

Relevant Policies

Ribble Valley Core Strategy Adopted Version

Policy DMG1 – General Considerations.

Policy DMG3 – Transport and Mobility.

Policy DME2 – Landscape and Townscape Protection.

Policy EMP8 – Extensions/Expansions Outside the Settlement.

Policy DMB3 – Recreation and Tourism Development.

Policy DMB1 – Supporting business growth and local economy

Key Statement EN2 – Landscape.

Environmental, AONB, Human Rights and Other Issues

The main issues in consideration of this proposal relate to the impact the proposal would have on residential amenities and highway safety as well as any associated economic and employment benefits to the rural economy the proposal would have by the use of the building for wedding facilities. It is often the case that a balance will be made in relation to the harm of a proposal against the possible benefits which in this case would relate to employment and the economic the benefits resulting from the activity.

In relation to highway issues it is clearly evident that Lancashire County Council has serious concerns regarding this proposal. In particular the inadequacy of the local road network would cause disturbance to the traffic movement and the inadequacy of passing bays on the rural roads which cause highway problems that cannot be overcome despite the suggested traffic management plan submitted with the application. The highway authority considers that both Rabbit Lane and Cross Lane have very restricted highway width for the full length of the roads which would render it difficult to pass on either side of these narrow roads. It is noted that there is limited full visibility in both the horizontal and vertical plane which may reduce speed but it also means that reversing any distance to find a suitable passing place is very difficult. The site has a low accessibility score and as such it is anticipated that all guests and staff would need to use various types of vehicular traffic modes to access the site and not expect all guests to use coaches or taxis.

Concern has also been expressed that the increase in vehicular movements along the footpath may affect the amenity of users of the footpath network.

In relation to noise issues this is also a something which has been referred to by many of the objectors and the developer has been requested to submit an acoustic report. On the basis of the evidence submitted it is the opinion of the Council's Environmental Health Officer that subject to adequate mitigation measures contained within the document and confirmation in relation to the use of the outside area being limited and appropriate decibel levels in relation to music, a controlling mechanism on door and window openings and hours of use, that this could be adequately controlled without adversely affecting adjacent residential amenity. However since the receipt of the document full comments from the Council's Environmental Officers have not been received and it is suggested that should Committee be minded to approve the scheme it would be subject to confirmation that there is no objection from the Environmental Health Officer and the need to impose appropriate conditions.

It is also important to assess the potential benefits of allowing the condition to be modified to permit the use of the venue for wedding activities. The applicant in a supporting document, has stated that there is a significant economic benefit not just to the applicant himself but also to the

wider community. In some respects this has been confirmed by letters of support from various established caterers and bed and breakfast operators and other commercial establishments who recognise the economic benefits that arise from this venue.

I am mindful of the concerns expressed by both the County Surveyor and local residents in particular in relation to highway and noise issues but I am also aware of the employment and economic benefits associated with the diversification of the activities associated with the training barn. I consider that it would not be appropriate to grant an unrestricted consent to vary the condition and that it is suitable to grant a temporary consent with a limitation to the number of events which would enable the development to be monitored. It is my opinion that a restriction in the number of activities to 20 and a temporary consent for 18 months would give reasonable safeguards as well as the time to monitor the impact of the proposal on the local highway network and the residential amenities. I recommend that condition 6 be varied for a temporary period. I also consider that within 1 month of the date of this decision an acoustics management plan shall be submitted, agreed and implemented to the satisfaction of the LPA.

RECOMMENDATION: That planning permission be GRANTED and condition 6 varied to the following:

1. The development hereby permitted shall be used for the purpose of a training centre and conference facility and a wedding venue facility only any purpose within Class D1 of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or any provision equivalent to that class in any statutory instrument revoking that Order with or without modification. The use as a wedding venue facility shall be for up to 20 days in any calendar year and the use of the wedding venue shall be limited for 18 months from the date of this decision unless a further application has been submitted to and approved in writing by the Local Planning Authority. Thereafter the consent shall only relate to the use as a training centre and conference facility. Within 1 month of the date of this permission an acoustic management plan shall be submitted and approved and implemented to the satisfaction of the LPA.

REASON: To safeguard adjacent residential amenity and in the interests of highway safety and to comply with Policy DMG1 of the Core Strategy. The applicant is advised that to comply with the revised condition the acoustic plan shall also incorporate details as to the hours of operation for the wedding venue.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2015%2F0302

APPLICATION NO: 3/2015/0306/P

(GRID REF: SD377749 434780)

VARIATION OF CONDITION 14 OF PLANNING PERMISSION 3/2009/0786/P TO AMEND THE CLOSING TIME TO 2100 HOURS DURING THE MONTHS OF END OF MARCH TO END OF AUGUST AT PUMP HOUSE, DEAN WOOD, TRAPP LANE, SIMONSTONE.



PARISH COUNCIL:

Objects to the application on the following grounds:

1. The quality of life of nearby residents has already been seriously affected since the centre opened. The requested extended opening hours later into the evening during the summer months when people would wish to enjoy their gardens would exacerbate the existing noise nuisance.
2. The centre already operates “well beyond the permitted hours”. The Parish Council considers that if the application is approved the applicants would not honour the conditions placed upon the site.
3. 80 seater buses have been observed at the site. This leaves insufficient manoeuvring space resulting in a hazardous situation. The scale of the business appears to have gone beyond what was originally intended.

4. Band practices have taken place at the site resulting in loud music. This contravenes condition 12 of the original permission that “there should be no amplified music at the site at any time”.
5. Floodlighting has been used at the site in contravention of condition 11 of the original permission.

ADDITIONAL
REPRESENTATIONS:

A total of 7 letters have been received from 6 local households in which objections are made to the application on grounds that are summarised as follows:

1. The centre already operates in breach of conditions relating to the number of people on site at any one time and vehicle size and numbers which impacts on the level of noise disturbance that neighbours have to endure. Double decker buses have been seen at the site and they have to use the whole width of the road to manoeuvre in and out of the site. This is detrimental to highway safety.
2. If planning permission granted for the centre to open until 2100 hours the noise and light disturbance would be increased for an even longer period and is likely to prevail after 2100 hours as staff leave later than customers.
3. The request for longer hours for eg the archery club and guides is a “soft option” to appeal to planners. Would it be guaranteed that eg stag and hen parties would not visit the site?
4. The site is already used once a week for loud band rehearsals.
5. Whilst not objecting to small businesses becoming successful, this should not be at the expense and detriment of people who live in the area and wish to enjoy a peaceful evening in their garden.
6. This is a beautiful and tranquil locality. Extending the opening hours as requested is just a forerunner to the ultimate aim of opening all hours.
7. The additional traffic already generated by the centre, including cars and coaches, has increased the risk of accidents on what are very small lanes extending down to Clough Lane where there is already an issue of people driving too fast.
8. The proposed extension of opening hours covers the breeding and nesting times of local wildlife. The proposal will therefore be detrimental to local wildlife.

9. This is already a 7 day a week operation and at times screams and shouted instructions can be heard clearly in neighbours' gardens and also in the house when windows are open. Due to the nature of the use, most noise is generated in the summer months but at least, with the existing authorised hours, there is still a time in the evenings when neighbours could enjoy their gardens.

Site Location

The application relates to an existing outdoor activity centre on the west side of Trapp Lane, Simonstone. The site comprises a woodland surrounding what was originally a flat field upon which the buildings and parking area associated with the activity centre have been constructed. There are residential properties on the opposite side of Trapp Lane and further dwellings further away on School Lane and Clough Lane to the south of the site and the residential estate including Harewood Avenue and Carleton Avenue to the south-west.

Proposal

Planning permission was granted in 2009 for the development of an outdoor activity centre at this site under reference 3/2009/0786/P subject to a total of 14 conditions.

Condition 14 of the original planning permission states that the use of the premises in accordance with the permission shall be restricted to the hours between 0800 to 1900. This application requests the variation of that condition to allow the centre to operate until 2100 hours during the months April to August inclusive. In support and explanation of the application, the applicants make a number of comments that are summarised as follows:

- They have a local archery club who wish to use their archery range for regular club meets on Tuesday and Thursday evenings and would like to be on site until 2000 hours. The current opening hours condition is too restrictive for some of the archery club members to get to the centre after work/school/college.
- They also from time to time have interest from local youth organisations such as guides, scouts, cubs, brownies, who would like to use their facilities until around 2000 hours.
- Varying the condition to 2100 hours would allow them the flexibility to cater for these groups whilst not impacting on their neighbours.
- Also, the extension is only required between the end of March to the end of August as they need daylight to be able to operate.
- They have no intention of offering overnight activities.

Relevant History

3/2009/0786/P – Proposed activity centre in woodland environment. Approved subject to conditions.

Relevant Policies

Ribble Valley Core Strategy Adopted Version

Policy DMG1 – General Considerations.

Policy DMB3 – Recreation and Tourism Development.

Environmental, AONB, Human Rights and Other Issues

Planning permission was granted for the outdoor activity centre in 2009 under reference 3/2009/0786/P.

One of the considerations made by officers and Members in reaching that decision related to the effects of the proposed development on the amenities of nearby residents, particularly in relation to any possible noise nuisance. As part of the consideration of that original application, two noise surveys were carried out (one in August and one in November) the results of which were submitted to the Council. The Environmental Health Officer at the time visited the site, had discussions with the applicant and studied the results of the two surveys. Following this, the Environmental Health Officer confirmed that he was satisfied with the methodology of the reports and concurred with its conclusions that the development should not have any significant noise effects on the nearby residential properties. The Environmental Health Officer therefore concluded that “the noise impact of the site will be low and unlikely to cause noise nuisance to neighbouring properties”.

As the application was considered to be acceptable in relation to all other considerations, permission was therefore granted subject to a number of conditions, including the ‘hours of use’ condition (no 14) to which this current application relates.

In relation to this current application, the Environmental Health Officer does not consider it necessary to carry out further noise surveys as the results are likely to be similar to the previous surveys that were carried out in 2009. The judgement that needs to be made therefore, relates to an assessment of the effects upon the neighbours of the proposed additional 2 hours of opening time in the evenings during the months April – August inclusive.

The applicants have stated that this would be to accommodate requests from, eg, an archery club and the brownies. If the extra hours were to be approved unconditionally, however, there would be no control over which users/activities would be at the centre during those hours. The Environmental Health Officer has therefore recommended that a condition be imposed to require the submission for the approval of the Local Planning Authority of a Management Plan that specifies which users/activities would be allowed at the centre during those hours; and the areas of the overall site that each group would utilise. This would enable, eg, the potentially more noisy activities to be excluded from this part of the day; and for activities to be located within the overall site in a manner that paid regard to the amenities of nearby residents.

Subject to the submission, approval, implementation and enforcement of such a Management Plan, the proposed variation of condition is considered to be acceptable in relation to the amenities of nearby residents.

Nearby residents have expressed concern that other conditions are being breached by the operators of the centre; this will be dealt with under Town Planning Enforcement Procedures as appropriate, but this matter does not have any implications for the determination of this current application.

Overall, therefore, subject to the condition relating to a Management Plan, as recommended by the Environmental Health Officer, the proposed variation of the condition is considered to be acceptable.

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

1. The use of the premises as an outdoor activity centre shall be restricted to the hours between 0800 – 1900 during the months September – March inclusive, and between the hours 0800 – 2100 during the months April to August inclusive.

REASON: For the avoidance of doubt, in the interests of the amenities of nearby residents and to comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

2. Prior to the first use of the premises during the hours 1900 – 2100, a Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall specify:
 - 1) which users/groups/activities will be permitted to use the centre during those two specific hours;
 - 2) the days of the week that the various groups/users/activities would operate during those two specific hours;
 - 3) the specific areas of the overall site that would be utilised by each of the specific groups/users/activities. This shall be shown on a plan to be submitted as part of the Management Plan.

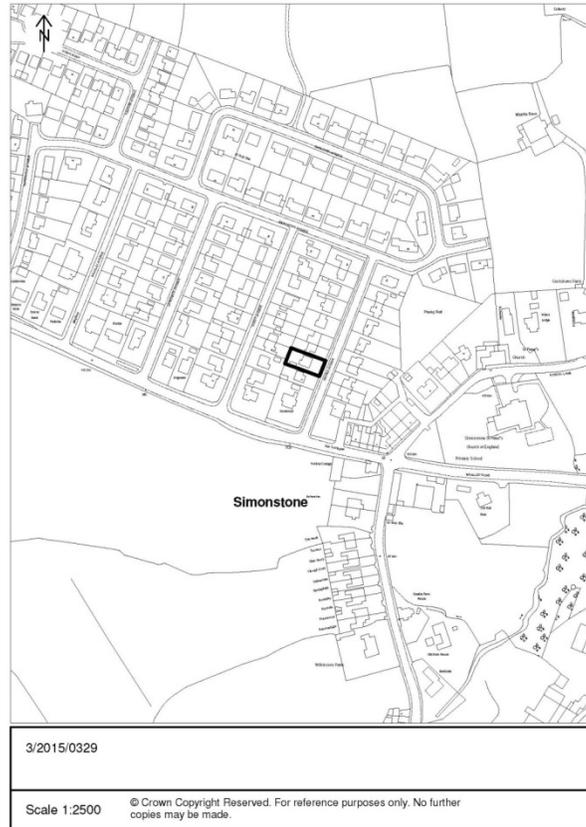
Following the written approval of the Management Plan by the Local Planning Authority, the site shall not be operated otherwise than in complete compliance with its requirements and specifications.

REASON: In order to ensure that the use of the centre during the hours 1900 – 2100 pays due regard to the amenities of nearby residents and to comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

BACKGROUND PAPER

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2015%2F0306

APPLICATION NO: 3/2015/0329/P (GRID REF: SD 377369 434496)
DEMOLITION AND REMOVAL OF EXISTING TIMBER AND ASBESTOS CONCRETE GARAGE. CONSTRUCTION OF A REPLACEMENT K-RENDERED BREEZE BLOCK GARAGE WITH TERRACOTTA MARLEY TILED ROOF ON EXISTING FOOTPRINT AT 4 HAUGH AVENUE, SIMONSTONE, BB12 7HZ.



PARISH/TOWN COUNCIL: None received.

HIGHWAYS (LCC): None received.

ADDITIONAL REPRESENTATIONS: One letter of objection has been received from the neighbouring occupiers of 2 Haugh Avenue. The objection relates to:

- The structure exceeds criterion (d) of Schedule 2, Part 1, Class E of the GPDO.
- The replacement garage is not on the footprint of the original garage building at stated and is longer and higher
- The structure stands at least 4 metres above our ground level resulting in an overbearing impact and loss of light
- The application is retrospective and the structure was built despite advice that planning consent was required

Proposal

This application has been submitted retrospectively and relates to the erection of a detached garage at 4 Haugh Avenue, Simonstone. The development is situated to the side and rear of the application property and as such is not be prominent in the street scene. The proposed garage measures 8.1m x 3m and has a dual-pitched roof with an eaves height 2.55m and a ridge height of 3.1m. The front of the garage is located around 1.5m behind the rear wall of the main property and extends almost the full length of the garden with a 1m gap remaining to the rear boundary fence.

Site Location

The application property is a detached bungalow faced with render with a red brick plinth, red concrete roof tiles and white UPVC window frames and doors. The application dwelling is separated from the common boundary with the neighbouring dwelling, no.2 Haugh Avenue, by the gravel driveway. To the rear of the driveway previously stood a timber clad detached garage which has since been demolished. It is noted that the topography of Haugh Avenue varies with the land level rising to the north resulting in a variance in floor/garden levels between neighbouring properties. This results in the application property sitting at a higher floor level than no.2 to the south.

Relevant History

None

Relevant Policies

Ribble Valley Core Strategy Adopted Version

Policy DMG1 – General Considerations

Policy DMH5 – Residential and Curtilage Extensions

National Planning Policy Framework

Section 7 – Requiring Good Design

Environmental, AONB, Human Rights and Other Issues

Visual Impact

The garage building is around 3m in height and is considered commensurate in scale to the main dwelling. It would be faced in render and terracotta roof tiles. Whilst this would not wholly reflect the appearance of the host dwelling whose front and side elevations are peddledash render and red brick, the garage would not be pronounced in the streetscape given its location to the rear of the site. Taking into account the above, the design of the proposed garage would accord with policies DMG1 and DMH5 of the Ribble Valley Core Strategy.

