

REPORT OF: THE PLANNING, BUILDING CONTROL AND LICENSING SERVICES MANAGER

TO: DEVELOPMENT MANAGEMENT COMMITTEE

DATES: 26th February 2018

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications.

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE ON 26th FEBRUARY 2018

Application Ref: 17/0691/OUT

Proposal: Outline: Major: Erection of up to 10 Dwellinghouses (Access only) (Re-Submission).

At: Land Off Cob Lane And, Old Stone Trough Lane, Kelbrook

On behalf of: Mr A. Parker and Miss E. Parker

Date Registered: 16/11/2017

Expiry Date: 15/02/2017

Case Officer: Alex Cameron

This report has been referred from West Craven Committee as Members were minded to Refuse this application on heritage grounds. This would be likely to lead to costs.

Site Description and Proposal

The application site is an agricultural field to the south of Cob Lane. The site is located to the south east of the main village and is outside of, but adjacent to the defined settlement boundary. To the west is Yellow Hall, a row of listed dwellings, to the south and east is open land. The land slopes upwards from Old Stone Trough Lane, as Cob Lane rises away to the east. It is designated as Open Countryside in the Local Plan.

The site was subject to a planning application for up to 17 dwellings in 2016. This was refused and dismissed at appeal.

This is an outline application for the erection of up to 10 dwellings, the only matter being applied for is access, which is proposed from Cob Lane, all other matters are reserved for later consideration.

Relevant Planning History

13/86/0832P – erection of 2 dwellings on land adjacent to Yellow Hall – Refused

16/0488/OUT - Outline: Major: Application for up to 17 dwellings (Access only) – Refused and Appeal Dismissed. The appeal was against the development of 17 houses. The Inspector did not raise any objections to the scheme on highway grounds, amenity, loss of wildlife, highway safety, drainage, housing land supply or infrastructure provision.

Consultee Response

PBC Conservation - The application is accompanied by a comprehensive Heritage Statement which addresses the significance of the two Grade II listed buildings close to the site – Yellow Hall and Stoops Farm – together with the contribution made by their settings. The impact of the proposals on this significance is fully assessed, with reference to the Historic England Advice on the Setting of Heritage Assets.

Yellow Hall is a row of four early C19th houses built in a vernacular but distinctive style, with some earlier architectural features in the heavily moulded stone mullioned windows, the symmetrical front elevation and elaborate roofline with copings, kneelers, ball finials and prominent chimney

stacks. The front elevation is prominent along Old Stone Trough Lane, the building forming an impressive and characterful group with the Grade 2 listed Stoops Farm almost opposite. Together these two listed buildings impart a distinctive and attractive vernacular character to the Lane at this point. Stoops Farmhouse has historic significance as a farmhouse and attached barn dating from the C18th or even earlier. Although altered over the years it still retains features of interest in the local stone and stone slate of its construction, its typical lathe house plan form, and some early chamfered door and window surrounds. The open field opposite Stoops makes a significant contribution to the setting of both buildings, not only as an attractive rural green backdrop, but also as a reminder of Stoops Farm's historic links with its fields. The amended scheme would leave this field undeveloped, which will preserve the setting of Stoops Farm.

The unchanged open aspect of the field opposite Stoops Farm in the amended scheme would effectively preserve the pastoral setting of the important front elevation of Yellow Hall, together with the historic and currently semi-rural character of Old Stone Trough Lane. With effective landscaping along the south western edge of the site, the new houses should not be overly visible from the Lane at this point.

The main impact of the scheme will be on the currently open setting of Yellow Hall when the rear elevation is seen from the approach downhill along Cob Lane. Although the main significance of the Hall lies in its distinctive front elevation onto Old Stone Trough Lane, the rear elevation also has notable features, including the horizontal sweep of the stone slate roof with its tall chimney stacks, and the prominent gabled outriggers which are clearly visible at first floor level above the green swathe of field in the foreground. The informal nature of the dry stone field walls and the grass verges add to the character of this view.

