

**REPORT FROM:** PLANNING, BUILDING CONTROL AND LICENSING  
SERVICES MANAGER

**TO:** COLNE & DISTRICT COMMITTEE

**DATE:** 8<sup>th</sup> September 2016

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## PLANNING APPLICATIONS

### PURPOSE OF REPORT

To determine the attached planning applications

## REPORT TO COLNE COMMITTEE ON 08 SEPTEMBER 2016

**Application Ref:** 16/0459/FUL  
**Proposal:** Major: Full: Erection of 12 dwellings with access from Harrison Drive.  
**At:** White Grove Garage Site, Harrison Drive, Colne  
**On behalf of:** Cawder Construction  
**Date Registered:** 07/07/2016  
**Expiry Date:** 06/10/2016  
**Case Officer:** Alex Cameron

### **Site Description and Proposal**

The application site is a former garage colony site located to the rear of White Grove, within the settlement boundary of Colne. To the north is Colne & Nelson Rugby Club, to the west is open parkland and to the south and east are dwellings. The land is designated as Existing Open Space in the Replacement Pendle Local Plan.

This application is for the erection of 12 dwellings in the form of one row of six attached two bedroom bungalows, one row of four attached three bedroom two storey houses and one pair of semi-detached two storey two bedroom houses. The proposed houses would be two storeys but with second floor bedrooms in the roof space. They would be finished in artificial stone with concrete tile roofs and upvc fenestration.

### **Relevant Planning History**

None.

### **Consultee Response**

LCC Education - The removal of the retirement properties from our assessment would result in no claim from Education. Please can this response replace our previous comments, as we originally assessed on the full 12 dwellings.

LCC Flood Risk – The information submitted is insufficient to provide a substantive response. In the absence of this information, the LLFA is unable to assess whether the development proposal meets the requirements of Paragraph 103 of the NPPF or Paragraph 80 of Section 10 of the PPG in principle.

Lancashire Constabulary Architectural Liaison – Security recommendations to be attached as a note.

PBC Environmental Health - Please attach a contaminated land condition and notes relating to electric vehicle charging points, construction code of practice, dust and burning on site.

United Utilities – No objection subject to foul and surface water drainage conditions.

Colne Town Council – No comments.

## **Public Response**

A press and site notice has been posted and 46 neighbours notified. Four responses received objecting to the development on the following grounds:

Concern about house and garden being overlooked.

Access should be provided to the rear of White Grove.

Not happy about losing mature trees on the site, could arrangements be made to plant some trees in woodland above?

If building plan is changed during the build could the top side of White Grove be informed?

Object to two storey dwellings due to the sloping land and surrounding area.

A turning circle should be provided within the site.

The land is open countryside which is part of Alkincoates Park and outside of the settlement boundary. What guarantees are there that more of Alkincoates Park won't be encroached on for housing?

What guarantees are there that once planning have been passed that amendments won't be made?

## **Officer Comments**

### **Policy**

#### **Pendle Local Plan Part 1: Core Strategy**

Policy SDP1 takes a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy SDP2 sets out the roles each settlement category will play in future growth. Colne is a key service centre which provide the focus for future growth and will accommodate the majority of new development.

Policy SDP3 identifies housing distribution in the M65 Corridor as 70%. The total housing requirement for Pendle at the present time is 5662. The amount of development proposed here is not disproportionate to the amount Colne could expect to accommodate over the 15 year plan period.

Policy ENV1 of the Pendle Local Plan Part 1 seeks to ensure a particularly high design standard that preserves or enhances the character and appearance of the area and its setting. It states that the impact of new developments on the natural environment, including biodiversity, should be kept to a minimum.

Policy ENV2 of the Pendle Local Plan Part 1 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings.

Policy LIV1 sets out the housing requirement identified in Policy SDP3 above. At the present time sites have not yet been allocated in The Pendle Local Plan Part 2: Site Allocations and Development Policies.

Policy LIV4 sets targets and thresholds for affordable housing provision. For less than 15 dwellings in the M65 Corridor this is 0%.