Amenity Impact

In terms of its impact on the amenities of neighbouring occupiers, the proposed development is located around 0.5m from the common boundary with no.2 Haugh Avenue and approximately 3m from the original dwelling itself. This neighbouring dwelling also has a conservatory extending from its rear elevation which lies within 2m of the garage building. As noted, the topography of Haugh Avenue varies with the land level rising to the north resulting in a variance

in floor/garden levels between neighbouring properties resulting in the garden of the application property sitting at a higher floor level than no.2 to the south.

No.2 Haugh Avenue lies to the south of the development and, therefore, the garage does not cast a shadow or result in the loss of sunlight to this neighbour's garden or its rear habitable room windows. However, I accept that partly due to land levels and its siting it does lead to some loss of outlook and sense of enclosure for the occupiers of no.2. Nonetheless, the application must be considered against the permitted development rights as a 'fallback' position. Fallback is a material consideration in the decision making process. Thus when making a decision on a planning application it may be argued with some effect that a development carried out to slightly reduced dimensions or at a marginally lesser level, or perhaps in a revised location nearby, could be implemented using permitted development rights. The proposed development is within 2m of the boundary of the dwellinghouse and criterion (d)(ii) of Schedule 2, Part 1, Class E would limit the height of any outbuilding to 2.5m. The proposed garage has a maximum height of 3.08m however; it has an eaves height of 2.55m and so a flat-roofed garage of a similar size and style could have been erected without the Council's consent. Therefore, it must be considered what additional harm, if any, the increased height as a result of the dual-pitched roof would have on the residential amenities of this neighbour. The roof slope facing no.2 Haugh Avenue slopes away from this neighbouring property. It is my view that this is not significant and could not sustain a recommendation of refusal.

Conclusion

It is considered that there is no significant impact on the residential or visual amenity and that planning permission should be granted.

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

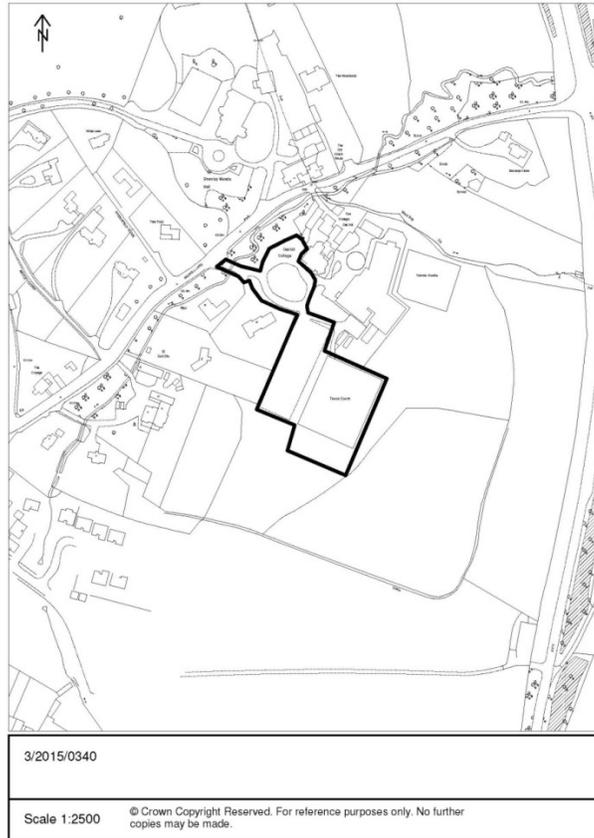
1. The permission relates to the development as shown on plan reference 'Proposed replacement garage' received 7th May 2015.

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

BACKGROUND PAPER

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2015%2F0329

APPLICATION NO: 3/2015/0340/P (GRID REF: SD SD 373812 436892)
 PROPOSED EXTENSION, FLOODLIGHTING, RESURFACING AND PERIMETER FENCING
 OF ARTIFICIAL SPORTS PITCH (RESUBMISSION OF APPLICATION 3/2014/1118/P) AT
 OAKHILL COLLEGE, WISWELL LANE, WHALLEY



PARISH COUNCIL: The Parish Council fully supports the provision of such facilities.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR): Has no objection to the proposal on highway grounds in line with the comments made in relation to the previous application 3/2014/1118/P.

ENVIRONMENT AGENCY: Stated in relation to the previous application 3/2014/1118/P that they had no comments to make as the site is less than one Hectare and is in Flood Zone 1.

ADDITIONAL REPRESENTATIONS: No representations have been received from any nearby residents.

Proposal

The application is the re-submission of a previous application (3/2014/1118/P) that was refused under delegated powers on 30 January 2015. The main difference relates to the submission of additional information. Full planning permission is sought to widen an existing artificial pitch by

3m and to lengthen it by 19m so that it would accommodate one 9 a side pitch or three 5 a side pitches. The pitch would be re-laid as a 3G artificial pitch. It is proposed that it would be illuminated by 8 x 10m high floodlight columns. The pitch would be enclosed by a 4m fence, but, on 3 sides, this would be reinforced by a 3m high timber acoustic fence topped by an additional 1m of mesh fence. The western and southern sides of the pitch would be landscaped and screened with a combination of hedges and shrub planting.

It is proposed that the pitch would be in use from approximately 0900 to 2100 hours Monday to Saturday and from 1000 to 1600 on Sundays. The facility would be jointly used by the college and members of the general public.

The application includes a Transport Statement, a Noise Assessment, a Bat Survey (& Ecological Appraisal) and a Tree Report and Recommendations. These documents are similar to those that were submitted with previous application 3/2014/1118/P, but their content has been amended as appropriate to address concerns raised about that application by the Council's Environmental Health Officer and Countryside Officer in relation to both noise and lighting matters.

Site Location

The application relates to Oakhill College and Academy that is located on the south side of Wiswell Lane, north of Whalley. The proposed development is situated in the centre of the College and Academy grounds to the east of the main college car park. An existing artificial pitch would be extended southwards and eastwards taking in existing grassed and banked areas on the edges of the pitch.

Vehicular access to the site is further north on Wiswell Lane where the College and Academy buildings are located. The overall site slopes significantly downwards from north to south (away from Wiswell Lane) and to a lesser degree from east to west and has therefore been tiered in order to provide level surfaces for the car park and existing artificial pitch.

Immediately to the south of the application site is the approved development of 260 dwellings at Lawsonsteads that is presently under construction. To the west of the visitor car park is a large modern detached house and bungalow. To the north of the college and Academy grounds are the grounds of a large detached house upon which planning permission has been granted in February 2014 for the erection of 4 detached houses.

Relevant History

3/2005/0147/P – Proposed sports hall and construction of additional specialist teaching areas. Approved with Conditions

3/2006/0081/P – Change of Use of land to provide sports and recreational facilities and upgrading of existing football pitches. Approved with Conditions.

3/2014/1118/P – Proposed extension, floodlighting, resurfacing, perimeter fencing and associated landscaping relating to existing artificial sports pitch. Refused.

Relevant Policies

Ribble Valley Core Strategy Adopted Version

Policy DMG1 – General Considerations.
Policy DMG3 – Transport Mobility.
Policy DME1 – Protecting Trees and Woodlands
Policy DME2 – Landscape and Townscape Protection
Policy DMB3 – Recreation and Tourism Development

National Planning Policy Framework.

Environmental, AONB, Human Rights and Other Issues

As previously stated, the application is the re-submission of a previous application (3/2014/1118/P) that was refused under delegated powers on 30 January 2015.

In the consideration of the previous application, it was recognised that the proposal would result in some community benefit with the improvement to the existing football pitch which would allow a wider public usage and it was accepted that Policy DMB3 of the adopted Core Strategy is supportive of improvements to tourism and visitor facilities in the Borough. However, it was refused.

On the basis of concerns regarding the facility and the impact of noise on nearby residents, it was considered that the proposal would intensify and extend the hours of use through the proposed addition of lighting and that this would be during the evenings and weekends when, normally, residents would expect to enjoy the outdoor amenity areas of their dwellings.

With regards to the previous application, the impact of the floodlighting on the amenities of nearby residents was considered to be severe enough to refuse the application.

In the consideration of the previous application, regard also had to be given to the natural environment, including potential effects upon local habitat. During consideration of the application, the Council's Countryside Officer was concerned that the floodlights would have an impact on local wildlife, particularly bats, due to light spillage. This was considered to represent a sustainable reason for refusal of the application. The application was therefore refused for reasons relating to noise and floodlighting nuisance to nearby residents and harm to local wildlife due to the floodlighting.

Following that refusal, the applicant's agents have liaised with the Council's Planning, Countryside and Environmental Health Officers, both prior to and since the submission of this current application, in order to seek to address the reasons for refusal of the original application. As a result of this liaison, additional and amended details and information relating to the light spillage and noise nuisance issues were submitted in the form of an addendum to the Planning Statement that had been submitted with the original application. Following a request from the Countryside Officer, further and amended details were submitted as the application was being processed. The additional information comprises the following:

- 1) A Lighting Impact Study that includes proposals to change:
 - a) the existing floodlights to the car park to fittings that are designed to reduce unnecessary light spill
 - b) the floodlighting specification to "Siteco" which maintain excellent light cut and incorporate a UV filter to minimise impact on insect feeding grounds.

- 2) A plan showing light spill contours modelling for both the car park and pitch lighting.

These changes have been designed in order to ensure that there would be no detriment to local wildlife and their habitats from the proposed floodlights.

The new application, including the additional information submitted since its receipt, has been considered by the Planning, Countryside and Environmental Health Officers, and the conclusion that has been reached is that the amended application has satisfactorily addressed the reasons for refusal of the original application. Subject to conditions to ensure compliance with all the details and technical specifications submitted with the application it is therefore considered that permission should be granted in respect of this amended application.

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 development as shown on plan referenced 'Proposed Plan Scale 1:200' dated December 2014.

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

3. The extended artificial sports pitch and floodlighting hereby permitted shall only be used between the hours of 0900 and 2100 on Mondays to Saturdays and between 1000 and 1600 on Sundays and Bank Holidays.

REASON: To comply with the terms of the application, in the interests of the amenities of nearby residents and to comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

4. Prior to the first use of the extended artificial sports pitch and floodlighting hereby permitted, a 3m high acoustic timber fence shall have been erected on the western, southern and half of the northern boundaries of the pitch and in accordance with the submitted plans. Thereafter, such a fence shall be permanently retained on these boundaries of the pitch to the satisfaction of the Local Planning Authority.

REASON: To comply with the terms of the application, in the interests of the amenities of nearby residents and to comply with Policy DMG1 of the Ribble Valley Core Strategy (Adopted Version).

5. Within the first planting season following the completion of the development, or the first use of the extended artificial pitch (whichever is the sooner) the landscaping screening proposals as shown on submitted Drawing number P479.1404 shall be fully implemented to the satisfaction of the Local Planning Authority.

Thereafter, the landscaping shall be maintained for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement

of any tree or shrub which is removed or dies or becomes seriously diseased, by a species of similar size to those originally planted.

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

6. The floodlighting hereby permitted shall be fitted and permanently retained in accordance with the details contained in the Lighting Impact Study by Halliday Lighting (Project Ref: HLS0472/1 dated 16/6/2015) and as shown on Drawing number HLS0472-1 dated 16/6/2015; and the lights shall be to the 'Siteco' specification incorporating a UV filter; and shall be maintained at all times in a manner that avoids the spread of light outside the boundaries of the site.

REASON: To comply with the submitted details and specifications, in the interests of the amenities of nearby residents and to comply with Policy DMG1 of the Ribble Valley Core Strategy (adopted Version).

7. In addition to the requirements of condition number 6, prior to the first use of the flood lighting hereby permitted, further details shall be submitted for the written approval of the Local Planning Authority to ensure that light directly from the floodlights cannot be seen beyond the site boundaries and shall not affect adjoining residential properties. Following the written approval of these additional details by the Local Planning Authority, their requirements and specifications shall be followed at all times when the floodlights are in use.

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

8. Prior to the first use of the extended artificial pitch and/or the floodlights hereby permitted, a Management Plan shall be submitted for the written approval of the Local Planning Authority. This Management Plan shall specify the following:
 - 1) The months of the year, days of the week and times within each individual day when, generally, the pitch will be used for practice purposes and (insofar as it is possible to specify in advance) when it would be used for competitive matches.
 - 2) Details specifying a lower intensity of illumination that will be used during practice sessions, as opposed to the full level of illumination that is required for competitive matches.

Following the Council's written approval of the Management Plan, its requirements and specifications shall be followed at all times when the pitch and/or floodlights are in use.

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

9. The development hereby permitted shall be carried out in compliance with the recommendations and mitigation measures of the submitted Bat Survey and Ecological Appraisal (Rep RB-14-106 dated September – November 2014) that was submitted with the application.

REASON: In the interests of protecting local wildlife and habitats and to comply with Policy DME3 of the Ribble Valley Core Strategy (Adopted Version).

10. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services all existing trees within the site shall be protected as shown on Drawing Number P.479.14.03 and in accordance with the BS5837 2012 [Trees in Relation to Design, Demolition & Construction] the details of which, including a tree protection monitoring schedule, shall be submitted to and approved in writing by the local planning authority; and the agreed tree protection measures shall be put in place and inspected by the local planning authority before any site works are begun.

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

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

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

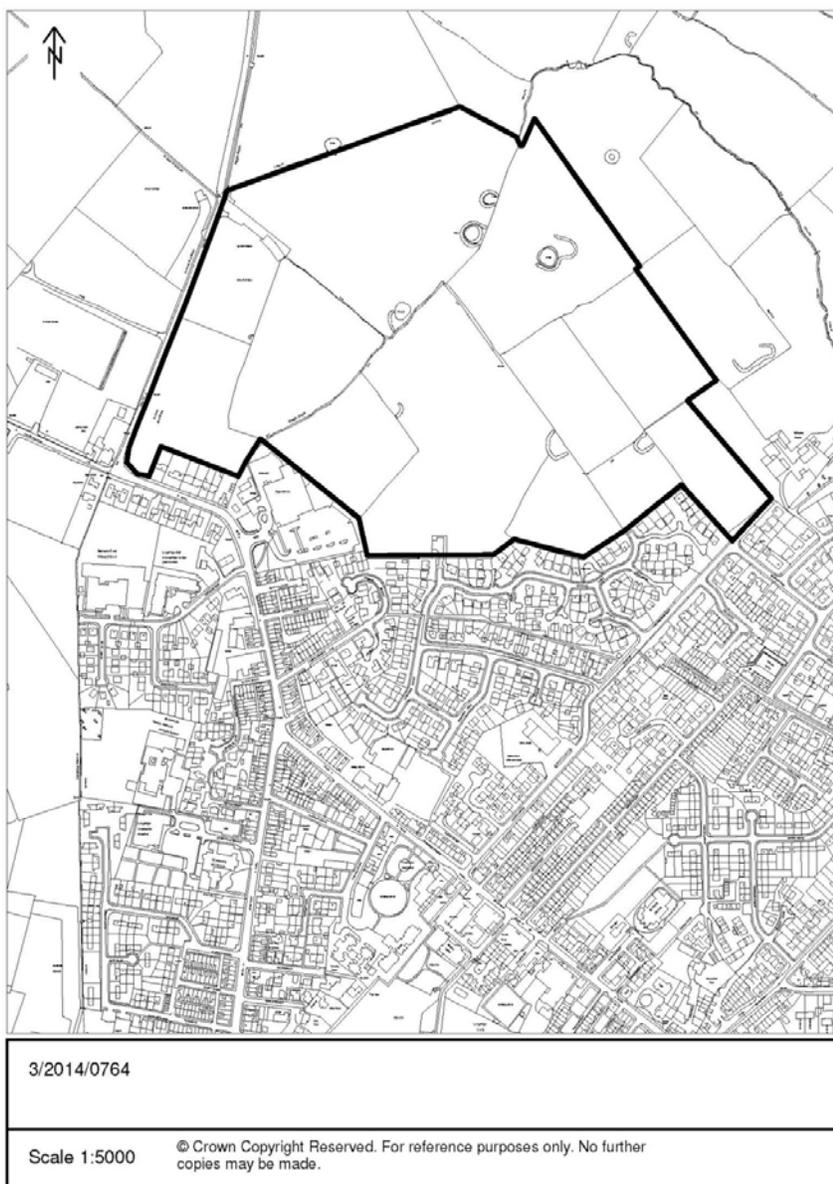
REASON: In order to ensure that any trees affected by the development are afforded maximum physical protection from the potential adverse effects of development and to comply with Policies DMG1 and DME3 of the Ribble Valley Core Strategy (Adopted Version).