Though the development would have clear impacts on these existing views of the listed building, this could be mitigated, and any harm to significance minimised, by careful and contextual design at the detailed stage. The indicative layout incorporates a larger buffer zone between the rear of Yellow Hall and the nearest house. The setting back of the new houses from the Cob Lane edge would preserve both long and close-up views of the rear elevation of Yellow Hall. By retaining the dry stone wall, natural green verge and keeping the landscaping reasonably low along this approach, maybe with the occasional taller tree to give more screening to the new houses, the setting could remain more open and views of Yellow Hall preserved.

LCC Highways – The site layout plan 15.142-04-Rev D has been amended to provide a visibility splay of 2.4x43m at the Cob Lane / new estate road junction which is in accordance with the advice in the Manual for Streets.

The low amount of development traffic will have a negligible impact on highway capacity and safety on the surrounding network.

As previously noted, the proposed 1.8m wide footpaths fronting the applicant's site is necessary and supported in the interest of pedestrian safety and the promotion of sustainable forms of transport and protection to the sight lines is necessary. The construction of the footway to be carried out under a section 278 with Lancashire County Council at the same time as the formation of the site access point.

Please attach the following conditions: estate road adoption/maintenance, wheel wash, vehicle turning, estate road construction, visibility splays, car parking and manoeuvring, cycling facilities, highway survey, traffic management plan, estate street phasing and completion, highway construction details.

LCC Schools Planning Team – An education contribution towards the provision of one secondary school place is necessary.

Lead Local Flood Authority – No objection. Please attach a condition requiring the reserved matters to include surface water drainage scheme.

Environment Agency – No objection.

Yorkshire Water – Please attach the following conditions: separate foul and surface water drainage systems, surface water drainage scheme.

Natural England – No comments.

PBC Public Rights of Way –

Kelbrook and Sough Parish Council – Strongly object for the following reasons:

- 1) Highway safety on Cob Lane - It has been established unequivocally that two Bank Holidays were included in the period for which the applicant has presented data upon which the Highways Authority had relied for the original application 16/0488/OUT. This is contrary to planning guidance and as such the analysis of vehicle volumes cannot be relied upon. In addition, it has also been established unequivocally that the ATC device on Cob Lane was not “approximately the location of each access”, but was, in fact over 30 metres away from the access x-line, not adjacent to the applicants plot and very close to the junction of Cob Lane and Old Stone Trough Lane. Once again, the Highways Authority had relied upon the vehicle speed data which the applicant has now and did previously put forward in the original application 16/0488/OUT. Given that there is no reliable vehicle speed data or vehicle volume data, the Parish Council believes that the visibility splays should be in accordance with the ‘Manual for Streets’ for a 30mph road.
- 2) Housing Supply - Pendle has sufficient housing supply to meet its five year requirement and this site is not required within the development plan.
- 3) Damage to Wildlife and Protected Species - The applicant has suggested that the wildlife in the fields, which includes roosts of bats in the trees lining the watercourse, will not be disturbed and this would be achieved by imposing a buffer zone which runs down both sides of the water course running through the fields in question. This buffer zone is shown on the plans. However, the plans also show the proposed development encroaching on this buffer zone with the plots of land reaching as far as the stream. This development would impact upon wildlife within the buffer zone.
- 4) Heritage - Stoops Farm and Yellow Hall are both listed buildings with particular historical importance within the context of a rural community surrounded by open countryside. The amendments to the original application are insufficient to outweigh the comments made by the inspector in her appeal ruling, which states, “....the historical evidence is that Yellow Hall was once surround by open countryside. It is important that these historic buildings are retained in the open countryside. Therefore, this countryside is of high importance to the setting of the building. Closing off the remaining open setting to the rear would cause some harm to the setting of this building”. The inspector goes on to state that in the case of Stoops Farm, “these fields”, plural, “are exceptionally important to the setting of this rural building. The appeal site provides a visual connection between the former farmstead and farmland. Furthermore, there is a partial view of the front of the building over the fields from Cob Lane. The proposed development would remove the remaining countryside around the house and for this reason, the setting of this building would be significantly harmed....”. The plans in this application would not permit any view of Stoops Farm from Cob Lane and would serve to encroach upon the open field setting and thereby cause significant harm.