Policy LIV5 states that layout and design should reflect the site surroundings, and provide a quality environment for its residents, whilst protecting the amenity of neighbouring properties. Provision for open space and/or green infrastructure should be made in all new housing developments.

### Replacement Pendle Local Plan

Policy 31 of the Replacement Pendle Local Plan sets out the maximum parking standards for development.

### National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies in paragraphs 18 to 219 of the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

Paragraph 47 of the Framework requires local planning authorities to identify a supply of deliverable housing sites to provide five years' worth of their housing requirements.

### **Principle of the Development**

The application site falls within the settlement boundary of Colne, this is a sustainable location for the proposed housing development.

Although the site technically falls within the open space designation which includes the adjacent rugby club and playing fields the established use of the site does not fall within any of the open space typologies and therefore the proposed development would not result in the loss of existing open space. The proposed development is therefore acceptable in principle in accordance with the LPP1, RPLP and the Framework.

### **Visual Amenity**

The design and layout of the proposed the proposed dwelling are in keeping with that of the surrounding housing and the development would not result in an unacceptable impact on the character and visual amenity of the area in accordance with policies ENV2 and LIV5.

### **Residential Amenity**

Concerns have been raised regarding privacy, however, windows facing White Grove would be a minimum of 10m from the boundary of the gardens and 23m from windows in the rear of those properties. The proposed development would therefore maintain acceptable separation distances ensure that it would not result in an unacceptable loss of privacy for the occupants of existing adjacent properties. The proposed dwellings would also be a sufficient distance from White Grove to ensure they would not result in an overbearing impact upon or unacceptable loss of light to adjacent dwellings.

The site is located next to a rugby club which hosts potentially noise generating events. A noise survey has been submitted to assess the impact, this is being considered by Environmental Health. Their response will be reported to Committee.

Subject to the satisfactory resolution of noise impact concerns the proposed development is acceptable in terms of residential amenity in accordance with policies ENV2 and LIV5.

## **Highways**

The proposed car parking provision is two spaces each for plots 1-6 and one space each for plots 7-12 with two additional visitor spaces. Plots 7, 8, 11 and 12 would be two bedroom and plots 9 and 10 would be one bedroom.

Although this provision for plots 7, 8, 11 and 12 is a total of two spaces below the maximum requirement of two spaces for two bedroom dwelling, this is a maximum rather than a minimum requirement and taking into account the nature of these affordable bungalows the proposed level of car parking is adequate.

Initial concerns have been raised by LCC highways regarding the adoptability of the internal road and lack of footway. An acceptable internal road design can be ensured by condition.

With appropriate conditions the proposed development is acceptable in terms of parking and highway safety.

## **Education**

LCC Education initially requested a contribution for the provision of one primary school place and one secondary school place, this was based on the assumption that all 12 dwellings would be market housing. However the 6 bungalows are proposed to be socially rented retirement properties, taking this into account the LCC Education do not require any contribution.

## **Drainage**

LCC Flood Risk Management have requested additional drainage and flood risk details. These have been submitted and are being assessed by LCC. Their response will be reported to Committee.

## **Trees and Ecology**

The trees adjacent to the south and west boundaries of the site identified by the ecology survey as having potential for bat habitation are to be retained and would not be adversely affected by the proposed development. With conditions for a landscaping scheme and to ensure that the recommendations of the survey are implemented, the proposed development is acceptable in terms of its impact on trees and ecology.

## **Summary**

The proposed development is acceptable in terms of policy principle, design and residential amenity and is recommended for approval subject to the acceptability of the submitted noise and drainage / flood risk details.

## **Reason for Decision**

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate

otherwise. The proposed housing development would accord with Local Planning Policy and would be compliant with the guidance set out in the Framework. The development therefore complies with the development plan. There is a positive presumption in favour of approving the development and there are no material reasons to object to the application.

## **RECOMMENDATION: Approve**

Subject to the following conditions:

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

Reason: In order to comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (As Amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 03-(OS)-7899 Rev A, 001-(PL)-7899 Rev G, 100-(PL)-7899 Rev B, 200-(PL)-7899 Rev B, 201-(PL)-7899 Rev B, 202-(PL)-7899 Rev A,

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Samples of external wall and roofing materials shall be submitted to the Local Planning Authority for written approval within two weeks of the commencement of the development. The development shall be carried out using only the agreed materials.