BACKGROUND PAPER

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2015%2F0340

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

APPLICATION NO: 3/2014/0764/P (GRID REF: SD 360084 437993)
DEVELOPMENT OF UP TO 363 HOMES INCLUDING AFFORDABLE HOUSING AND HOUSING FOR THE ELDERLY, RELOCATION OF LONGRIDGE CRICKET CLUB TO PROVIDE A NEW CRICKET GROUND, PAVILION, CAR PARK AND ASSOCIATED FACILITIES, NEW PRIMARY SCHOOL, VEHICULAR AND PEDESTRIAN ACCESS LANDSCAPING AND PUBLIC OPEN SPACE, WITH ALL MATTERS RESERVED EXCEPT FOR ACCESS AT LAND EAST OF CHIPPING LANE, LONGRIDGE



TOWN COUNCIL:

Although the number of dwellings has been reduced there would still be problems and the Town Council object to the application as follows:

- That the development is in the wrong place and would refer you to the refusal of a much smaller application on this site.
- Consider that the submitted traffic survey is not adequate and following a meeting with LCC will submit further comments in this respect.
- Visual impact – the concentration of houses is too dense.
- LTC support the Core Strategy but we feel that this application does not.

ELECTRICITY NORTH WEST:

We have considered the above planning application amendment submitted on 27/3/15 and find it could have an impact on our infrastructure. The development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. If planning permission is granted the applicant should verify such details by contacting Electricity North West, Estates and Wayleaves, Frederick Road, Salford, Manchester M6 6QH.

The applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity. The applicant should also be referred to two relevant documents produced by the Health and Safety Executive, which are available from The Stationery Office Publications Centre and The Stationery Office Bookshops, and advised to follow the guidance given.

The documents are as follows:-

HS(G)47 – Avoiding danger from underground services.

GS6 – Avoidance of danger from overhead electric lines.

Other points, specific to this particular application are:-

- There is behind 62 Inglewhite Road within the development area an LV Underground cable which feeds an Overhead service to the existing Cricket Club. The cable will have to be cut and Bottle Ended at the source and the Overhead Line removed from site to allow the development to take place.

The applicant should also be advised that, should there be a requirement to divert the apparatus because of the proposed works, the cost of such a diversion would usually be borne by the applicant. The applicant should be aware of our requirements for access to inspect, maintain, adjust, repair, or alter any of our distribution equipment. This includes carrying out works incidental to any of these purposes and this could require works

at any time of day or night. Our Electricity Services Desk (Tel No. 0800 195 4141) will advise on any issues regarding diversions or modifications.

Electricity North West offers a fully supported mapping service at a modest cost for our electricity assets. This is a service, which is constantly updated by our Data Management Team (Tel No. 0800 195 4749) and I recommend that the applicant give early consideration in project design as it is better value than traditional methods of data gathering. It is, however, the applicant's responsibility to demonstrate the exact relationship on site between any assets that may cross the site and any proposed development.

ENVIRONMENT
DIRECTORATE
(ARCHAEOLOGY):

I have checked our records and there are no significant archaeological implications.

LCC Lead Local Flood
Authority

Lead Local Flood Authority Position

The Lead Local Flood Authority has **no objection** to the proposed development and recommends the inclusion of the following conditions:

Surface Water Drainage Strategy Approval Condition

No development shall commence until details of the design, implementation, maintenance and management of a surface water drainage scheme have been submitted to and approved in writing by the local planning authority.

Those details shall include:

- a) Information about the design storm period and intensity (1 in 30 & 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for implementation;
- e) Site investigation and test results to confirm infiltrations rates;
- f) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents'

Management Company or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reasons

- To ensure that the proposed development can be adequately drained through appropriate means at a rate agreed with the applicable land drainage consenting body (Lead Local Flood Authority).
- To ensure that the proposed development will not cause a current or future flood risk on-site or elsewhere.
- To secure an appropriate management and maintenance plan for the lifetime of the development to ensure that a flood risk as a result of inadequate maintenance is minimised.

Land Drainage Consent Condition

No development shall take place until the applicant has obtained land drainage consent, agreed in writing, from the consenting authority. Thereafter, the works shall be carried out in accordance with the approved land drainage consent and any subsequent amendments shall be agreed in writing with the consenting authority. The applicant must notify the consenting authority no less than seven days before commencement of the works of their intention to start works on site. For the avoidance of doubt the 'consenting authority' is the Lead Local Flood Authority which, within the administrative boundary of Lancashire, is Lancashire County Council.

Reason

To comply with Section 23 of the Land Drainage Act 1991 and to ensure that any construction works to the ordinary watercourses (Higgins Brook and Unnamed Watercourses) do not pose an up- or down-stream flood risk, and to ensure water quality is not compromised as a result of any construction work on the development site or to the watercourse.

Should you wish for further information or clarification to the contents of this letter please contact the case officer on the number provided on this letter.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR):

Conclude that they have no objection subject to appropriate conditions and the agreed financial contribution. Full report below:

I refer to the above application, the Transport Assessment (TA) updated April 2015 produced by Vectos and the other documents in support of the application by Barratt Homes for 363 dwellings and LCC previous comments.

Further to my comments of 1 December 2015, LCC did not agree with several important parameters (including trip generation

rates, the base traffic model, the validation of the traffic model, and outcomes of the analysis) of the original August 2014 TA traffic impact analysis and it was not possible LCC to complete a comprehensive review of the TA.

Following numerous emails between LCC and Vectos the highway consultant they produced an updated TA for an amended development of 363 homes (reduced from 520) and the traffic impact analysis includes all committed development traffic flows to that date ie included the Dilworth Lane site. Vectos have also indicated agreement by the applicant to developer funding for off-site highway improvements and sustainable transport infrastructure to mitigate the development.

Lancashire County Council (LCC) as Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. The County Council is also committed to reducing congestion and delay and improving highway links and junctions in the most congested transport corridors. With this in mind the present and proposed traffic systems have been considered in and around the area of the proposed development including the strategic influence. The LHA has concerns as the network beyond the site does suffer from a level of congestion, with queuing occurring at peak times on the A6 corridor (Broughton/Fulwood) and B6243 corridor through Grimsargh between Longridge and Preston.

It is also essential that the developer demonstrates that the development site can satisfy the NPPF foundation of providing for sustainable transport. Thus any application must incorporate a package of sustainable transport measures to address the issues relating to the provision for public transport, cycling and walking modes.

Development

The development proposals are for outline planning permission for 363 dwellings, a new primary school, and relocation of Longridge Cricket Club (to provide new cricket ground, pavilion and car park). The development will be accessed off Chipping Lane via two new junctions. A priority junction with a ghost island right turn facility approximately 110m north of the existing Inglewhite Road junction and the provision of a secondary priority junction 150m further north.

Access Arrangements

The principle of the proposed junction arrangements is an acceptable access solution; which in addition to catering for motor vehicles and vehicular access it has potential to support both a quality and a safe means for pedestrian/cycle access links to the existing built environment.

The revised TA (April 2015) and additional correspondence from Vectos have addressed a number of issues raised by LCC Highways in our earlier response, these include:

- Plan 3 of the TA now includes acceptable detail for the 2 access points in terms of lane widths and refuge islands.
- The footway along the site frontage will now be provided at a width of 3m to cater for shared pedestrian and cycle use.
- Acceptable details regarding the proposal to extend the speed limit along Chipping Lane to the north of the site. Details on the TA Plan 4 now indicate gateway treatment with a slight narrowing in the road together with new signs/lines and rumble strips. Improvements would be delivered through a s278 agreement and be subject to detailed design following necessary consultation in respect of changes to TRO's, all funded by the developer.

The latest revised TA (April 2015) confirms that a new footpath connection will be provided which will link the site to the adjacent Sainsbury's site. An email is included in Appendix 2 of the TA which confirms Sainsburys agreement in principle to this provision. LCC expect this provision should be provided to the same width as the shared use pedestrian/cycleway to be provided along the main site access, therefore 3m wide with lighting. The connection through the Sainsbury car park should be delivered with the first phase of development and subject to a suitable condition.

Internal Layout

The developer has provided an Illustrative Masterplan/ Indicative Layout for the application; this illustrates the internal layout for the development. However, this is a reserved matter and detail of the internal layout would be dealt with under a subsequent reserved matters planning application.

Sustainable Transport

The site has the potential to provide for the safe and reasonably direct movement of pedestrians and cyclist to access the wider network in all directions, including access to bus stops. This requires the agreement on bus stop and bus service upgrades, together with delivery of improved footway/cycleway linkages. The TA Plan 6 now indicates that a pedestrian connection will be provided from the site to the existing bus stops along Chipping Lane. New footways will be provided along the site frontage, in addition a section of verge on the west side of Chipping Lane will be replaced with footway and the existing bus stops upgraded. These bus stops upgrade should be to mobility/quality bus standards. Plan 6 also indicates potential pedestrian routes to Thornfield Avenue, Redwood Drive and Willows Park Lane to link south to the town, satisfying the requirements of NPPF for integration with the existing built environment.

In terms of cycle links I would also expect the development to contribute towards the Longridge Loop footpath/cycle route around Longridge and the proposed Preston - Longridge railway cycle route.

The Town Council devised a route for the Longridge Loop that would link the proposed developments round the town and provide a connection either with a cycle route into Preston on the old railway, or via B roads. Parts of the route are through private land or on public footpaths so some of the route might be difficult to implement. However, there are enough variants on the route to make the whole route possible, and this scheme is supported by LCC.

The Loop route proposed by the Town Council is through the public open space to the north of the site. The route could be diverted through the site and the applicant is agreeable to including the route through the park areas adjacent to the cricket club and the school site to improve direct accessibility. The applicant is also agreeable to providing funding of £15,000 towards providing infrastructure and signing for the Longridge Loop route.

The Preston - Longridge railway cycle route is an aspiration of both LCC and Longridge Town Council is indicated in the Ribble Valley development plan. Parts of the route have been completed, and the route would provide a direct off-road link between Longridge and Preston and be an attractive route for both commuting and education trips. The developer has indicated a contribution of £175,000 funding to be used to provide a cycle route along the old Preston to Longridge railway, or alternative provision on Preston Road if old railway route cannot be delivered.

In terms of public transport the developer has demonstrated connections to existing bus stops on Chipping Lane and bus stop improvements. While the bus stops on this route are convenient the existing services are limited, but fortunately the site also has the benefit of access (in the town) to a regular timetabled service to Preston (service no.1). However, the Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre bus route is subject to congestion and delays and there are concerns regarding bus service capacity and reliability on the no.1 bus service to Preston. Bus services need to present an attractive regular alternative to the use of the car to influence modal choice, and LCC have identified this as a public transport priority corridor and have therefore targeted the route for measures to reduce delay and improve reliability. LCC are considering traffic management solutions and other measures that follow a public realm approach to improve the operation of junctions and link capacity to improve bus service reliability along this corridor to support sustainable

transport movement.

To improve service reliability the developer has indicated a contribution of £180,000 towards improvement of the Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre bus route. The developer contribution would be targeted at traffic management improvements on the route (particularly through Grimsargh) to reduce traffic friction that causes delays and improve service reliability.

The developer has also indicated an agreement to provide "Public Realm improvements in Longridge Town centre", in the form of a £50,000 contribution to provide widened footways, uncontrolled crossings and bus stop upgrades as required to improve linkage and accessibility to services and facilities in the town centre.

Transport Assessment

The County Council is committed to reducing congestion and delay while supporting economic growth; including supporting private sector led economic growth, the creation of jobs and access to employment, education and training. This approach requires making the maximum use of the existing capacity within the transport network and where appropriate identifying necessary improvements to infrastructure to facilitate development both locally and strategically. To do this, LCC must evaluate the operation of both the local and wider network for all modes with regard to any changes proposed as part of the planning process for new development.

Local Network Impact

In the consultation response to the application dated 1 December 2014 LCC stated that further evidence and support is required with regard to the detail and operation of the proposed site access and analysis of junctions on the local highway network.

The impact of this development on the local network gave rise to a number of issues in regard to junction calibration and flow anomalies within the traffic flow diagrams. LCC also raised a number of queries in respect of trip assignment and consideration of committed developments.

The Vectos letter of 9th December 2014 and further revised April 2015 TA sought to address these issues. The further assessment work included queue length surveys to validate the local junction models, correction of traffic flow anomalies, consideration of traffic flow profiles and further analysis reviewing the impact of committed and proposed development traffic. LCC have reviewed all the further information and the approach presented and taken a considered view on the impact of this proposed development. It is critical that development-related increases in

movement (demand) are suitably considered and appropriately mitigated against.

The TA specifically identifies potential impacts on highway capacity at the Derby Road/ Whittingham Road/ Kestor Lane and the Preston Road/ Chapel Hill junctions. However, this cannot be attributed wholly to traffic from the development and the future year analysis indicated the junctions are approaching capacity with background growth and committed traffic. The conclusions drawn by Vectos is that the impact is minimal and that queues will form and disperse quickly (as observed currently) and can therefore be discounted. They have however indicated that the Preston Road/ Chapel Hill junction can be improved with modifications to the road lining to improve capacity and the developer has committed to deliver this improvement as s278 highway works.

LCC do not fully accept the junction modelling presented in the TA; LCC do not agree with the manipulation of input parameters (for example intercept adjustments) and not fully modelling committed highway improvements at Stonebridge roundabout. These flaws in the modelling may understate the impact of development on the local network. But, conversely the modelling also appears to under-estimate capacity (and over-estimate the predicted traffic queues) when compared with observed traffic flows. This is due to technical difficulties for the standard junction model to represent the existing roundabout junction geometry parameters and replicate the observed peak hour traffic queues (to validate the base year model). Consequently the anomalies of the base year analysis leads to further irregularities in junction performance including underestimating capacity in the future year analysis (when both background traffic growth and committed development traffic is applied to the model).

LCC acknowledge that Vectos have made a reasonable attempt to model the existing network and traffic impacts, and what can be agreed is that the cumulative impact of existing and committed development will result in a number of junctions on the local network reaching/or exceeding capacity for periods of the network peaks in future years. When this point is reached any further additional impact will exacerbate the congested conditions and this cannot be dismissed as minimal.

It is, however, our opinion that the impact from the scale of development (proposed 363 units) would not warrant objection, but this requires the developer to deliver mitigation measures for highway improvement, sustainable modes and planning contributions as set out below under the headings 'Summary of Agreed Planning Contributions' and 'S278 Highway Works'.

This approach requires the full commitment from the developer to the early delivery of mitigation measures for congested junctions and sustainable modes together with planning contributions. This approach could be considered to somewhat mitigate the impact of the proposal on the local network and therefore indirectly provide a level of mitigation at those junctions which have been shown to be at or just above capacity. This approach can be supported in this instance as the junctions are just reaching a critical point.

Wider Highway Impacts - Recent Development proposals in North Preston and Central Lancashire Highways and Transport Masterplan

As indicated in LCC letter of 1 December 2014 the additional vehicles generated by this proposed development will result in higher flows on the existing surrounding network including that on the A6 corridor, at Junction 1 of the M55.

While I accept that there are alternative routes to Preston and the motorway network via the B6243 Preston Road through Grimsargh; there is real concern with the proposed development that its traffic generation combined with other potential development in Wyre, Fylde and Ribble Valley will "take-up" the planned capacity on the wider network provided in the Central Lancashire Highways and Transport Masterplan (funded by City Deal/CIL). It is fair and reasonable that the proposed development make a contribution related to the scale of development to deliver additional infrastructure over and above that necessary to satisfy needs of development within Central Lancashire (to support this application). Therefore, LCC seek to secure developer contributions to deliver improvements to provide additional highway capacity at the A6/M55 interchange.