5) Highways Network -This development would severely impact upon the road network, namely Waterloo Road and Main Street in the village of Kelbrook, which always suffers severe congestion.

Public Response

Site and press notices posted and nearest neighbours notified. Over 80 responses received objecting on the following grounds:

- The surrounding roads are inadequate to accommodate the addition traffic from the development.
- The site access would result in adverse highway safety impacts.
- The traffic surveys carried out were inadequate and were carried out at times when traffic levels are low.
- The bus service information is out of date.
- Safety of children accessing the nearby primary school.
- On-street parking problems in Kelbrook would make access difficult.
- The site is beyond the limit of current winter gritting schemes.
- Harm to adjacent listed buildings.
- The development would dominate the existing village.
- Pendle has sufficient housing supply to meet its five year requirement and this site is not required within the development plan.
- Housing needs for this area have been met.
- New housing should first be directed to brownfield land.
- The site is not within the settlement boundary.
- The application does not meet sustainability criteria.
- The affordable housing should be provided within the parish.
- Flood risk.
- The drainage in the area is inadequate to cope with the additional volume of water from the development.
- Inadequate water supply.
- Frequent problems with power cuts in the area.
- Inadequate telecommunications capacity for additional households.
- The area is rich in wildlife including protected species.
- There should be a 5m buffer zone around the watercourse to protect wildlife.
- The development would result in the loss of a hedgerow.
- This is a greenfield site and should be protected.
- If granted further applications for residential development of other sites outside of the settlement boundary would be likely to follow.
- Noise, disturbance and loss of privacy.
- The local primary school is oversubscribed.
- Impact on value of adjacent properties.

Officer Comments

Policy

The starting point for consideration of any planning application is the development plan. Policies which are up to date and which conform to the provisions of the National Planning Policy Framework (the Framework) must be given full weight in the decision making process. Other material considerations may then be set against the Local plan policies so far as they are relevant.

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.

Local Plan Part 1: Core Strategy

The following Local Plan policies are relevant to this application:

Policy SDP2 identified Kelbrook as a 'Rural Service Centre'. These settlements are to be the focus for growth in Rural Pendle. It also advises that where Greenfield land is required for new development, it should be in a sustainable location and well related to an existing settlement.

Policy SDP3 indicates that new housing provision and distribution will be guided by the settlement hierarchy within the policy. Rural Pendle (inc. Kelbrook) is expected to account for 12% of the Borough's supply over the plan period. It should be noted that this figure is not a fixed limit, it is a representation of the projected housing distribution.

Policy ENV1 requires developments 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.

Policy ENV7 does not allow development where it would be at risk of flooding and appropriate flood alleviation measures will be provided and/or would increase the risk of flooding elsewhere. The proposal's compliance with this policy is addressed in the drainage and flood risk section.

Policy LIV1 sets out the housing requirements for 2011 to 2030 and how this will be delivered.

Policy LIV3 provided guidance on the housing needs in order to provide a range of residential accommodation.

Policy LIV4 sets out the targets and thresholds required to contribute towards the provision of affordable housing.

Policy LIV5 requires all new housing to be designed and built in a sustainable way. New development should make the most efficient use of land and built at a density appropriate to their location taking account of townscape and landscape character. Provision for open space and/or green infrastructure should be made in all new housing developments.

Replacement Pendle Local Plan

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.

National Planning Policy Framework

In national terms the National Planning Policy Framework ("the Framework") provides guidance on housing requirements, design and sustainable development which is relevant to this proposal.

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. The Council's 2016/17 AMR, demonstrates a 5.1 year housing supply.

Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Principle of Housing

Policy LIV1 states that until the Council adopts the Pendle Local Plan Part 2: Site Allocations and Development policies then sustainable sites outside but close to a Settlement Boundary, which make a positive contribution to the five year supply of housing land, will encourage significant and early delivery of the housing requirement.

This site is located immediately adjacent to the settlement boundary of Kelbrook, which is a Rural Service Centre. Kelbrook has a variety of services and facilities and is accessible by means of both public and private transport and also has established links with the larger West Craven Towns.

The proposed site is a sustainable location for new development. The principle of housing is therefore acceptable and accords with policy LIV1.