Reason: In order that the Local Planning Authority can assess the materials in the interest of the visual amenity of the area.

4. The window openings shall be set back from the external face of the wall. The depth of reveal shall be at least 70mm.

Reason: To ensure a satisfactory appearance to the development in the interest of visual amenity

5. No development shall commence unless and until a method statement which sets out in detail the method, standards and timing for the investigation and subsequent remediation of any contamination which may be present on site has been submitted to and agreed in writing by the Local Planning Authority. The method statement shall detail how:-

- a) an investigation and assessment to identify the types, nature and extent of land contamination affecting the application site together with the risks to receptors and potential for migration within and beyond the site will be carried out by an appropriately qualified geotechnical professional (in accordance with a methodology for investigations and assessments which shall comply with BS 10175:2001) will be carried out and the method of reporting this to the Local Planning Authority; and
- b) a comprehensive remediation scheme which shall include an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination) will be submitted to and approved in writing by the Local Planning Authority.

All agreed remediation measures shall thereafter be carried out in accordance with the approved implementation timetable under the supervision of a geotechnical professional and shall be completed in full accordance with the agreed measures and timings, unless otherwise agreed in writing by the Local Planning Authority.

In addition, prior to commencing construction of any building, the developer shall first submit to and obtain written approval from the Local Planning Authority a report to confirm that all the agreed remediation measures have been carried out fully in accordance with the agreed details, providing results of the verification programme of post-remediation sampling and monitoring and including future monitoring proposals for the site.

Advisory Notes:

- (i) Where land identified as having the potential to be contaminated is undergoing redevelopment, a copy of the leaflet entitled 'Information for Developers on the investigation and remediation of potentially contaminated sites' will be available to applicants/developers from the Council's Contaminated Land Officer. The leaflet will be sent to the developer by request.
- (ii) Three copies of all contaminated land reports should be sent to the Local Planning Authority.
- (iii) This condition is required to be fully complied with before development is commenced. Failure to comply with the condition prior to commencement of work may result in legal action being taken.

Reason: In order to protect the health of the occupants of the new development and to prevent contamination of the controlled waters.

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

Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

7. A car parking and manoeuvring scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the first dwelling. The car parking spaces and manoeuvring areas for each dwelling shall be surfaced and made available for use in accordance with the approved scheme prior to the occupation of the dwelling they serve, the car parking and manoeuvring areas shall thereafter be maintained free from obstruction and available for parking and turning purposes.

Reason: To allow for the effective use of the parking areas.

8. No development shall commence unless and until a Traffic Management Plan for the construction works has been submitted to and approved in writing by the Local Planning Authority. The Traffic Management Plan shall include details of:-
  - The parking of vehicles of site operatives and visitors;
  - Loading and unloading of plant and materials used in the construction of the development;
  - Storage of such plant and materials;
  - Wheel washing facilities;
  - Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
  - Routes to be used by vehicles carrying plant and materials to and from the site;
  - Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

The development shall be carried out in strict accordance with the approved Traffic Management Plan.

Reason: to protect existing road users.

9. Foul and surface water shall be drained on separate systems. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards 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 in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

10. Prior to the commencement of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
  - a. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident's Management Company; and
  - b. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime. The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