Proposals (development and infrastructure) that influence the A6 corridor /M55 junction 1

There have been an unprecedented number of major planning applications in and around North West Preston and beyond (such as Wyre district in and around Garstang and the Longridge area in Ribble Valley) which will impact on the local highway network and in particular the A6 corridor, particularly around junction 1 of the M55. These developments will increase traffic flows, and the potential for further queuing and delay, beyond the existing observed levels. In simple terms, this currently equates to approximately 5,000 dwellings that are either pending or approved.

An important consideration is the scale of emerging development proposals as set out in local or emerging core strategies and further piecemeal developments that are committed or emerging

from the three districts that will impact on the congested A6 corridor in and around Broughton/M55 junction 1. For example developments that:

- have the A6 as the main north-south corridor within Wyre and will impact on this congested corridor
- require routeing on the B5269 (Longridge to Broughton road) from Ribble Valley
- are located within north Preston

The adopted Central Lancashire Core Strategy sets out the basis for planning in Central Lancashire over the next 15 years. Therefore, it is critical that the impact of this development does not compromise the existing or future movement of people and goods by any mode or the ability to promote infrastructure to accommodate (or at least maximise) planned growth within this area/District. The Central Lancashire Highways and Transport Masterplan (CLHTM) sets out a future highways and transport strategy linked to economic development and spatial planning priorities, including those set out in the Central Lancashire Core Strategy. The CLHTM identifies major improvements in Appendix 1, which includes, Broughton Congestion Relief, M55 junction1 (already delivered), M6 at Junction 32 (project completed). As you are aware a piecemeal approach to development is currently being pursued by developers in some districts (including Ribble Valley) and will result in numerous developments all coming forward which do not consider each other's impact and therefore the cumulative impact that will result. This approach will not deliver sustainable development. It would lead to applications being presented to planning committee which significantly understate the future highway and transport impact within individual districts.

LCC officers have previously raised concerns over the impacts of development in the Longridge and Garstang areas on the A6 corridor. Officers have also stressed that it is essential that a consistent approach is taken forward with regard to trip generation, distribution, committed and emerging developments and the scope of the network to be assessed. This includes consideration for the impact on the A6 corridor and in particular the impact on the wider network at critical congestion pinch points such as Broughton crossroads and M55 Junction 1.

Strategic Highways Impact

LCC have recently received information regarding other proposals which affect the wider highway network and are producing our own analysis on some more strategic issues. This includes:

- A) The Impact at Broughton Crossroads
- B) Impact at A6 / M55 J1

The result of this assessment can be summarised as follows:

A) The Impact at Broughton Crossroads

- i) The junction is over capacity in the Base scenario (prior to provision of the Broughton Bypass)
- ii) This is exacerbated by other proposed development
- iii) The Cumulative Impact is greater (prior to provision of the Broughton Bypass)

B) A6 / M55 J1

- i) The Base scenario will accommodate a level of development in advance of the infrastructure as identified in the Central Lancashire Highway and Transport Masterplan which include Broughton Bypass and Preston Western Distributor.
- ii) This is exacerbated by other proposed development which will add traffic into the A6 corridor at M55 J1.
- iii) The Cumulative impact of development traffic, both committed and emerging has been assessed at the M55 J1 by LCC. The preliminary LINSIG modelling indicates that the junction will be at/ beyond theoretical capacity.

Additional junction modelling using proprietary software (LINSIG) has been undertaken by LCC using up-to-date traffic flows. The modelled network includes changes as implemented at the M55 J1 and other highway changes to support the Broughton Bypass at this junction (to be implemented as part of the bypass scheme). Committed development has been included (from sites to the north and south of the M55) at full build out even though this will take a number of years to complete. Modelling has also been undertaken which includes the influence of a new M55 junction (as part of the Western Distributor Road) as included in the City Deal Infrastructure Delivery Plan and highlighted in the Central Lancashire Highways & Transport Masterplan. The Masterplan was developed, highlighting required infrastructure for development within Central Lancashire, to provide a more direct access into the Enterprise Zone at Warton and also some secondary benefits beyond i.e. to provide some limited opportunity in Wyre and Ribble Valley districts for development impacts on the A6 corridor.

The results of this modelling exercise with consideration to the Central Lancashire Core Strategy, and other influencing committed development being fully built out including that from Wyre and Ribble Valley, and the impact from this proposal, would result in the M55 at junction1 operating at or above its theoretical capacity (Note: this modelling exercise includes the benefits resulting from all Masterplan infrastructure).

This development in Longridge does influence the operation of the M55 at J1 which is a concern and further development proposals are being considered in Wyre and Preston together

with Ribble Valley which intensifies the concern. As you are aware the highway network with all changes delivered is of limited capacity and the cumulative impacts of additional development over and above that which it was intended and developed for is a significant concern.

To overcome this concern additional capacity is required around the M55 at J1, above that highlighted in the Central Lancashire Highways & Transport Masterplan. This would negate against impacts from some limited additional development beyond the boundaries of Preston. LCC in collaboration with Highways England have identified an in principle deliverable scheme, which the details are now being developed collaboratively between Highways England and LCC including a mechanism to deliver these proposals. The scheme would be funded by development sites in Preston that are not included in the Core Strategy and major proposals from Wyre and Ribble Valley, and it would be appropriate to apply this approach to this current proposal in Longridge. In addition, this development (and others) also requires the use of the new infrastructure as highlighted in the Central Lancashire Highways & Transport Masterplan.

Potential Way forward to overcome Strategic Impacts

The M55 J1 improvement scheme will require funding from development (in a similar way as the identified infrastructure in the Masterplan and City Deal Infrastructure Delivery Plan requires funding from all influencing development). With this it is reasonable, fair and equitable that development dependent on this infrastructure or additional infrastructure beyond that currently identified should also support its delivery. For development in Wyre district the equivalent level s106 contribution (as per Preston's CIL Charging Schedule, for trips using this required infrastructure is considered appropriate to provide the means to secure necessary infrastructure over the period. This proposed development in Longridge should make a contribution equitable to the contributions that have been requested in Wyre. The approach is deemed reasonable to secure the equivalent level of contribution based on an agreed distribution that requires the use of the new infrastructure within Preston (funded by City Deal and the North-West Preston Strategic Location).

The developer has indicated support for this approach by LCC/ Highways England and has agreed to provide a funding contribution of £210,000 towards the M55 J1 slip road improvement scheme.

Travel Plan

On a development of this size LCC would normally request a contribution of **£24,000** to enable Lancashire County Councils Travel Planning Team to provide a range of services as outlined below.

Section 106 contributions will primarily be used to enable the Sustainable Travel Team to:

- Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
- Oversee the progression from Framework to Full Travel Plan in line with agreed timescales.
- Monitor the development of, implementation and review of the Travel Plan for a period of up to 5 years.
- Support the development and implementation of the Travel Plan.
- Develop and provide online, mode of travel surveys and collation of returns for baseline and subsequent monitoring purposes.
- Attend meetings with developer/occupier/co-ordinator as necessary.
- Provide access to leaflets, publicity, maps and information – provision of bespoke literature and large quantities may be subject to additional charges.
- Conduct a basic site audit.
- Provide localised maps and plans, GIS mapping of staff postcodes or other origin and destination data, accessibility plot of public transport, walking and cycling routes/thresholds to site.
- Advise and offer appropriate support with implementation or suitability of specific elements or measures.
- Assist with the development of sustainable travel directions for web pages and other appropriate content.
- Help stage promotional events and activities including Walk to Work Week, Bike Week, car free days or measured mile walks etc.

Funding to support the measures and achieve the targets of the Full Travel Plan

LCC would expect the TA to include Funding to support the measures and achieve the targets of the Full Travel Plan. While a number of potential measures are included for consideration as part of the outline Travel Plan. However, without a commitment to funding these measures they cannot be implemented and therefore the benefits of the Travel Plan will be overstated.

The development of sustainable measures is a key to our agreement to development trip rates targets within the TA/TP, without these measures these rates are unlikely to be achieved. Notwithstanding necessary and appropriate sustainable transport service provisions and new infrastructure links/upgrades, LCC request that a sustainable transport contribution of £260 per unit is included in the S106 to deliver a range of necessary Personalised Travel Plan Measures as set out below:

- Public Transport Smartcards for households to encourage sustainable patterns from the outset of the development.

- (£110 towards bus fares)
- Provision of cycles and safety equipment for households (£150 cycle contribution)

LCC are satisfied that this request meets the requirements of the CIL regulations, and on balance, an overall package of measures is appropriate and necessary to minimise the impact of this proposal and support a sustainable development. Should the development be approved; agreement on the targets to be set within the Full Travel Plan should be progressed as soon as possible to support this approach.

Summary of Agreed Planning Contribution

- A6/M55 Junction 1 interchange funding contribution of £210,000 towards an additional slip road (to develop additional highway capacity);
- The Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre public transport priority corridor - £180,000;
- Travel Plan assistance by LCC - A financial contribution of £24,000 for the purpose of LCC providing advice and guidance on Travel Plan development and implementation in line with 2.1.5.16 of the Planning Obligations in Lancashire Policy (September 2008);
- Pedestrian and Cycle Measures - contribution to the Preston - Longridge railway cycle route. Contribution of £175,000 to be used to provide a cycle route along the old Preston to Longridge railway, or alternative provision on Preston Road if old railway route cannot be delivered.
- Pedestrian and Cycle Measures - contribution to Longridge Loop £15,000;
- Public Realm Improvements in Longridge Town Centre, a £50,000 contribution to provide widened footways uncontrolled crossings and bus stop upgrades to improve linkage and accessibility.

S278 works

- Site access the 2 priority junctions agreed 'in principle' subject to detailed design as shown in Vectos Plan 3, Drawing No. VN30277-300 (included in revised TA, April 2015).
- Gateway measures on Chipping Lane, subject to detailed design, as shown on Plan 4, Drawing No. VN30277-201 (included in revised TA, April 2015).
- Bus stop improvements/upgrade to quality bus standard and footway connection including footway alignment splayed to allow sufficient forward visibility to junction of Chipping Lane

and Inglewhite Road, subject to detailed design, as shown on Plan 7, Drawing No. VN30277-202 (included in revised TA, April 2015).

- Minor highway remarking scheme (with revised road signs) to the junction of Chapel Hill/Preston Road, maximising capacity (scheme not to alter existing kerblines but will require existing lining be removed by scarifying or other technique)

All required minor amendments to layouts/ plans and provision of further detail where missing to be undertaken at final detailed design stage. All s278 works to be conditioned accordingly and be delivered prior to occupation of the first unit, or agreed otherwise with PCC in a phasing strategy.

Summary

Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network whilst also giving a high priority to supporting growth in the key economic centres; including supporting private sector led economic growth, the creation of jobs and access to employment, education and training.

In reaching our position with regard to this development proposal, LCC have conducted a review of the submitted information presented. With consideration to all the information provided by the applicant to date, Lancashire County Council as Highway Authority consider that this development of 363 residential units can be accommodated locally and can include suitable sustainable infrastructure integrating into the wider surrounding environment. This assumes that all obligations/measures as detailed above, and that all agreements and with respect to all highway improvement and related works are progressed and delivered to the satisfaction of the LHA and that all planning conditions are satisfied.

Recommendation

Subject to agreement and delivery of all mitigation considered necessary as described above and the attachment of suitable conditions as appropriate, I would offer no highway objection.

I attach below a list of suggested conditions that may be appropriate should the LPA be minded to grant approval.

Suggested Conditions:

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

In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

The works to comprise:

- a) Site access priority Junction, subject to detailed design as shown in Vectos Plan 3, Drawing No. VN30277-300.
- b) Gateway entrance and speed limit change measures on Chipping Lane, subject to detailed design, as shown on Plan 4, Drawing No. VN30277-201.
- c) Bus stop improvements/upgrade to quality bus standard and footway connection including footway alignment splayed to allow sufficient forward visibility to junction of Chipping Lane and Inglewhite Road, subject to detailed design, as shown on Plan 7, Drawing No. VN30277-202.

2. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 1 has been constructed and completed in accordance with the scheme details. Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

3. Prior to the first occupation of any residential dwelling the new paved footpath connection will be provided to link the site to the adjacent Sainsbury's site as indicated on TA Plan 6, Drawing No. VN30277-110. The path to be constructed to a minimum width of 3m with footway lighting provision.

Reason: to provide a safe and adequate standard of route through to the store.

4. Prior to the first occupation of any residential dwelling in an approved phase of development the new paved footpath connection from that phase will be provided to link the site to the adjacent residential road as indicated on TA Plan 6, Drawing No. VN30277-110. The paths to be constructed to a minimum width of 3m with footway lighting provision.

Reason: to provide a safe and adequate standard of route to the town.

5. No development shall commence until a Framework Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Framework Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority:

- (a) The Framework Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe

of first occupation, the development being brought into use or other identifiable stage of development.

- (b) Where the Local Planning Authority agrees a timetable for implementation of a Framework or Full Travel Plan, the elements are to be implemented in accordance with the approved timetable unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

Reason: To ensure that the development provides sustainable transport options.

The following informative notes should be added to any approval granted:

- a. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works associated with this proposal that fall within the highway under LCC control. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Director, Community Services, County Hall, Preston PR1 0LD, in the first instance, to ascertain the details of such an agreement and the information to be provided.
- b. Traffic Regulation Orders, diversions of Public Rights of Way, Stopping Up of existing highway, changes to public transport scheduling/routing and other activities require separate statutory consultation processes beyond the planning application process. The applicant will be obliged to meet all the costs associated with these works and ensure that any works which rely upon them do not commence until all legal processes have been satisfactorily completed.
- c. A Travel Plan is a document setting out a package of measures for reducing the number of single occupancy car trips made to a J support and assistance with Travel Planning can also be accessed via these pages.<http://www.lancashire.gov.uk/corporate/web/?siteid=6698&pageid=42669&e=e>

ENVIRONMENT
DIRECTORATE
(EDUCATION):

Following various communications, have no objection subject to financial contributions and or provision of a school site. Full report below:

This consultation response seeks to draw the Council's attention to impacts associated with the above development and propose

mitigation for these impacts through a planning obligation. The contribution described is directly linked to the development described above and would be used in order to provide education places within a reasonable distance of the development (within 3 miles) for the children expected to live on the development.

The latest information available at this time was based upon the 2014 annual pupil census and resulting projections. Based upon the latest assessment, LCC will be seeking a contribution for 149 primary school places. However LCC will not be seeking a contribution for secondary school places.

Calculated at the current rates, this would result in a claim of:

Primary places:

$(£12,257 \times 0.9) \times \text{BCIS Indexation } (314.50 / 288.4 = 1.090499)$

= £12,029.62 per place

£12,029.62 x 89 places = £1,070,636

NB: If any of the pending applications listed above are approved prior to a decision being made on this development the claim for primary school provision could increase up to maximum of 138 places.

Calculated at the current rates, this would result in a maximum primary claim of:

$(£12,257 \times 0.9) \times \text{BCIS Indexation } (314.50 / 288.4 = 1.090499)$

= £12,029.62 per place

£12,029.62 x 138 places = £1,660,088

Please Note

- That as this is a claim with a range a recalculation would be required at the point at which the application goes to committee. It is therefore the responsibility of the planning authority to inform LCC at this stage and request a recalculation in order to obtain a definitive figure.
- The claim will be reassessed once accurate bedroom information becomes available.
- LCC do not include elderly provision in assessments. This is likely to reduce the level of contribution once further information becomes available.
- The possible need for a school site will be dependent on the bedroom mix for this development, together with the number of pending applications approved prior to a decision on this application. The need for a school site will need to be discussed with the applicant.

HISTORIC ENGLAND

No need for consultation on this proposal.