Numerous objections to the development state that the Council has sufficient sites to meet its five year housing supply and this site is not included within those sites in the SHLAA. The SHLAA identifies housing sites that are potentially deliverable but is not an allocations document nor is it a complete list that would preclude the delivery of any other suitable site.. The development of this site would make a positive contribution to the delivery of the Council's five year housing supply and is acceptable in principle.

Design and Visual Impact

The layout, scale and appearance of the proposed development are reserved for consideration at the reserved matters stage, however, a landscape and visual impact assessment has been submitted which acceptably demonstrates that, in principle, a development of up to ten dwellings could be accommodated on the site without unacceptable visual amenity impacts in accordance with policies ENV1 and ENV2.

Heritage Assets

The previous appeal for 17 dwellings on this site was dismissed solely due to its impact upon the setting of the adjacent listed buildings Stoops Farmhouse / Barn and Yellow Hall.

In relation to Stoops Farmhouse and Barn the inspector found that its setting would be significantly (but less than substantially) harmed, stating that:

“The appeal site is directly opposite the farmhouse and it is only from the appeal site that a good full view of the front elevation of the house is possible. These fields are exceptionally important to the setting of this rural building. The appeal site provides a visual connection between the former farmstead and farmland. Furthermore, there is a partial view of the front of the building over the fields from Cob Lane. The proposed development would remove the remaining countryside around the house and for this reason, the setting of this building would be significantly harmed by its enclosure by the proposed development.”

The inspector also found that there would be limited harm to the setting of Yellow Hall:

“Yellow Hall is set at the edge of other built development and has fields to the rear. I saw at my visit that the rear of the building can be seen clearly from along Cob Lane. As dwellings would be constructed behind the building, its rear elevation would be obscured from view. However, due to the alterations, the interest of the building from long range views along Cob Lane has been somewhat diminished. That said, the historical evidence is that Yellow Hall was once surrounded by open countryside. Therefore, this countryside is of high importance to the setting of the building. Closing off the remaining open setting to the rear would cause some harm to the setting of this building.”

“There would be limited harm to the setting of Yellow Hall and there would be significant harm to the setting of Stoops Farmhouse and Barn. The harm to the heritage assets would be less than substantial and in accordance with paragraph 134 of the Framework, the harm should be weighed against any public benefits of the proposal.”

The previous application for 17 dwellings proposed development on both the field to the rear of Yellow Hall and the field opposite Stoops Farmhouse and Barn. This application only proposed development on the field to the rear of Yellow Hall.

The primary harm to the setting of Stoops Farmhouse and Barn in the previous application resulted from the proposed development on the field opposite that listed building, with the inspector noting that it is only from the appeal site that a good full view of the front elevation of the house is possible. It is only from the field opposite that this would be the case as the views from the field adjacent to Cob Lane, and Cob Lane itself are partially obscured by trees and/or Yellow Hall. This application does not proposed development on that land. Whilst the development would partially affect the setting of Stoops Farmhouse and Barn from Cob Lane and the adjacent field, the harm resulting from this would be limited and would be reduced by the proposed buffer which would maintain the partial visibility of Stoops Farmhouse and Barn from Cob Lane.

The Inspector assessed the level of harm to the setting of Yellow Hall from the previous proposal as limited. The indicative layout submitted with this application indicates that an open buffer could be created to the rear of Yellow Hall to maintain views of the listed building and reduce the impact of the development. The proposed development would still have a limited harmful impact upon the setting of Yellow Hall, however, this would be reduced from that of the previous proposal.

Paragraph 134 of the Framework states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

The proposed development would result in public benefits in the provision of ten new dwellings, which would make a positive contribution towards the Councils five year supply of housing, and a contribution towards the provision of affordable housing within Pendle. The limited harm to the setting of Yellow Hall and Stoops Farmhouse and Barn would be outweighed by these public benefits.

The proposed development is therefore acceptable in terms of heritage impact in accordance with Paragraph 134 of the Framework and policies ENV1 and ENV2.