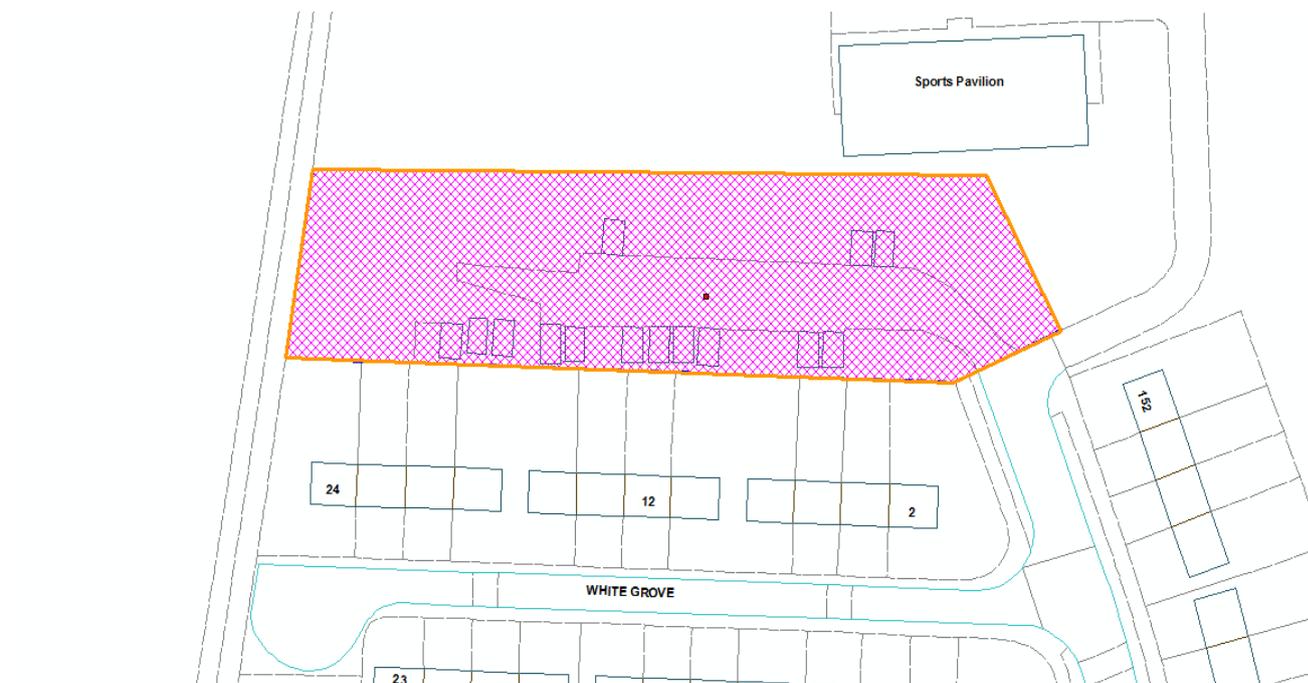
11. The development shall be carried out in strict accordance with the recommendations set out in the submitted Extended Phase 1 Habitat Survey.

Reason: To ensure protection of the habitat of bats and barn owls which are protected under the Wildlife & Countryside Act, 1981.

12. The development hereby permitted shall not be commenced until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be submitted at a scale of 1:200 and shall include the following:
  - a. the exact location and species of all existing trees and other planting to be retained;
  - b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
  - c. an outline specification for ground preparation;
  - d. all proposed boundary treatments with supporting elevations and construction details;
  - e. all proposed hard landscape elements and pavings, including layout, materials and colours;
  - f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.(nb.delete any of a. to f. as appropriate)

The approved scheme shall be implemented in its entirety approved form within the first planting season following the substantial completion of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped so as to integrate with its surroundings.



**Application Ref:** 16/0459/FUL

**Proposal:** Major: Full: Erection of 12 dwellings with access from Harrison Drive.

**At:** White Grove Garage Site, Harrison Drive, Colne

**On behalf of:** Cawder Construction

## REPORT TO COLNE & DISTRICT COMMITTEE 8<sup>th</sup> SEPTEMBER, 2016

**Application Ref:** 16/0525/FUL

**Proposal:** Full: Demolition of existing livestock/storage buildings and erection of general purpose agricultural building including activity day facilities

**At:** BLUE BELL FARM SKIPTON OLD ROAD COLNE BB8 7ED

**On behalf of:** Mr Russ Holdsworth and Mrs Jane Rogerson

**Date Registered:** 4 August 2016

**Expiry Date:** 29 September 2016

**Case Officer:** Kathryn Hughes

This application has been brought before Committee at the request of a Member.

### **Site Description and Proposal**

A previous application for the same scheme was submitted and refused under delegated powers on the 19<sup>th</sup> July, 2016.