I am satisfied that sufficient survey work has been carried out to inform determination of this application and that the ecological value of the site and the likely ecological impacts of the proposed development have been accurately identified. It appears that the proposed development could take place without significant ecological impacts and on the whole the submitted information demonstrates that ecological impacts will be avoided / minimised and that there is the intention and space within the site boundary for unavoidable losses/impacts to be adequately compensated for. The development also provides an opportunity for the biodiversity value of the site to be enhanced through habitat creation and appropriate management of retained and replaced habitats.

RECOMMENDATIONS

If Ribble Valley Borough Council is minded to approve the above application or any amended proposals, **the following matters will need to be addressed at the reserved matters/full application stage and/or by planning conditions (or Section 106 agreements):**

- The application will need to first demonstrate avoidance of losses/impacts on existing hedgerows, trees, ditches and ponds and, where unavoidable, impacts/losses will need to be minimised.
 - On the whole, based on the submitted information including the Illustrative Masterplan, this appears to be the intention. However, the submitted information indicates that hedgerow 2 (H2) will be lost, and it appears that retention of this hedgerow (at least in part) is feasible within the proposed development.
 - Breaks/severance of existing hedgerows should be minimised.
 - Impacts/losses of trees with bat roost potential shall be avoided (as appears to be feasible and as appears to be shown on the submitted Materplan).
- The proposals would result in some direct losses of habitats (such as sections of hedgerows (a Habitat of Principal Importance)). In addition the incorporation of existing and replacement habitats into a residential development will likely result in indirect impacts and reduced functionality / value of retained habitats (for example reduced use and suitability of the site for birds due to introduction of people, pets and cars onto the site and risk of impacts on ponds resulting from dogs entering the ponds, feeding of waterfowl, introduction of fish etc.). The application will need to demonstrate there would be adequate compensation for proposed losses of habitat to ensure the extent and quality of the habitats currently present are maintained at the very minimum. The applicant will also need to demonstrate that any indirect impacts resulting from the development would be adequately compensated for through increased habitat creation elsewhere on site and

improved management of habitats for biodiversity.

Habitat creation/compensation schemes and planting along site boundaries should comprise native species and habitats appropriate to the locality. Appropriate guidance is given on the Lancashire County Council's Ecology webpages:

Woodland:

<http://www.lancashire.gov.uk/environment/ecology/advice/nnw.asp>
(table 2)

Grassland:

<http://www.lancashire.gov.uk/environment/ecology/advice/wfg.asp>

It may be appropriate to coppice and translocate sections of hedgerow that are to be lost rather than to simply plant new hedgerows.

- In addition the applicant will need to demonstrate that retained and replacement habitats shall be protected from the development and managed to maintain and enhance the biodiversity value, for example:
 - Existing habitat should not be incorporated into residential plots/plot boundaries where future retention and management cannot be guaranteed.
 - The layout should also be designed so that existing habitats, such as hedgerows, have space to grow naturally and to maximise their potential biodiversity value (for example have space to grow as tall, wide bushy hedgerows).
 - Sensitive design of the layout such that housing faces onto areas of existing habitats, such as hedgerows, will help ensure future impacts on habitats will be avoided.
 - The Design & Access Statement states that existing ponds will be de-silted and banks re-profiled (para 4.62). It is not clear to me that existing ponds would benefit from such management and such activity may be damaging to some species currently present. Existing ponds should be retained as they are and new ponds created elsewhere. Any proposed management of ponds should be informed by full assessment of their current ecological value and should be shown to be for biodiversity benefit. For advice on management of ponds see:
 - <http://www.freshwaterhabitats.org.uk/habitats/pond/pond-clinic/>
 - *The Pond Book: A Guide to the Management and Creation of Ponds* (Pond Conservation Trust) available on:
<http://www.freshwaterhabitats.org.uk/habitats/pond/pond-book/>
 - It appears that existing ponds are proposed for use as SUDS. Use of existing waterbodies for SUDS is not appropriate. I recommend that additional waterbodies are created for such purposes.

- The Illustrative Masterplan shows additional planting in proximity to pond 2. This may be detrimental to the biodiversity value of the pond causing additional shading and leaf litter build up. I recommend that any new planting is designed to ensure it does not damage/cause deterioration of existing ponds, e.g. by leaving appropriate buffers around ponds.
 - There is scope to improve the management of existing hedgerows. Retained and replacement hedgerows should be managed to maximise their biodiversity value, for example they should be managed to grow as tall, wide, dense hedgerows and allowed to flower and fruit.
- The scheme layout should be designed to ensure that habitat connectivity to/from existing and newly created habitats through the site and to the wider area is maintained for any species using the site.
 - On the whole the submitted Masterplan appears to show this is achievable. The layout, however, shows a new isolated pond in the centre of a roundabout. This would pose a risk to species attempting to use this waterbody, such as amphibians, and should be removed / moved to somewhere with habitat connectivity to the wider area.
 - Continuous planting along site boundaries should be maximised to compensate for severance of habitat connectivity caused by severance of existing internal hedgerows.
 - In order to retain habitat connectivity for Species of Principal Importance, such as hedgehogs, boundary treatments should be raised from ground level by 0.15 to 0.2 metre or suitably sized gaps should be left at strategic points.
 - The NPPF encourages biodiversity enhancement. Natural England recommends (NEIGHBOURING standing advice FAQs section 3.11) that Planning Authorities maximise the opportunities for enhancements associated with all developments. There is scope for the site to be enhanced through appropriate habitat creation to maximise benefit to biodiversity, for example:
 - Providing dense shrub planting and rough grassland in the north area of the site, rather than "lollipop" trees over mown grassland.
 - SUDS should be designed and managed to maximise value for biodiversity. Please see *Sustainable drainage systems- maximising the potential for people and wildlife: A guide for local authorities and developers*, RSPB & WWT. A copy can be found at:
http://www.rspb.org.uk/Images/SuDS_report_final_tcm9-338064.pdf
 - For advice on management of ponds see:

- <http://www.freshwaterhabitats.org.uk/habitats/pond/pond-clinic/>
- *The Pond Book: A Guide to the Management and Creation of Ponds* (Pond Conservation Trust) available on: <http://www.freshwaterhabitats.org.uk/habitats/pond/pond-book/>
- There is also potential to create amphibian hibernacula in suitable places, such as close to ponds and within dense planting in the north of the site.
- There are opportunities to enhance the re-developed site for declining species of nesting birds through installation of nest boxes in new buildings for House Sparrow, Swift and Startling.
- Installation of additional bat roosting opportunities within the new buildings and on appropriate mature trees.
- No tree felling, vegetation clearance works, site preparation works, development works or other works that may affect nesting birds shall take place between 1st March and 31st August inclusive, unless surveys by a competent ecologist show that nesting birds would not be affected.
- No external lighting associated with the development shall be installed without the prior approval, in writing, from Ribble Valley Borough Council. The lighting scheme shall be designed to keep lighting to a minimum, shall be directional and designed to avoid excessive light spill. The lighting scheme shall ensure that dark unlit corridors for bats are maintained through site and to wider area, including to/from trees with bat roosting potential and to/from existing ponds. Lighting/light spill onto trees with bat roost potential and existing ponds shall be avoided. The principles of relevant guidance should be followed (e.g. the Bat Conservation Trust and Institution of Lighting Engineers guidance *Bats and Lighting in the UK, 2009*).
- Immediately prior to commencement of works a further precautionary bat survey/inspection of the building (pavilion) and trees to be affected shall be carried out by suitably qualified and experienced individuals. Trees with potential to support roosting bats shall be "soft felled". If the presence of bats/bat roosts is suspected or detected at any point then all works shall cease/works shall not commence until advice has been sought including regarding the need for a Natural England licence.
- No works shall commence until details of a range of bird boxes to be installed within the re-developed site (to compensate for losses whilst replacement planting matures and to compensate for increased disturbance levels) have been submitted for approval in writing by Ribble Valley Borough Council. The approved details shall be implemented in full.
- All trees, hedgerows, ponds and ditches being retained in or adjacent to the application area will be adequately protected

during construction, in accordance with existing guidelines (e.g. *BS5837: 2012 Trees in relation to design, demolition and construction-*

Recommendations).

- Environment Agency's Pollution Prevention Guidelines (PP5 and PPG6) shall be followed to ensure waterbodies and ditches on site are adequately protected.
- No site clearance, site preparation or development work shall take place until a fully detailed habitat creation/enhancement and management plan has been submitted and approved in writing by Ribble Valley Borough Council. The scheme will demonstrate adequate compensation for unavoidable losses along with protection, enhancement and appropriate management of retained and replacement habitats. The scheme should demonstrate that the biodiversity value of the site will be maintained and enhanced. Details shall include ground preparation methods, habitat creation/translocation methods, species mixes, aftercare and long term management. The approved scheme shall be implemented in full.
- Prior to the commencement of works there shall be a repeat survey for the presence of badgers. The report of the survey (together with proposals for mitigation/compensation, if required) shall be submitted to Ribble Valley Borough Council for approval in consultation with specialist advisors. Any necessary and approved measures for the protection of badgers will be implemented in full.

LEGISLATION AND PLANNING POLICY

In determining this and subsequent applications, the requirements of the following legislation, planning policies and guidance should be addressed:

- The Conservation of Habitats and Species Regulations 2010 (as amended).
- The Wildlife and Countryside Act 1981 (as amended).
- The Natural Environment and Rural Communities Act 2006.
- The Protection of Badgers Act 1992.
- The National Planning Policy Framework, 2012 (NPPF)
- Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and Their Impact Within The Planning System (DEFRA 01/2005, ODPM 06/2005).
- Lancashire Minerals and Waste Development Framework Policies.
- Lancashire County Council Supplementary Planning Guidance on Landscape and Heritage (LCC applications)
- Environmental Protection / Nature Conservation policies of the Local Plan.

The above comments are made without the benefit of a site visit and are based on a review of documents submitted with the planning application and Great Crested Newt surveys submitted with a nearby application (ref: 06/2014/0248), as well as a review of ecological records, maps, aerial photographs and images accessible to Lancashire County Council.

The County Council provides comments with regard to relevant wildlife legislation. The comments do not constitute professional legal advice. There may be circumstances where you may wish to seek professional legal interpretation of any of the relevant wildlife legislation cited.

ENVIRONMENT AGENCY: No objections subject to conditions. Full response below:

We have no objection in principle to the proposed development and would like to make the following comments:

Environment Agency position The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s) as detailed in the Flood Risk Assessment 880500 R1 (3), dated March 2015, submitted with this application are implemented and secured by way of a planning condition on any planning permission.

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) 880500 R1 (3), dated March 2015, and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off to 7.3l/s/ha for Phase 1 (181 l/s for the entire site (QBar)).not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. The use of permeable paving to be investigated further.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason - To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. Surface water discharge from the developed site should be limited to 7.3l/s/ha for Phase 1 (181 l/s for the entire site (QBar)) as stated in the FRA and drainage strategy. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - To prevent the increased risk of flooding, both on and off site.

Informative

Consent will need to be sought from Lancashire County Council for any works in, over, under or within the 8m easement of the non main watercourses on the site.

UNITED UTILITIES:

With reference to the above planning application, United Utilities wishes to draw attention to the following as a means to facilitate sustainable development within the region.

Drainage Comments

In accordance with the National Planning Policy Framework and Building Regulations, the site should be drained on a separate system with foul draining to the public sewer and surface water draining in the most sustainable way.

Building Regulation H3 clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the drainage options in the following order of priority:

- a) an adequate soak away or some other adequate infiltration system, (approval must be obtained from local authority/building control/Environment Agency); or, where that is not reasonably practicable
- b) a watercourse (approval must be obtained from the riparian owner/land drainage authority/Environment Agency); or, where that is not reasonably practicable
- c) a sewer (approval must be obtained from United Utilities)

To reduce the volume of surface water draining from the site we would promote the use of permeable paving on all driveways and other hard-standing areas including footpaths and parking areas.

Drainage Conditions

United Utilities will have no objection to the proposed development provided that the following conditions are attached to any approval: -

Notwithstanding any indication on the approved plans, no development approved by this permission shall commence until a scheme for the disposal of foul and surface waters for the entire site has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, surface water must drain separate from the foul and no surface water will be permitted to discharge directly or indirectly into existing sewerage systems. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run off and to reduce the risk of flooding

A public sewer crosses this site and we will not permit building over it. We will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense, may be necessary. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with Graham Perry Developer Engineer at wastewaterdeveloperservices@uuplc.co.uk as a lengthy lead in period may be required if a sewer diversion proves to be acceptable.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

The applicant can discuss further details of the site drainage proposals with Developer Engineer, Graham Perry, by email at wastewaterdeveloperservices@uuplc.co.uk.

Any further information regarding Developer Services and Planning visit our website at <http://www.unitedutilities.com/builders-developers.aspx>.

Water Comments

A large diameter trunk main crosses the site. As we need access for operating and maintaining it, we will not permit development in close proximity to the main. You will need an access strip of no less than 10 metres, measuring at least 5 metres either side of the centre line of the pipe. The applicant must comply with our standard conditions, a copy of which is enclosed, for work carried

out on, or when crossing aqueducts and easements.

Our water mains will need extending to serve any development on this site. The applicant, who may be required to pay a capital contribution, will need to sign an Agreement under Sections 41, 42 & 43 of the Water Industry Act 1991.

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

Should this planning application be approved, the applicant should contact our Service Enquiries on 0845 746 2200 regarding connection to the water mains or public sewers.

General comments

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities assets and the proposed development. United Utilities offer a fully supported mapping service and we recommend the applicant contact our Property Searches Team on 0870 751 0101 to obtain maps of the site.

Due to the public sewer transfer, not all sewers are currently shown on the statutory sewer records, if a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

HIGHWAYS AGENCY:

Referring to the notification of planning application, your reference 3/2015/0764, in connection with the M6 and M55 motorways, notice is hereby given under the Town and Country Planning (Development Management Procedure) Order 2010 that the Secretary of State for Transport:-
a) offers no objection.

POLICE:

In order to reduce the risk of crime and anti-social behaviour (ASB) affecting the future pupils, staff, residents, visitors and local community, the design should incorporate the following recommendations.

- For a development of this scale, Secured By Design principles should be followed to design out crime and anti-social behaviour risks at the school and the housing development. These measures would ensure that the development is at less risk of burglary, auto-crime and ASB, thereby promoting safer communities. Lancashire Constabulary Architectural Liaison Officers are available to work with the design team to achieve this standard.
- The road layout of the proposed development includes the use of cul de sacs which should limit the permeability and ensure good use of main spine roads. This helps to promote small pockets of communities where neighbours get to know each other and intruders stand out. This makes intruders

more noticeable and thereby deters them from looking for crime opportunities within the area. However, the network of footpath routes in addition to the vehicular routes significantly compromises this security. This layout would not achieve Part 1 Secured By Design which relates to security achieved by the layout. I would advise removing some of the footpath links to ensure the remaining footpaths would be better used and safer, also adding security to the cul de sacs.

- The park areas should remain open with clear views from the surrounding houses. Where possible the footpaths through the open space areas should be incorporated into the lighting scheme to enhance natural surveillance, deter anti-social behaviour/crime and promote safety. Footpaths through these areas should be wide and open with unobstructed views from nearby housing.
- The Design and Access Statement refers to 'short terraces or townhouses'. It is essential these properties are provided with some defensible space to the front. Where dwellings lead straight onto public space they are more vulnerable to ASB and would be more at risk of burglary, where the modus operandi is to try for insecure front doors.
- Where rear access alleys are absolutely necessary, access into the alley should be restricted by a 1.8m lockable gate as close to the front elevation as possible. Where possible the entrance to the alley should be covered by the street lighting.
- All rear boundary treatments should be 1.8m high. This measure is especially important where the garden is adjacent to public space, as this would more vulnerable to intrusion. Where this is the case the fencing should be added to externally with defensive (thorny) planting.
- Utility meters should be located as close to the front elevation as possible to deter bogus official burglary attempts.
- The primary school should be designed in accordance with Secured By Design, with particular regard to physical security to reduce the risk of burglary and adequate boundary treatment. This is particularly important for child safety reasons as the playing fields are surrounded by public open spaces/woodland.

Further comment will be made at reserved matters should outline permission be granted.