Highway Safety

It should be noted that the one of the two reasons for refusal of the previous application on this site was adverse highway safety impact. That scheme sought permission for two accesses, one serving eleven houses in a similar position to that now proposed. That reason for refusal was

considered by the Inspector in determining the appeal and although the appeal was dismissed on the ground of heritage impact, in relation to highway safety the inspector concluded that:

“the proposed development would not harm highway or pedestrian safety. Consequently, I find no conflict with Policy ENV4 of the Pendle Core Strategy which seeks to protect highway safety. Neither do I find conflict with Paragraph 32 of the National Planning Policy Framework (“The Framework”) which indicates that development should provide safe and suitable access to a site.”

Concerns have been raised by both the public and LCC Highways regarding the validity of the traffic survey submitted by the applicant. The purpose of the traffic survey was to establish the average speed of passing traffic to justify a reduction in the required visibility splays at the access to the development. It does not affect the overall acceptability of the development from a highway safety perspective.

In response to LCC Highways concerns amended plans have been voluntarily submitted by the Applicant showing adequate visibility splays of 2.4m x 43m in each direction.

LCC Highways have requested a condition for a highway survey to be carried out before and after the development and intervening damage to the highway repaired. This condition does not meet the tests of being reasonable, precise and relevant to the development as it could not be known that damage to the highway is as a direct result of the development, from other road users or just general wear and tear.

The proposed development is for a smaller scheme than the previous development and would therefore reduce its potential highway safety impact. It is an important material consideration that the highway safety implications of the previous application were assessed by the Planning Inspectorate and found to be acceptable. With no increase in potential harm or change in circumstances to resist this proposal on highway grounds would put the Council at risk of costs at appeal.

The proposed development is acceptable in terms of highway safety in accordance with policy ENV4 and paragraph 32 of the Framework. The acceptability of having an access in this location and its impacts have been tested recently at appeal and the results of that need to be considered as part of the decision making on this application. That Appeal found the highway impacts of that scheme to be acceptable and in the context of this application there is nothing of any material difference that would lead to a highway objection to the application.

Drainage and Flood Risk

A Flood Risk Assessment and Outline Drainage strategy have been prepared to support the application.

The site is within Flood Zone 1 and as such is deemed low risk from fluvial flooding. Policy ENV 7 sets the standard that greenfield sites will have to achieve in terms of surface water run-off which is a maximum run off rate of 5lts/sec per hectare. This would be based on a 1:100 year + 30% storm event.

The report advises that attenuation via a SuDS scheme is achievable to meet these requirements. This can be controlled by a condition requiring details of a drainage scheme to be approved before any development commences on site.

Comments have been received that localised flooding has occurred around the site. That can be addressed in a formalised drainage plan for the site and dealt with under a condition, resulting in an improvement for the surrounding area.

Residential Amenity

The proposed development would be separated from dwellings on Cob Lane by the existing highway network. Any future layout could be designed in such a way that acceptable separation distances are achieved between buildings.

The relationship is slightly different with those dwellings at Yellow Hall and Spring House which share a boundary with the site. Again with suitable design, scale and window positioning, the amenities of existing and proposed residents can be protected.

Natural Heritage and Ecology

Concerns have been raised regarding impacts of protected species. An extended Phase 1 Habitat Survey has been undertaken as part of the proposal. The assessment found some areas of ecological value (trees, hedges and the watercourse) within the site and recommends that they are retained and protected in any future development. Recommendations are made in line with best practice and can be conditioned as part of any approval.

The development thereby accords with Policy ENV1 and saved Policy 4C.

Trees

A Tree Survey has been undertaken in order to assess the nature and constraints of those currently on site. The report finds that development could take place whilst retaining a number of trees. The indicative layout subsequently shows the required root protection areas free from development.

Whilst landscaping is reserved at this stage, those existing trees could be supplemented with additional planting to help soften the impacts of the new built form.

Open Space

Policy LIV5 requires all proposals for residential units to provide open space/green infrastructure in the following order of priority;

1. On-site provision;
2. Contribution to off-site provision;
3. Enhancements of existing facilities in the area.

The amount and type of open space is dependent on the size of development, existing provision and density. This would therefore be addressed at reserved matters stage and incorporated in to any layout final designs.