A proposal to change the use of an agricultural barn to an activity day centre and erect a two storey extension to the rear was approved in 2009. A scheme to change the building which accommodates the day and respite care elements into a dwelling house has recently been approved.

The site falls within the Lidgett and Bents Conservation Area and is designated Green Belt.

The proposed building would measure 18.280m x 12.190m with a height of 3.6m to eaves and 5.4m to pitch constructed in natural stone walls up to a height of 1.8m with olive green corrugated plastisol sheets above and grey fibre cement corrugated roof sheets. A roller shutter door and pedestrian door is proposed to be installed in one gable and a pedestrian door in the other gable as well as five windows 0.9m x 0.9m inserted in the east elevation together with eight rooflights (four on each side).

The building would accommodate ten stalls as well as welfare facilities and storage areas for hay, feed, etc.

An extended parking area for eight vehicles and turning area is shown on the proposed layout plan.

Additional landscaping is proposed around the new building including a hawthorne hedge.

### **Relevant Planning History**

13/04/0410P - Erection of a three stall stable block. Approved 16th July, 2004.

13/04/0897P - Change of use of workshop and store to 2 holiday cottages - Withdrawn.

13/05/0180P - Change of use of workshop and store to 2 holiday lets, installation of new window/door opening with new highway access off Skipton Old Road - Approved 5th May, 2005.

13/06/0366P - Convert barn to dwelling and erect two storey extension to rear; erect detached double garage and form new access and driveway - Withdrawn.

13/06/0540P - Convert barn to dwelling and erect single storey extension to rear and form new access and driveway (re-submission) - Approved 2nd October, 2006.

13/09/0355P - Change of use of agricultural barn to activity day centre (D1) and erection of two storey extension to rear - Refused 8th October, 2009.

13/09/0494P – Change of use of agricultural barn to activity day centre (D1) and erection of two storey extension to the rear (re-submission) – Approved 13<sup>th</sup> January, 2010.

16/0288/FUL - Full: Change of use of day centre (D1) and respite care (C2) to dwelling house (C3) Approved – 3<sup>rd</sup> June, 2016.

16/0291/FUL – Full: Demolition of existing livestock/storage buildings and erection of general purpose agricultural building including welfare – Refused 19<sup>th</sup> July, 2016.

### **Consultee Response**

LCC Highways – No objection subject to comments and conditions being applied. One of the proposed spaces should be designated a disabled parking bay and measure 3.6 x 5m.

The trees and vegetation when exiting the site to the left posed a highway hazard and should be cut back to the boundary wall. The existing hawthorne hedge overhangs the highway and obscures sight line and should be pruned back to the boundary line.

Conditions relating to turning areas and parking spaces should be attached to any grant of permission.

PBC Environment – TPO No. 1, 1963 is extant nearby but the trees are on the opposite side of the road and are unaffected by this proposal.

Colne Town Council

### **Public Response**

Site and press notices posted and nearest neighbours notified by letter without response. Publicity expires

### **Officer Comments**

The main issues relate to policy considerations, the impact of the proposed extension on the Green Belt, impact on the Lidgett and Bents Conservation Area, impact on amenity, the suitability of this use in this location and parking/highway safety.

#### **1. Policy Implications**

Policy ENV1 Protecting and Enhancing Our Natural and Historic Environments requires development to make a positive contribution to the protection, enhancement, conservation and interpretation of our natural and historic environments.

Policy ENV2 identifies the need to protect and enhance the heritage and character of the Borough and quality of life for its residents by encouraging high standards of quality and design in new development. It states that siting and design should be in scale and harmony with its surroundings. The proposal's compliance with this policy is addressed in the design and amenity sections.

The following saved policies from the Replacement Pendle Local Plan are also relevant:

Policy 16 'Landscaping in New Development' requires that developments provide a scheme of planting which is sympathetic to the area.

Policy 25 'Location of Service and Retail Development' sets out where retail and service development should be located. This issue was addressed under the previous application 13/09/0494P and this location was accepted when this was subsequently approved.

Policy 31 'Parking' requires that new developments provide parking in line with the levels set out in Appendix 1 of the RPLP. This is addressed in the Highways Issues/Parking section.