Further advice on the requirements of Secured By Design is available from this office or at www.securedbydesign.com

SPORT ENGLAND:

Withdraw their objection subject to imposition of the following condition:

No development, with the exception of demolition, site clearance, or other such remedial works, shall commence pursuant to the delivery of the proposed new cricket ground (Phase A on the approved Cricket Pitch Delivery Phasing Plan) until a scheme for

its development, including full details of the pavilion, machinery store and practice nets, the cricket pitch design, layout, construction, associated earthworks, drainage, landscaping and timescales for implementation, has been submitted to and approved by the local planning authority, after consultation with Sport England. The design should comply with the standards set by the England and Wales Cricket Board and Sport England. The scheme shall be implemented in accordance with the approved details.

NATURAL ENGLAND: Natural England has previously commented on this proposal, our ref 131685, and made comments to the authority in our letter dated 10 October 2014. The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.

ADJACENT LPA No objections but recognise the development will have an impact on the highway network but this should be considered more fully by the highway authority.

ADDITIONAL REPRESENTATIONS: Following consultation and re-consultation, there has been a total of 82 letters of objection and 3 letters of support for the proposal. Many of the objections are duplicates or slightly amended versions from the same objector commenting on the revised application. Originally there were 32 objections on the larger scheme and following re-consultation on the smaller scheme, there was an additional 50 objections. The issues raised concern the following:

- Too many houses already exist in the locality and there are numerous consents within Ribble Valley and Preston for new housing in the area.
- It does not conform with the Core Strategy.
- It is in the wrong location.
- The application is premature.
- No consideration of houses built elsewhere.
- The proposal would cause highway congestion both during construction and thereafter.
- There is inadequate drainage.
- The school will be built at the end of the development phase so may never come to fruition.
- The considerable environmental impact with the loss of green space and effect on existing wildlife and landscape.
- Loss of cricket pitch even if replaced as it takes time to 'bed in'.
- The house types are not diverse enough and there are no bungalows.
- Not enough infrastructure to serve the development.
- Immediate impact on existing residential amenity due to the proximity of some houses to existing dwellings which would

- cause loss of light.
- Devaluation of properties.
- Inappropriate extension on settlement boundary.
- Impact on Longridge Town Football Club by giving its appearance a more urban environment than the rural nature as at the moment.

3 letters of support, which considers there would be benefit of new houses, better transport and more people to actually engage in the local community and facilities. One letter also welcomes the new housing.

Proposal

The proposal is an outline planning permission for the development up to 363 homes, including affordable housing and housing for the elderly, the relocation of Longridge Cricket Club to provide a new cricket ground, pavilion, car park and associated facilities, a site for a new primary school, vehicular and pedestrian accesses, landscaping and public open space. All matters are reserved with the exception of access, for which detailed approval is sought.

Site Location

The application site comprises 24.80 hectares of agricultural land and lies on the eastern side of Chipping Lane to the north west of Longridge. The site and surrounding land is open countryside and on the outskirts of Longridge.

Longridge Cricket Club lies on the eastern side of Chipping Lane and the site adjoins the north, east and south boundaries of the cricket club. The site of the cricket club is rectangular and comprises of the cricket pitch, which is broadly in the centre of the site, an unmarked car park adjacent to the northern boundary and the cricket club building in the north eastern corner of the site. To the south, the rear gardens of properties on Inglewhite Road back onto the site, along with the vehicle service station and car wash on Inglewhite Road and the Sainsbury's store. The Alston Arms public house lies to the south east of the site at the junction of Inglewhite Road and Chipping Lane

Relevant History

3/2014/0438 - Proposed development of 106 residential units, including affordable housing, new vehicular and pedestrian accesses, landscaping, public open space and ecological enhancement - Refused (appeal received).

Relevant Policies

Ribble Valley Core Strategy (Adopted Version)

Key Statement DS1 – Development Strategy

Key Statement DS2 – Presumption in Favour of Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement EN4 – Biodiversity and Geodiversity

Key Statement EN5 – Heritage Assets
Key Statement H1 – Housing Provision
Key Statement H2 – Housing Balance
Key Statement H3 – Affordable Housing
Key Statement EC2 – Development of Retail, Shops and Community Facilities and Services
Key Statement DMI1 – Planning Obligations
Key Statement DMI2 – Transport Considerations
Policy DMG1 – General Considerations
Policy DMG2 – Strategic Considerations
Policy DMG3 – Transport and Mobility
Policy DME2 – Landscape and Townscape Protection
Policy DME3 – Site and Species Protection and Conservation
Policy DME4 – Protecting Heritage Assets
Policy DME5 – Renewable Energy
Policy DME6 – Water Management
Policy DMH1 – Affordable Housing Criteria
Policy DMB4 – Open Space Provision
Policy DMB5 – Footpaths and Bridleways

Joint Lancashire Minerals and Waste Local Plan

Policy CS1 – Safeguarding Lancashire’s Mineral Resources
Policy M2 – Mineral Safeguarding

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Technical Guidance to National Planning Policy Framework

Environmental, AONB, Human Rights and Other Issues

Principle

Planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework adopted in 2012 (NPPF) is one such material consideration and whilst it does not change the legal status of the development plan, it promotes a presumption in favour of sustainable development. Paragraph 14 of the NPPF states that for decision making, this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.

Consideration of the adverse impacts and benefits would enable a conclusion to be reached on whether the proposal comprises sustainable development, as defined by the NPPF. There are three dimensions to sustainable development: economic, social and environmental and paragraphs 18 to 219, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice for the planning system.

The NPPF advises that development should be allocated on land of lesser environmental value. Whilst the scope of any definition of this would be wide, the applicant has produced a land quality report that demonstrates that the land classification is not of high value to agriculture (Grade 3b – moderate quality). There is no principle objection to the loss of this agricultural land on the basis of its quality in agricultural terms.

In terms of strategic considerations, Key Statement DS1 of the recently adopted Core Strategy outlines that the majority of new housing development will be concentrated within the identified strategic site to the south of Clitheroe (Standen); and the principal settlements of Clitheroe, Longridge and Whalley. Key Statement DS1 states that the scale of planned housing growth will be managed to reflect existing population size, the availability of, or the opportunity to, provide facilities to serve the development and the extent to which development can be accommodated within the local area.

Policy DS1 identifies 1160 residential units to be provided in Longridge over the plan period (2008-2028) and current monitoring indicates that 438 dwellings remain to be provided (31st March 2015).

The Council is required to maintain a 5 year supply of housing land to ensure land supply is not a barrier to housing growth. Objectively assessed housing need identifies 280 units are required to be delivered in the Borough per year – these are minimum targets.

Whilst the Council can demonstrate a 5.59 year supply of housing land it is clearly stated that a 5 year supply is a minimum figure.

Notwithstanding this, the Core strategy, based on objectively assessed housing need, identifies the overall minimum housing target for Longridge is 1160 over the plan period 2008-2028. As of 31st March 2015, 438 dwellings remain to be provided in Longridge over the plan period. The current proposal would contribute up to 363 dwellings to this objectively assessed need and the principle of the development in housing numbers terms is therefore considered to be in accordance with the emerging core strategy and the NPPF.

Amendments to the current settlement boundary would normally be considered in the forthcoming Housing and Economic Development Plan Document (DPD) however, this application clearly precedes any such document. In the absence of and adopted DPD the application must be considered on its merits and in light of the additional housing proposed to be accommodated in Longridge, as set out in the Core Strategy. In this respect, the principle of the proposed development is in accordance with the recently adopted Core Strategy in respect of housing numbers.

I therefore consider that a reason for refusal in respect of prematurity, in respect of the Housing and Economic DPD, would be unjustified and contrary to national planning policy and that this site is in a sustainable location on the edge of Longridge which is a principal settlement identified in the Core Strategy.

I am mindful of some of the objections raised in relation to the Core Strategy and the suitability of the location but I am of the opinion that given its proximity to the settlement of Longridge it would not undermine the strategic policies of the strategy.

Highway Safety and Accessibility

It is important to consider the effect this proposal would have on the highway network coupled with the cumulative impact of other approved sites as well as safety aspects of the access to the site. I am aware of concerns expressed from local residents but it is essential to have regard to the advice of the Highway authority.

It is, however, LCC opinion that the impact from the scale of development would not warrant objection but requires the developer to deliver mitigation measures for sustainable modes and planning contributions as indicated in the submission documents. It is clear, as outlined in the consultation response that there has been improvements since the original submission which overcome any initial concerns from LCC. The proposal, as submitted now provides for a safe access to the site and the off-site improvements mitigate any concern on the wider highway network.

Subject to appropriate mitigation and conditions, it is considered that the proposal would be acceptable in respect of access, connectivity and highway safety in accordance with Policies DMG1 and DMI2 of the Core Strategy and the NPPF

Landscape, Tree and Visual Impact

Policy DS1 of the Adopted Core Strategy states that the scale of planned housing growth will be managed to reflect existing population size, the availability of, or the opportunity to provide facilities to serve the development and the extent to which development can be accommodated within the local area. DS1 also seeks to guide the majority of new housing development towards the identified Strategic Site and the principles settlements of Clitheroe, Longridge and Whalley.

The site is located directly adjacent to the settlement boundary of Longridge. Given that the site is a greenfield and the nature of the proposed development is such that there would inevitably be a significant change in the character of the landscape as a result of the residential development proposed. However it should be recognised that any form of development, to some degree, will have a level of visual impact and an assessment needs to be made with regards to any 'harm' resultant from any such visual impact or if any such 'harm' exists. This site although visible from the AONB does not a significant impact on the designation and also has a backdrop of built development to the south as well as being closely related to the existing settlement boundary of Longridge.

Ecology

The applicant has submitted supporting information in relation to the potential ecology/habitat impacts of the development including proposed mitigation measures (where appropriate). The submitted Great Crested newt (GCN) survey found no evidence of GCN in the existing ponds and it is therefore highly unlikely that they occur within the site. No impacts to GCN are likely and therefore no mitigation is required in respect of the proposed development. The ponds will be retained and will therefore continue to support populations of common frog.

The supporting Ecological Assessment has further concluded that the development proposals are not likely to result in any adverse impacts to statutory or non- statutory nature conservation designations, some loss of habitat in connection with any proposed residential development is

inevitable but could be largely confined to poor semi-improved grassland of negligible ecological value.

Species rich hedges, trees and ponds are the most valuable resources and would be largely retained within green infrastructure with protective buffers to avoid degradation. Any losses would be kept to a minimum and mitigated through replacement planting. Recommendations made in connection with tree and hedgerow planting and pond creation will contribute to local BAP targets and this is reflected in the illustrative masterplan which includes; new hedgerows, rough grassland margins and ponds.

In terms of protected species surveys have determined that:

- Ponds present on land within 250m of the site do not support GCN but do support a small population of common frogs;
- Hedges are also likely to provide habitat for nesting birds, in particular woodland passerines. These may include priority bird species such as dunnock and song thrush;
- Mature trees within the site have the potential to support bat roosts; however no evidence of roosting bats was found in any of the trees to be lost to development. Other habitat features including hedges and ponds provide feeding and commuting habitat for a common assemblage of bats and are retained within the development layout; and
- Other species such as hedgehog and a range of common terrestrial invertebrate species may also be present.

Updated surveys will be required by planning condition, prior to commencement of the development or to accompany any future reserved matters submission to ensure all relevant survey information remains relevant and up to date.

Given no significant direct negative impact upon ecology/biodiversity has been identified I consider that, in this respect and subject to appropriate mitigation and conditions, that the proposal would be acceptable in respect of its impacts upon landscape, ecology and biodiversity in accordance with Key Statement EN4 and Policies DME1, DME2 and DME3 of the Ribble Valley Core Strategy (Adopted version) and the aims and objectives of the NPPF

Flood Risk and Drainage

I note the concerns of local residents in relation to drainage matters but it is clear that there is no objection from any of the statutory consultees on that matter.

The Environment Agency, United Utilities and LCC have raised no objection subject to conditions relating to foul and surface waters. As such, the proposal is therefore considered to be acceptable in respect of drainage and flood risk in accordance with Key Statements EN2 and EN3 and Policies DMG1 and DME6 of the Core Strategy.

Residential Amenity

Members will note that the application is made in outline with all matters reserved save that of access; the submitted layout/masterplan is therefore intended to be illustrative at this stage but aids in establishing design parameters that will influence and inform the development parcels within the proposal.

The proposal site is located directly to the north and adjacent to properties located on Inglewhite Road, Crumpax Avenue, Thornfield Avenue and Redwood Drive. Given the dwellings in these locations are likely to be those most affected by the development proposals I am mindful of the potential impacts upon existing residential amenity that may be resultant from the development.

The applicant has submitted supplementary Design Coding which proposes minimum and maximum landscape buffer parameters for the majority of the site including the southern boundary adjacent the properties located on the aforementioned locations. It is proposed that a buffer width offset of between 5m and 40m will be provided in this location including provision of a recreational footpath/cycle route and landscaping/hedgerow planting.

Whilst a detailed assessment of the direct impact upon residential amenity resultant from the proposal, if any, cannot be assessed at this stage I consider that the buffer/stand-off parameters proposed, in concert with plot orientation to be established at the detailed reserved matters stage, will aid in minimising any negative impact upon existing residential amenity.

I am additionally mindful of the residential amenity of future occupiers of the proposed development however in the absence of a detailed layout at this stage an assessment cannot be made in relation to the standard of residential amenity proposed by the development however I am confident that such matters will be addressed and resolved at the appropriate reserved matters stage.

As such, the proposal is therefore considered to be acceptable in respect of the potential impact upon existing residential amenity in accordance with Policy DMG1 of the Ribble Valley Core Strategy (Adopted version).

Infrastructure, Services and Developer Contributions

The proposal would result in an increase in the population of Longridge and therefore increased demand for education services, sports facilities, open space and healthcare services and also increased pressure on existing infrastructure, such as the highway network. One of the core planning principles of the NPPF is to deliver sufficient community and cultural facilities and services to meet local needs and such impacts can be mitigated both on-site and off-site.

In relation to affordable housing, 30% affordable housing provision would equate to 109 units. The housing needs evidence for Longridge demonstrates the high demand for housing for older people and the housing waiting list has over 60 households requiring ground floor accommodation for older people. On this basis, and in accordance with Key Statement H3 it will be required that 15% of the units will be sought to provide for older people. Within this 15% figure a minimum of 50% would be affordable and be included within the overall affordable housing offer of 30%. The remaining 50% (ie the remaining 50% of the 15% older people's element) will be for market housing for older people.

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities (paragraph 73 of the NPPF) and contributes to the social role of sustainable development.

The illustrative masterplan identifies multiple areas of on-site open space provision including a locally equipped area for play (LEAP), a neighbourhood equipped area for play (NEAP), a number of small pocket parks and paddock. The provision and maintenance of this could be

secured by condition of the permission. Members will also note that significant improvements to the Longridge Cricket Club facilities are integral to the proposal.

A contribution of approximately £80,000 has also been agreed to contribute towards off-site recreational/sports improvement in Longridge. These would include:

1. Grass pitch improvements at Mardale, Longridge
2. Sports hall improvements at Longridge Sports Club
3. Play facility improvements in Longridge

Lancashire County Council request the following contributions towards highway and accessibility improvements, in addition to works that would be delivered under a section 278 agreement:

Notwithstanding necessary and appropriate sustainable transport service provisions and new infrastructure links/upgrades, LCC request that a sustainable transport contribution of £260 per unit is included in the S106 to deliver a range of necessary Personalised Travel Plan Measures as set out below:

- Public Transport Smartcards for households to encourage sustainable patterns from the outset of the development. (£110 towards bus fares)
- Provision of cycles and safety equipment for households (£150 cycle contribution)

LCC are satisfied that this request meets the requirements of the CIL regulations, and on balance, an overall package of measures is appropriate and necessary to minimise the impact of this proposal and support a sustainable development. Should the development be approved; agreement on the targets to be set within the Full Travel Plan should be progressed as soon as possible to support this approach.