Affordable Housing

Policy LIV4 advises that proposals in rural Pendle such as this should incorporate 20% of affordable housing units in to the scheme.

The applicant advises that due to the small scale of the development the on-site provision would be prohibitive. Whilst on-site is the preferred method of supply, LIV4 also states that a financial contribution to the acquisition and refurbishment of redundant and empty homes may also be

made. This is the applicant's preferred approach and would need to be controlled by planning obligation.

Education

LCC Schools Planning Team have submitted an assessment demonstration that a contribution towards the provision of one secondary school place is necessary to mitigate the impact of the development on local education services.

Other Issues

Concerns have been raised regarding the provision of services and infrastructure. Where this is a material consideration it is considered by relevant bodies, such as LCC Schools Planning Team and utilities providers. Subject to the contribution detailed above there have been no objections to this application from the relevant bodies.

Concerns have been raised that the development would adversely impact upon the value of nearby dwellings. This is not a material consideration in a planning application.

Summary

The appeal against the refusal of the previous application for 17 houses on this site was dismissed solely on the basis that the public benefits of the development did not outweigh the harm to the setting of the adjacent listed buildings. The indicated revision to the scheme, reducing the number of houses to up to 10 and creating a buffer between the dwellings and Yellow Hall reduce the harmful impact of the development to an acceptable level when weighed against the public benefits of the development. The access and principle of the proposed development is therefore acceptable.

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. Taking into account all material considerations the proposed development would not result in any unacceptable impacts. 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. An application for approval of the reserved matters (namely the appearance, layout, scale and landscaping of the site) shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.

Reason: This condition is required to be imposed by the provisions of Article 3 (1) of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Details of the appearance, landscaping, layout and scale (hereinafter called the 'reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: In order to comply with the requirements of Section 92 of the Town & Country Planning Act 1990.

3. The development hereby permitted shall be carried out in accordance with the following approved plans: 15.142.01B, 15.142.04D, 15.142.05D.

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

4. No part of the development shall take place until a Planning Obligation pursuant to section 106 of the Town & Country Planning Act, 1990 (or any subsequent provision equivalent to that section) has been made with the Local Planning Authority. The said obligation shall provide for a contribution to the provision of affordable dwellings and education.

Reason: In order to ensure that adequate provision is made for affordable housing and education services and to offset harm to the setting of adjacent listed buildings.

5. The first submission of reserved matters shall include details of the proposed ground levels and a number of sections across the site, which shall indicate existing and proposed ground levels, together with the floor levels of any proposed dwelling/buildings through which the sections run and shall extend beyond the site boundaries to include any surrounding, adjacent properties. The development shall thereafter be implemented in accordance with the approved details.

Reason: To enable the Local Planning Authority to assess how the development will accommodate the varied land levels and control the final form.

6. The first submission of reserved matters shall include details of the provision of on-site open space.

Reason: In order to provide appropriate on-site open space provision for this development in accordance with policy LIV5.

7. The first submission of reserved matters shall include details of a surface water drainage scheme which as a minimum shall include:

a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + an appropriate allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable, 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, and details of flood levels in AOD;

b) The drainage scheme should demonstrate that the surface water run-off must not exceed the existing greenfield rate for the corresponding rainfall period. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include the refurbishment or removal of any existing watercourses, culverts, headwalls or unused culverts where relevant);

d) Flood water exceedance routes, both on and off site;

- e) A timetable for implementation, including phasing where applicable;
- f) Site investigation and test results to confirm infiltrations rates. If infiltration is shown to be a viable option for the disposal of surface water, then this should then be used as the primary method for disposing of surface water from the site. Disposal via a surface water body will only be considered where infiltration is proved to be unsuitable.
- g) Details of water quality controls, where applicable.
- h) Details of finished floor levels.

The scheme shall be fully implemented and subsequently maintained, 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, to reduce the risk of flooding to the proposed development, elsewhere and to future users and to ensure that water quality is not detrimentally impacted by the development proposal.

8. No development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the drainage for the proposed development can be adequately maintained and to ensure that there is no flood risk on- or off-the site resulting from the proposed development or resulting from inadequate the maintenance of the sustainable drainage system.