Conservation Area Guidance set out in the SPD which sets out the framework for development within conservation areas. A modern farm building can become a prominent feature in the landscape. Views of the site would be taken into account and the design should blend into the landscape or make a positive contribution to the conservation area. The form of the land and/or screen planting should be used to reduce the prominence of the building.

Appropriate material is important in ensuring that the development blends into its environment.

## 2. Impact on Green Belt/Open Countryside

The National Planning Policy Framework gives advice on development within the Green Belt with Section 9 stating the purpose of Green Belt as well as the construction of new buildings being inappropriate and listing the exceptions to this as:

- Buildings for agriculture and forestry;
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- The extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

As set out above only appropriate development would be allowed in Green Belt and any proposal which would be visually detrimental to the Green Belt by virtue of its siting, materials or design or that does not maintain the openness of the Green Belt will be resisted.

This proposal is for the demolition of a number of small scale existing buildings and the erection of one large livestock/storage building to the rear of the recently approved conversion to residential use.

The volume of the proposed building is 900 cu.m. whilst the volume of the buildings to be demolished would be 315cu.m. this would result in a building nearly 3 times larger than those to be demolished.

It is necessary to assess this application against the criteria set out in the National Planning Policy Framework (the Framework) which sets out the tests for appropriate development in the Green Belt.

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Para 88 of the Framework states that substantial weight is given to any harm to the Green Belt.

In para 89 point 1 it allows for buildings providing they are for agricultural or forestry use. This would clearly not be the case here as the building would also be used as a day activity centre which falls within class D1 in the Use Classes Order 1987 as already established under the previous application (13/09/0494P) approved in January, 2010.

Para points 2-3 do not apply here.

In para 89 point 4 it allows for replacement buildings providing that these are not materially larger than the one it replaces. This would clearly not be the case here as the replacement building is nearly 3 times the size.

Para 89 points 5- 6 do not apply here.

No very special circumstances have been put forward that would outweigh the harm the proposed building would have on the openness of the Green Belt.

Therefore the proposed building would, by virtue of its size, have an additional impact on the openness of the Green Belt and the Open Countryside above and beyond the existing small scale buildings that it is proposed to replace.

The proposal therefore fails to accord with policy ENV1 and para's 88 and 89 of the National Planning Policy Framework and would, by definition, be harmful to the Green Belt.

### 3. Impact on the Conservation Area

Local Authorities have a duty under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to preserve and enhance the appearance and character of Conservation Areas.

The site is not overly prominent and the building could be effectively screened by landscaping and screening and would have a neutral impact on the conservation area itself subject to appropriate materials.

The proposed building would not therefore have a significant impact on the Lidgett and Bents Conservation Area and accord with policies ENV1 and ENV2 of the Pendle Local Plan Part 1: Core Strategy in this respect.

### 4. Impact on Amenity

The proposed building would be sited to the rear of the current respite day centre which has recently been granted permission for change of use to residential use.

This would raise some issues regarding the acceptability of this use in this location and whether it would be compatible with adjacent residential uses.

The distance between the recently approved dwelling and the proposed building would be approximately 21m from north east corner to south west corner and is sited further south than the dwelling to avoid direct line of site.

This is considered acceptable and would not result in undue adverse impact on amenity.

#### 5. Parking/Highway Safety

The proposed access is the same as already approved and is acceptable.

The maximum amount of parking proposed is to be extended from four to eight spaces. This is one space more than the maximum and given it is Greenbelt this should be restricted to the maximum with one space widened to accommodate a disabled space. This can be controlled by an appropriate condition.

This proposal would accord with Policy 31 of the Replacement Pendle Local Plan in terms of maximum car parking requirements.

#### 6. Protected Trees and Landscaping

Trees - TPO No. 1, 1963 extant nearby but trees are on opposite side of road and therefore unaffected.

This proposal would therefore accord with policy 14 'Trees, Woodlands and Hedgerows' of the Replacement Pendle Local Plan.