Summary of Agreed Planning Contributions

- A6/M55 Junction 1 interchange funding contribution of £210,000 towards an additional slip road (to develop additional highway capacity);
- the Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre public transport priority corridor - £180,000;
- Travel Plan assistance by LCC - A financial contribution of £24,000 for the purpose of LCC providing advice and guidance on Travel Plan development and implementation in line with 2.1.5.16 of the Planning Obligations in Lancashire Policy (September 2008);
- Pedestrian and Cycle Measures - contribution to the Preston - Longridge railway cycle route. Contribution of £175,000 to be used to provide a cycle route along the old Preston to Longridge railway, or alternative provision on Preston Road if old railway route cannot be delivered.
- Pedestrian and Cycle Measures - contribution to Longridge Loop £15,000;
- Public Realm Improvements in Longridge Town Centre, a £50,000 contribution to provide widened footways uncontrolled crossings and bus stop upgrades to improve linkage and accessibility.

S278 works

- Site access the 2 priority junctions agreed 'in principle' subject to detailed design as shown in Vectos Plan 3, Drawing No. VN30277-300 (included in revised TA, April 2015).
- Gateway measures on Chipping Lane, subject to detailed design, as shown on Plan 4, Drawing No. VN30277-201 (included in revised TA, April 2015).
- Bus stop improvements/upgrade to quality bus standard and footway connection including footway alignment splayed to allow sufficient forward visibility to junction of Chipping Lane and Inglewhite Road, subject to detailed design, as shown on Plan 7, Drawing No. VN30277-202 (included in revised TA, April 2015).
- Minor highway remarking scheme (with revised road signs) to the junction of Chapel Hill/Preston Road, maximising capacity (scheme not to alter existing kerblines but will require existing lining be removed by scarifying or other technique)

All required minor amendments to layouts/ plans and provision of further detail where missing to be undertaken at final detailed design stage. All s278 works to be conditioned accordingly and be delivered prior to occupation of the first unit, or agreed otherwise with PCC in a phasing strategy.

Benefits associated with the development

The applicant has provided a statement in support of the application that outlines a number of benefits that will be brought forward as part of the development that are a material consideration in the determination of the application. These include:

- The proposal will assist RVBC in boosting the supply of housing in the Borough and particularly in Longridge where recent housing completions are only 50% of the Core Strategy requirement;
- The proposal will deliver much needed affordable housing (30%) in Longridge, where there is demonstrated to be significant unmet need due to very low historic levels of development and existing unmet need;
- The affordable housing will be offered with local nomination rights, where the local community has input into who is nominated for a home;
- Housing specifically aimed at older groups, some of which will be affordable, in order to meet the high demand for such properties in the area and allow older groups to downsize, freeing up under-utilised family housing elsewhere in Longridge and the surrounding area;
- The Site is in a highly sustainable location; within walking distance of Longridge Town Centre and the excellent range of shops, services and community facilities that this principal town offers;
- The development will be accessible by non-car modes of transport, including by bus from services on Chipping Lane and in the town centre, by cycling and on foot, including via the proposed new pedestrian and cycle link to the town centre via Sainsbury's supermarket and improved footways and bus stops on Chipping Lane;

- The proposal to complete the northern section of the ‘Longridge Loop’ through the site will contribute significantly to the delivery of the 5-mile circular route, for enjoyment by all Longridge residents and visiting members of the public;
- The proposal would deliver significant, quantifiable economic benefits through the creation of around 100 full-time construction jobs over a period of 10 years, an economic output during the construction phase of £22.9 million, increased local retail and leisure expenditure by new residents to the tune of £7.5 million per annum, an annual economic output of new working residents (approximately 360) of £13.3 million, New Homes Bonus payments to RVBC of £2.4 million, as well as indirect job creation and stability in the construction sector, and local retail, leisure and service sector.
- The proposal would deliver significant social benefits by broadening the choice of homes in the Borough and widening opportunities for home ownership, by delivering much needed affordable housing, which has so far failed to be delivered by providing aspirational housing for families in a high quality environment with excellent links to Longridge, and by providing significant areas of accessible open space both within the developed area of the Site and to the north in the form of the Village Meadow;
- The proposals would deliver significant environmental benefits by utilising land that is considered to be of negligible ecological value and the lower grade (3B) agricultural value, it would deliver significant improvements to biodiversity through ecological enhancement measures, including new species rich hedgerow planting, the improvement and management of existing hedges, improvements to the wildlife value of ditches, the creation of new wildlife ponds and establishment of low density grazing regimes to improve floral diversity;
- RVBC’s 2013 SHLAA Update regards the Site as deliverable and suitable and it scores the highest in Longridge against the SHLAA sustainability criteria;
- The Applicant will provide sustainable transport funding to support the Longridge-Grimsargh-Ribbleton-Preston City Centre priority corridor;
- The provision of a site for a new primary school in Longridge, in order to meet the demands created not only by the Site, but also by other future developments in the Town, which LCC has confirmed must be provided to meet future education needs;
- Relocation and upgrading of Longridge Cricket Club’s facilities with a £2 million ECB compliant facility, which will enable the Club to thrive on a secure financial footing and remain an important community asset;
- Provision of significant areas of accessible open space and provision of opportunities for healthy living and the provision of LEAP and NEAP.

Conclusion

The proposal would contribute to the provision of housing and affordable housing in the Borough to meet objectively assessed housing need. Given the site is located adjacent to a principle settlement (as defined in Key Statement DS1) and within walking distance of existing

services and facilities the location is considered, in principle, to be appropriate for residential development.

Whilst the development of agricultural land to provide housing would inevitably change the character of the area. The nature of the visual impact itself would largely consist of the introduction of built-form into an area of open agricultural land, a potential reduction in the sense of 'openness' associated with the site and perception of the associated change as a result of the development.

It is considered that the design code, in concert with the landscaping and general parameters proposed, will provide sufficient visual mitigation to limit any perceived harm to the inherent character of the area. Furthermore, the visual impact of the proposal would be further mitigated with appropriate design, layout, scale, appearance and landscaping which would be secured at the detailed reserved matters stage.

It is not considered that the proposal, as submitted, would result in significant harm to the character and appearance or visual amenities of the immediate area and the visual impact would not be so significant as to outweigh the benefits associated with the proposal.

It is for the above reasons and having regard to all matters that I recommend accordingly.

RECOMMENDATION: That the application be DEFERRED AND DELEGATED to the Director of Community Services for approval following the satisfactory completion of a legal agreement (in the terms described in the developer contributions section of this report and subject to changes in CIL Regulations) within 3 months from the date of this Committee meeting or delegated to the Director of Community Services in conjunction with the Chairperson and Vice Chairperson of Planning and Development Committee should exceptional circumstances exist beyond the period of 3 months and subject to the following conditions:

General

1. No part of the development hereby permitted shall be commenced on any phase (as referred to in Condition 4) until full details of the layout, scale and appearance of the buildings and landscaping within that phase (hereinafter called 'the reserved matters') have been submitted to and approved in writing by the Local Planning Authority.

In relation to landscaping, the details shall include: the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform, full specifications of all boundary treatment and a scheme of maintenance, including long term design objectives.

REASON: As the application is outline only and to define the reserved matters in accordance with Policies DMG1 and DME3 of the Ribble Valley Core Strategy.

- 2 Applications for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission. The development hereby permitted shall begin not later than two years from the date of approval of the final of the reserved matters.

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

- 3 No more than 363 dwellings shall be developed on the application site edged red on the submitted Red Line Boundary Plan (e*SCAPE drawing reference 013-008-P001b Rev F) and the vehicular and pedestrian accesses to the site shall be constructed in accordance with the details shown on the following plans unless otherwise required by condition of this permission:

Vectos Proposed Access Plan drawing reference VN30277-300

Each site access shall be constructed to base course level prior to the first occupation of a dwelling within the phase or parcel of the development served by the access and completed in accordance with the timetable to be approved pursuant to Condition 4 of this permission.

REASON: For the avoidance of doubt and to clarify the permission in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Ribble Valley Core Strategy.

Phasing

4. Prior to the submission of any reserved matters application, a phasing scheme including the parcels which shall be the subject of separate reserved matters applications shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing scheme.

REASON: To ensure the development is appropriately phased to deliver a sustainable form of development in accordance with Policies DMG1, DMG3, DME3, DMI2 and Key Statements EN2 and EN4 of the Ribble Valley Core Strategy (Adopted Version).

- 5 The development hereby approved shall be carried out in accordance with the principles established on the Parameters Masterplan (e*SCAPE drawing reference 013-008-P017 Rev E), the Parameters Landscape Strategy (e*SCAPE drawing reference 013-008-P020 Rev D), Design Code (Tyler Grange reference 2001/P60c) and within the Design and Access Statement (dated August 2014).

REASON: To ensure the development accords with the general design principles and to reserve full consideration of the reserved matters in accordance with Policies DMG1, DMG3, DME3, DMI2 and Key Statements EN2 and EN4 of the Ribble Valley Core Strategy.

Landscaping and Levels

- 6 All landscaping and landscape maintenance schemes approved for each phase of development (as approved under Condition 4) shall be fully implemented in accordance with the approved details in the first complete planting season following the first occupation of each dwelling within that parcel or the completion of the parcel to which they relate, whichever is the sooner. Any trees or plants which, within a period of five years from completion of the relevant development parcel die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To ensure the site is satisfactorily landscaped in accordance with Policies DMG1 and DME3 of the Ribble Valley Core Strategy.

- 7 Applications for the approval of reserved matters shall include details of existing and proposed land levels and finished floor levels, including the levels of the proposed roads. The development shall thereafter be carried out in accordance with the approved details.

REASON: To secure satisfactory finished ground and floor levels in accordance with Policy DMG1 of the Ribble Valley Core Strategy.

Drainage

8. Prior to the commencement of development, a drainage strategy outlining the general system of drainage for foul and surface water flows arising from the entire site shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall accord with the approved Flood Risk Assessment and Drainage Appraisal (Ref: 880500 R1 (03), dated March 2015) and shall demonstrate that: the surface water run-off generated by the 1 in 100 year plus climate change critical storm shall not exceed the run-off from the undeveloped site and shall not increase the risk of flooding off-site; surface water discharge from the developed site should be limited to 7.3l/s/ha for the first phase (181 l/s for the entire site (QBar). Thereafter the detailed schemes for foul and surface water drainage approved pursuant to Conditions 9 & 10 for development within each phase shall accord with the approved drainage strategy under this condition.

REASON: To ensure satisfactory storage and disposal of surface water from the site to prevent flooding in accordance with Policies DMG1 and DME6 and Key Statement EN2 of the emerging Ribble Valley Core Strategy.

- 9 Prior to the commencement of development within a phase, the details of a scheme for surface water drainage and means of disposal for that phase, to accord with the Drainage Strategy approved pursuant to Condition 8 and to include evidence of an assessment of site conditions, sustainable drainage principles, an assessment of the hydrological and hydro-geological context of the development, management and maintenance and timescales for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented, maintained and managed in accordance with the approved details at all times thereafter.

REASON: To ensure satisfactory storage and disposal of surface water from the site to prevent flooding in accordance with Policies DMG1 and DME6 and Key Statement EN2 of the Ribble Valley Core Strategy.

- 10 Prior to the commencement of development within a phase, details of the foul drainage scheme for that phase, which shall be based on the Drainage Strategy approved pursuant to Condition 8 of this permission, shall be submitted to and approved in writing by the Local Planning Authority. The foul drainage scheme shall be implemented prior to completion of the first dwelling within that phase of development and maintained and managed in accordance with the approved details at all times thereafter.

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

Construction

11. Prior to commencement of development within a phase, the sampling and analytical strategy of the site investigation for that phase shall be submitted to and approved in writing by the local planning authority. The strategy shall address; the nature, degree and distribution of contamination and ground gases; an identification and assessment of the risk to receptors as defined under Part IIA of the Environmental Protection Act 1990, focusing primarily on risks to human health and controlled waters; implications of the health and safety of site workers, of nearby occupied building structures, on services and landscaping schemes; and on wider environmental receptors including ecological systems and property. The site investigation shall be carried out in accordance with the approved details and the results submitted to and approved in writing by the local planning authority prior to commencement of development. If the site investigation(s) indicates remediation is necessary, Remediation Statement(s) detailing the recommendations and remedial measures to be implemented within the site, including timescales for implementation, shall be submitted to and approved in writing by the local planning authority. The remediation shall be carried out in accordance with the agreed statement and on completion of the development/remedial works with each phase (approved pursuant to Condition 4), the developer shall submit a Verification Report to the local planning authority for approval in writing that certifies that all works were completed in accordance with the agreed Remediation Statement prior to the first occupation of each dwelling in that phase.

REASON: To prevent pollution of ground and surface waters both on and off site and to ensure the site is suitable for its end use in accordance with Policies EN2, EN4, DME2 and DME3 of the Ribble Valley Core Strategy.

- 12 No development approved by this permission shall commence within a phase until a Construction Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The approved Management Plan shall be adhered to throughout the construction period and shall provide for:
- i) The routes to be used by construction vehicles carry plant and machinery routes to be used by vehicles carrying plant and materials to and from the site which shall have been constructed to base course level;
 - ii) Parking of vehicles within the site of site operatives and visitors;
 - iii) Loading and unloading of plant and materials;
 - iv) Storage of plant, materials and potential ground and water contaminants;
 - v) Erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
 - vi) Wheel washing facilities;
 - vii) A management plan to control the emission of dust and dirt during construction identifying suitable mitigation measures;
 - viii) A scheme for recycling/disposing of waste resulting from construction works. There shall be no burning on site;
 - ix) A scheme to control noise during the construction phase;
 - x) Details of lighting to be used during the construction period;
 - xi) Site working hours;
 - xii) Periods when plant and materials trips should not be made to and from the site (mainly peak hours, but the developer to suggest times when such trips should not be made)

- xiii) Sustainable travel options for journeys by construction workers including pedestrian routes, travel by bicycles, journeys by train, car sharing schemes and other opportunities to reduce journeys by car.

REASON: In the interests of residential amenity, highway safety and convenience and to protect the adjacent biological heritage site during construction works in accordance with Policies EN2, EN4, DMG1, DME2 and DME3 of the Ribble Valley Core Strategy.

Highways

13. No part of the development hereby permitted shall commence until a scheme for the construction of the site access and off-site works of highway improvement has been submitted to, and approved by, the local planning authority in consultation with the highway authority. The approved works shall be completed in accordance with the approved details prior to occupation of any part of the development hereby permitted.

The works comprise:

- a) Site access priority junction, subject to detailed design as shown in Vectos Plan 3, drawing reference VN30277-300.
- b) Gateway entrance and speed limit change measures on Chipping Lane, subject to detailed design, as shown in Vectos Plan 4, drawing reference VN30277-202.
- c) Bus stop improvements/upgrade to quality bus standard and footway connection including footway alignment splayed to allow sufficient forward visibility to junction of Chipping Lane and Inglewhite Road, subject to detailed design, as shown on Vectos Plan 7, drawing reference VN30277-202.

REASON: In the interests of highway safety and to mitigate the impacts of the development in accordance with Policies EN2, DMG1, DMI2 and DMG3 of the Ribble Valley Core Strategy.

14. Prior to the first occupation of any dwelling full details, including a scheme of lighting, relating to the new paved footpath connection providing a link from the site to the adjacent Sainsbury's site, as indicated on Vectos Plan 6, drawing reference VN30277-110, shall be submitted to and approved in writing by the local planning authority in consultation with the highway authority. The footpath shall be constructed in accordance with the approved details prior to the occupation of any dwelling.

REASON: In the interests of pedestrian safety.

15. Prior to the first occupation of any dwelling in an approved phase of development the new paved footpath connection from that phase will be provided to link the site to the adjacent residential road as indicated on Vectos Plan 6, drawing reference VN30277-110.

REASON: to provide a safe and adequate standard of pedestrian route between the site and the existing footpath network.

16. No development shall commence until a Framework Travel Plan has been submitted to and approved in writing by the local planning authority. The provisions of the Framework Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the local planning authority:

The Framework Travel Plan must include a schedule for the submission of a Full Travel Plan within a suitable timeframe of first occupation, the development being brought into use or other identifiable stage of development.

Where the local planning authority agrees a timetable for implementation of a Framework or Full Travel Plan, the elements are to be implemented in accordance with the approved timetable unless otherwise agreed in writing with the local planning authority. All elements shall continue to be implemented at all times thereafter for not less than a period of 5 years after completion of the final phase of development.

REASON: To deliver a sustainable form of development and to reduce reliance on the private car in accordance with Policies EN2, DMG1, DMI2 and DMG3 of the Ribble Valley Core Strategy and the National Planning Policy Framework.

Trees

17. Prior to commencement of any site works, should the LPA consider the surveys to be out dated an up dated Tree survey report and associated documents, shall be submitted to the LPA in writing. The development shall thereafter be carried out in complete accordance with the approved details. All trees identified to be retained in or adjacent to the application site shall be protected during construction in accordance with BS5837: 2012 Trees in relation to design, demolition and Construction.

REASON: In the interests of visual amenity and to protect trees during construction in accordance with Policies DMG1, DME2, DME3 and Key Statement EN4 of the Ribble Valley Core Strategy.

Ecology

18. The development hereby permitted shall not commence during the bird nesting season (March to August inclusive) unless the absence of nesting birds has been confirmed by further surveys or inspections undertaken by an appropriately qualified ecologist, the results of which shall be submitted to and approved in writing by the local planning authority prior to any commencement in the bird nesting season.

REASON: To protect nesting birds, having regard to the adjacent biological heritage site in accordance with Policies DMG1, DME3 and Key Statement EN4 of the Ribble Valley Core Strategy.

19. Prior to the commencement of each phase of the development (approved pursuant to condition 4), the land within that phase shall be subject to a further survey to confirm the continued absence of badgers and badger setts and the results shall be submitted to the Local Planning Authority for approval in writing together with proposals for mitigation if required. The development shall be carried out in complete accordance with the approved survey(s).

REASON: To protect any badgers that may be present on the land at the time of commencement in accordance with Policies DMG1, DME3 and Key Statement EN4 of the Ribble Valley Core Strategy.

- 20 The reserved matters application(s) shall be accompanied by repeat surveys of the trees identified for removal and existing cricket pavillion to confirm the continued absence of roosting bats. If the surveys demonstrate that bats have colonised, the surveys shall include appropriate mitigation and/or compensation proposals. The development shall thereafter be carried out in complete accordance with the approved survey(s).

REASON: In the interests of protected species in accordance with Policies DMG1, DME3 and Key Statement EN4 of the Ribble Valley Core Strategy.

- 21 No site works shall take place within a phase until a Landscape Management Plan to include: long-term design objectives; habitat creation; details of the retention, creation and enhancement of native hedgerows, mature trees, woodlands, grasslands and ponds; and shall demonstrate that the habitat of protected and priority species (most notably bats, but also breeding birds and amphibians) is enhanced; enhancement, management responsibilities and maintenance schedules for all landscaped areas (other than privately-owned domestic gardens) and timing of works within each phase, has been submitted to and approved in writing by the Local Planning Authority.

The Landscape Management Plan shall include (but not be limited to) details of the proposed woodland buffers, trees and tree lines, hedgerows and other areas of public open space. The Landscape Management Plan shall be informed by the Ecological Appraisal (reference 2001_R08b_JM_SMC, dated 19 March 2015), Tree Quality Survey & Outline Development Implications report (reference 2001_R09a_JB_HM, dated 19 March 2015) and the details approved pursuant to condition 16. Habitats shall comprise locally appropriate native species and plant species used in more formal/ornamental planting should be selected to provide benefit for biodiversity (i.e. pollen, nectar, berry bearing). The landscape management plans shall be implemented and maintained in accordance with the approved details.

REASON: To secure biodiversity enhancements having regard to the adjacent biological heritage site in accordance with Policies DMG1, DME3 and Key Statements EN2 and EN4 of the Ribble Valley Core Strategy.

- 22 Prior to commencement of development within a phase, details of the provisions to be made for building dependent species of conservation concern, including artificial bird nesting boxes and artificial bat roosting sites for that phase shall be submitted to and approved in writing by the Local Planning Authority. The details shall be submitted on a dwelling/building dependent bird/bat species development site plan and include details of plot numbers and the numbers of artificial bird nesting boxes and artificial bat roosting site per individual building/dwelling and type. The details shall also identify the actual wall and roof elevations into which the above provisions shall be incorporated. The artificial bird/bat boxes shall be incorporated during the actual construction of those individual dwellings identified on the submitted plan and made available for use before each such dwelling is first occupied unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of biodiversity and to enhance roosting opportunities for species of conservation concern in accordance with Policies DMG1, DME3 and Key Statement EN4 of the Ribble Valley Core Strategy (Adopted Version).

Lighting

23. Prior to commencement of development within a phase (approved pursuant to Condition 4) details of a scheme for all external lighting for that phase/parcel, including timescales for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall accord with guidance issued by the Bat Conservation Trust and Institute of Lighting Engineers and shall include details to demonstrate how artificial illumination of important wildlife habitats is minimised. The lighting scheme(s) shall be implemented in complete accordance with the approved details and retained thereafter at all times.

REASON: In the interests of residential amenity and protected species in accordance with Policies DMG1, DME1 and DME3 of the Ribble Valley Core Strategy.

Cricket Club

- 24 No development, with the exception of demolition, site clearance, or other such remedial works, shall commence pursuant to the delivery of the proposed new cricket ground (Phase A on the Cricket Pitch Delivery Phasing Plan, Baldwin Design drawing reference BH/L/PHL/01) until a scheme for its development, including full details of the pavilion, machinery store and practice nets, the cricket pitch design, layout, construction, associated earthworks, drainage, landscaping and timescales for implementation, has been submitted to and approved by the local planning authority, after consultation with Sport England. The design should comply with the standards set by the England and Wales Cricket Board and Sport England. The scheme shall be implemented in accordance with the approved details.

REASON: To ensure the development is fit for purpose and sustainable and to accord with paragraph 74 of NPPF.

- 25 No development shall commence on the existing Longridge Cricket Club site, marked Phase B on the Cricket Pitch Delivery Phasing Plan (Baldwin Design drawing reference BH/L/PHL/01), until development of the replacement cricket ground in Phase A is completed and is available for use.

REASON: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use and to accord with paragraph 74 of NPPF.

- 26 The entirety of Phase B as shown on the approved Cricket Pitch Delivery Phasing Plan (Baldwin Design drawing reference BH/L/PHL/01), shall be kept free of construction material, traffic, construction workers and otherwise left undeveloped until the replacement cricket ground in Phase A has been completed and is fully operational.

REASON: To protect the existing cricket ground from damage, loss or availability of use and to accord with paragraph 74 of NPPF.

INFORMATIVES

This permission shall be read in conjunction with the Section 106 Agreement dated

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2014%2F0764

ITEMS DELEGATED TO DIRECTOR OF COMMUNITY SERVICES UNDER SCHEME OF DELEGATED POWERS

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

APPLICATIONS APPROVED

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2014/1021/P	Proposed extension of cottage into barn to provide annex accommodation	Houghton Green Cottage Houghton, Skipton
3/2014/1139/P (PA)	Demolition of previous extension and construction of new single storey extension	The Old Police Station 13 Accrington Road, Whalley
3/2015/0078/P	Change of use of first floor garage/ store to annex accommodation	The Cottage Newton in Bowland Clitheroe
3/2015/0083/P	Extension of a stone boundary wall	Great Mitton Hall Mitton Hall, Great Mitton
3/2015/0178/P	Replacement of existing building used for tyre changing and valeting	Car Wash and Tyre Change Waterloo Road Clitheroe
3/2015/0181/P	Dormer Bedrooms to front and rear of dwelling. Single storey extension to rear	19 Springdale Road Langho
3/2015/0210/P	Demolition and replacement of existing garage	Shay Grove, Wiswell Shay Wiswell
3/2015/0215/P	Proposed single storey extension	15 Watt Street Sabden
3/2015/0234/P	Proposed pitched roof to existing garage	18 Branch Road Mellor
3/2015/0241/P	Proposed garage	Settlement Cottage Chapel Lane, West Bradford
3/2015/0242/P	First floor rear extension	76 Downham Road Chatburn
3/2015/0252/P	Extension to existing dairy no change of use	Little Town Farm Chipping Road, Thornley
3/2015/0254/P	Single storey lean-to extension to rear	10 Wheatsheaf Avenue Longridge
3/2015/0276/P	Discharge of conditions - revised footways and parking bays, walling and roofing, landscaping and renewable energy in relation to consent 3/2009/0399 at land adjacent	34 Kirklands Chipping
3/2015/0283/P	Redevelopment of existing equestrian centre to form horse stables and livery, indoor arena and external riding area, including the demolition of the existing dilapidated building on land	Trapp Lane Simonstone
3/2015/0284/P	Lean-to conservatory to rear	8 The Cloisters Whalley

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2015/0320/P	Alterations to existing porch and alterations to fenestration on south and east elevation	Calder Cottage 9 Calder Vale, Whalley
3/2015/0323/P	First floor extension	County House Simonstone Lane Simonstone
3/2015/0324/P	Alterations to include a change of external walling and replacement of flat roof with pitched roof extension	Granby Lea Fleet Street Lane Ribchester
3/2015/0327/P	Proposed two storey side extension and single storey rear extension	11 Green Drive Clitheroe
3/2015/0331/P	Single storey extension and loft conversion	Head House 53 Knowsley Road Wilpshire
3/2015/0344/P	Discharge of condition 4 (bat roosting features) of planning permission 3/2014/0645	45 Accrington Road Whalley
3/2015/0348/P	Proposed single storey extension and alterations	Ease Barn Farm Gallows Lane, Ribchester
3/2015/0350/P	Timber storage and potting shed at the rear	Meadow Croft, Clough Lane Longridge
3/2015/0359/P	Add covered car port to front of existing garage, relocate solar panels to south facing roof slope of garage. Erect garden office on raised patio	The Croft 55 Whalley Road Wilpshire
3/2015/0362/P	Erection of single storey rear extension, internal alterations, replacement window and two on-site parking spaces	Northlands Ribblesdale Avenue Clitheroe
3/2015/0367/P	Two storey rear extension and single storey extension	8 West View Grindleton
3/2015/0368/P	Resubmission and alteration to planning approval 3/2015/0120 for a single storey extension and alterations to the side and rear of the property	7 Ennerdale Close Clitheroe
3/2015/0369/P	Two storey rear extension and single storey replacement building and replacement garage	9 West View Grindleton
3/2015/0373/P	Erection of replacement agricultural livestock building following demolition of existing	Cottam House Farm Written Close, Longridge
3/2015/0389/P	Rear conservatory 4m projection from original wall, 3.336m height from ground level, 2.3m height at eaves.	19 Brookside Old Langho, Blackburn
3/2015/0390/P	Construction of conservatory to rear easterly elevation to replace existing conservatory. Projection 4.75m, height 3.71m, eaves height 2.4m	12 Berkeley Drive Read
3/2015/0394/P	Proposed conservatory to rear of detached dwelling, projection 5.250m, height 3.220m, height at eaves 2.480m	11 Hey Road Barrow

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2015/0398/P	Construction of a bedroom and en-suite extension for a disabled person and the conversion of garage into an office as a neighbouring works	34 Woodhead Road Read
3/2015/0399/P	Proposed new single storey side extension including new chimney stack. Proposed new front porch to front elevation. Minor internal alterations	Foxgloves Back Lane Grindleton
3/2015/0414/P	Non-material amendment to planning consent 3/2009/0399/P to incorporate revision of stonework arrangement and revision of rear roof to staircase and unit over car park access, revision to cill height of staircase window and revision of disabled car parking arrangements and car parking layout at complex	Kirklands Chipping
3/2014/0440/P	Single Storey side and rear extension	2 Thornfield Ave Longridge
3/2015/0444/P	Rear conservatory	Rock Mount, Main Street Grindleton
3/2015/0451/P	Prior notification of a proposed single storey sun room extension to the rear of the property which will extend 4.0 metres beyond the rear wall of the original dwelling measured externally. Maximum height of the proposed extension 4.0 metres measured externally from the natural ground level. Height at the eaves of the proposed extension 3.0 metres measured externally from the natural ground level	12 Calder Avenue Billington

CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2015/0171/P	Application for a Lawful Development Certificate for an existing use, namely the occupation of No 2 Pickering Fold Farm, as a self-contained residential dwelling	2 Pickering Fold Farm Bezza Lane Balderstone

REFUSAL OF CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2015/0353/P	Certificate of Lawfulness for erection of single storey rear extension, internal alterations, replacement window and two on-site parking spaces	Northlands Ribblesdale Avenue Clitheroe

TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995
PARTS 6 & 7 PRIOR NOTIFICATION OF AGRICULTURAL AND FORESTRY BUILDINGS
AND ROADS PRIOR APPROVAL **NOT** REQUIRED

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2015/0339/P	Single storey lean-to rear extension, 4m long, 3.85m high and 3.5m to eaves	7 Sunnyside Avenue Wilpshire

APPLICATIONS WITHDRAWN

<u>Plan No</u>	<u>Proposal</u>	<u>Location</u>
3/2014/1003/P	Change of use from annex to dwelling	The Annex, 'The Barn' Lower Woodcocks Farm York Lane, Langho
3/2015/0239/P	Demolition of stable building and erection of four-bedroom, detached house. Formation of vehicle access and general landscaping	Land at Chapel Close Low Moor Clitheroe

SECTION 106 APPLICATIONS

<u>Plan No</u>	<u>Location</u>	<u>Date to Committee</u>	<u>Number of Dwellings</u>	<u>Progress</u>
3/2013/0981	Land at Chatburn Road Clitheroe	13/2/14 18/12/14	23	With LCC
3/2014/0779	Land off Dale View Billington	16/10/14	18	Deferred by LPA
3/2014/0188	Victoria Mill Watt Street Sabden	13/11/14	40	With Planning applicant seeking to renegotiate contributions so may need to go back to Committee
3/2014/0742	Land off Pimlico Road Clitheroe	15/1/15	19	With Applicant
3/2015/0010	Land off Longsight Road Langho	12/3/15	18	With LCC

<u>Plan No</u>	<u>Location</u>	<u>Date to Committee</u>	<u>Time from First Going to Committee to Decision</u>	<u>Number of Dwellings</u>	<u>Progress</u>
3/2014/0618	Land off Chatburn Old Road Chatburn	16/4/15	8 Weeks	10	Decision 11/6/15

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>
3/2013/1023 U	29/08/14	Land off Kingsmill Avenue, Whalley	WR		Awaiting decision
3/2014/0550	01/10/14	Bradyll House Franklin Hill Old Langho	WR		Awaiting decision
3/2014/0438 R	16/01/15 but extension given until 6/02/15	Land east of Chipping Lane, Longridge	Inquiry	20/10/15 6 days	Awaiting Inquiry
3/2014/0827 R	12/02/15	39 Clitheroe Road Whalley	WR		Appeal Allowed 21/05/15
3/2014/0312 R	03/03/15	Time House Knowle Green	WR		Appeal Dismissed 09/16/15
3/2014/0679 R	13/03/15	Mill Cottage, Victoria Terrace, Mellor Brook	WR		Awaiting decision
3/2014/0887 R	12/03/15	Bent House Tosside	WR		Awaiting decision
3/2014/0684 R	12/03/15	Meadcroft Clitheroe Rd, Whalley	Hearing	30/06/15 1 day	Awaiting Hearing
3/2014/0409 R	12/03/15	Eatoughs Farm	WR		Awaiting decision
3/2014/0942 R	28/04/15	Land off New Lane	WR		Awaiting decision
3/2014/1122 R	21/05/15	35 King Street Whalley	WR		Statement due 25/06/15
3/2014/0967 R	01/06/15	8 Chatburn Ave Clitheroe	HH		Awaiting decision
3/2015/0212 R	Waiting for start date	4 The Green Osbaldeston Lane Osbaldeston			
3/2015/0127 R	Waiting for start date	26 Clitheroe Road Whalley			
3/2014/0697 R	Waiting for start date	Land adj Clitheroe Rd West Bradford			