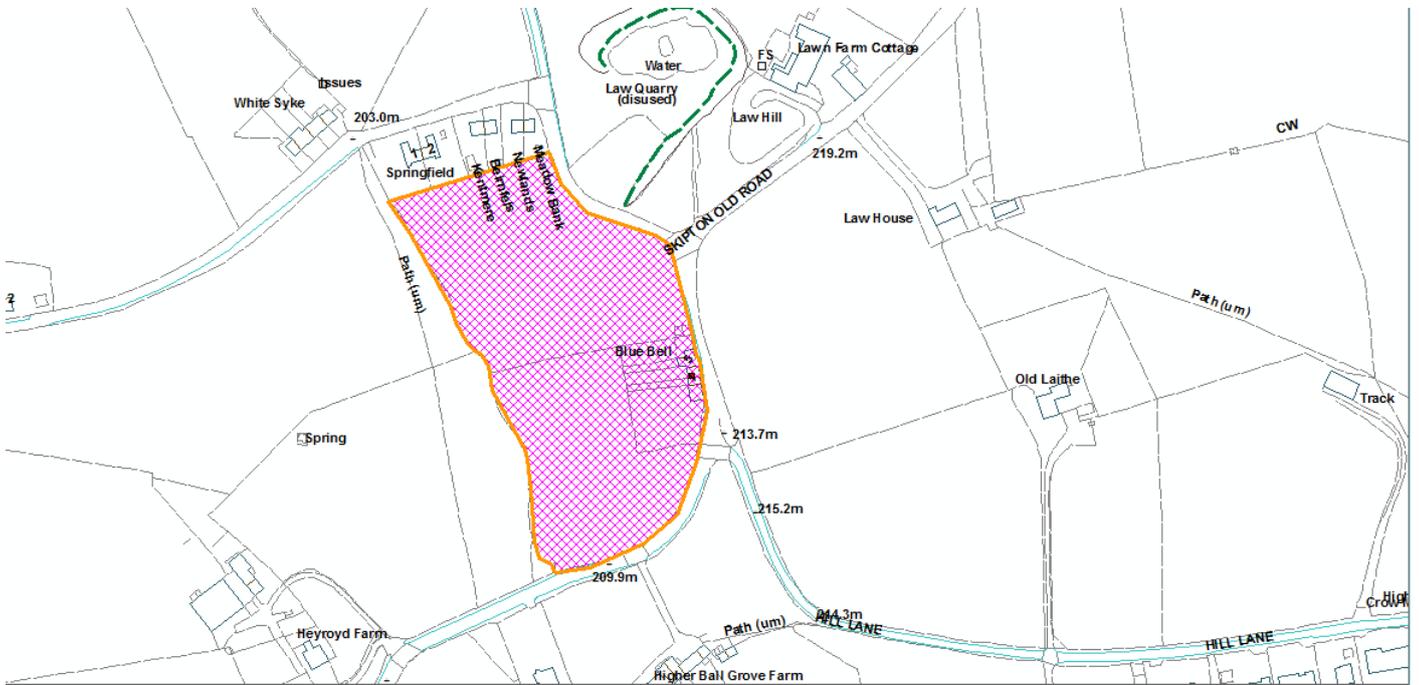
#### Summary

It is evident that the proposed building would not meet any of the exceptions listed in para 89 of the National Planning Policy Framework and therefore is inappropriate development in the Green Belt as defined by para 88 and fails to accord with policy ENV1 in this respect. This proposal is contrary to national and local policy.

#### **RECOMMENDATION: Refuse**

On the following grounds:

1. The proposed building does not meet any of the exceptions outlined in para 89 of the National Planning Policy Framework and therefore is inappropriate development, as defined, by para 88 of the Framework and fails to accord with policy ENV1 and is not sustainable development as it is inappropriate development to greenbelt.



**Application Ref:** 16/0525/FUL

**Proposal:** Full: Demolition of existing livestock/storage buildings and erection of general purpose agricultural building including activity day facilities

**At:** BLUE BELL FARM SKIPTON OLD ROAD COLNE BB8 7ED

**On behalf of:** Mr Russ Holdsworth and Mrs Jane Rogerson

**Date Registered:** 4 August 2016

## **LIST OF BACKGROUND PAPERS**

Planning Applications

**NPW/MP**

**Date: 22nd August 2016**