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

- a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
- b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:

- i. on-going inspections relating to performance and asset condition assessments
- ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) means of access for maintenance and easements where applicable.

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

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

10. A scheme for the disposal of foul water shall be submitted to and approved in writing by the Local Planning Authority within two weeks of the commencement of development. The

scheme shall provide for separate systems for foul and surface waters and be constructed and completed in accordance with the approved plans before the first dwelling is occupied.

Reason: To control foul and surface water flow disposal and prevent flooding.

11. No part of the development shall be commenced unless and until a Construction Code-of-Practice has been submitted to and approved in writing by the Local Planning Authority. The code shall include details of the measures envisaged during construction to manage and mitigate the main environmental effects of the relevant phase of the development. The submitted details shall include within its scope but not be limited to:

- a) A programme of works including phasing, hours of operation and measures for the control of traffic to and from the site, and within the site, during construction.
- b) The areas and methods of loading and unloading of plant and materials.
- c) The areas for the storage of plant and materials.
- e) Details of wheel-washing facilities including location
- n) Location and details of site compounds
- u) Parking area(s) for construction traffic and personnel
- v) Routeing of construction vehicles

The Construction Code-of-Practice should be compiled in a coherent and integrated document and should be accessible to the site manager(s), all contractors and sub-contractors working on site. As a single point of reference for site environment management, the CCP should incorporate all agreed method statements, such as the Site Waste Management Plan and Demolition Method Statement. All works agreed as part of the plan shall be implemented during an agreed timescale and where appropriate maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that adequate measures are in place to protect the environment during the construction phase(s).

12. The development shall be carried out in accordance with the recommendations set out in the Habitat Survey Report dated March 2016.

Reason: To ensure protection of the habitat of species protected under the Wildlife & Countryside Act, 1981.

13. Unless and until approved in writing by the Local Planning Authority no ground clearance, demolition, changes of level or development or development-related work shall commence until protective fencing, in full accordance with BS 5837 : 2012 has been erected around each tree/tree group or hedge to be preserved on the site or on immediately adjoining land as detailed in the Tree Report dated 6th April 2016 and as shown on drawing 15.142 03 D (notwithstanding the position of any dwellings as indicated). No work shall be carried out on the site until the written approval of the Local Planning Authority has been issued confirming that the protective fencing is erected in accordance with this condition. Within the areas so fenced, the existing ground level shall be neither raised nor lowered. Roots with a diameter of more than 25 millimetres shall be left unsevered. There shall be no construction work, development or development-related activity of any description, including the deposit of spoil or the storage of materials within the fenced areas. The protective fencing shall thereafter be maintained during the period of construction.

All works involving excavation of soil, including foundations and the laying of services, within the recommended distance calculated under the BS 5837 (2012) of the trees to be retained on the site, shall be dug by hand and in accordance with a scheme of works which

has been submitted to and approved by the Local Planning Authority, prior to the commencement of works.

Reason: To protect trees and shrubs as essential elements in the development.

14. 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.

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

Reason: Vehicles reversing to and from the highway are a hazard to other road users for residents and construction vehicles.

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

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

17. No part of the development shall be commenced unless and until visibility splays measuring 2.4 metres by 43 metres in both directions, measured along the centre line of the proposed new road from the continuation of the nearer edge of the existing carriageway of Cob Lane, have been provided in accordance with plan No. 15.142.04D. The land within these splays shall be maintained thereafter, free from obstructions such as walls, fences, trees, hedges, shrubs, ground growth or other structures within the splays in excess of 1.0 metre in height above the height at the centre line of the adjacent carriageway.

Reason: To ensure adequate visibility at the street junction or site access in the interest of highway safety in accordance with Quality of Development Policy and Transport Policy in the Local Plan.

18. No development shall be commenced unless and until an Estate Street Phasing and Completion Plan has been submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed. The Estate Street Phasing and Completion Plan shall set out dates for entering of the section 38 agreement of the Highways Act 1980 and/or the establishment of a private management and Maintenance Company.

Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential financial security and highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

19. No development shall be commenced until the estate street fronting the property has been completed in accordance with the Estate Street Development Plan.

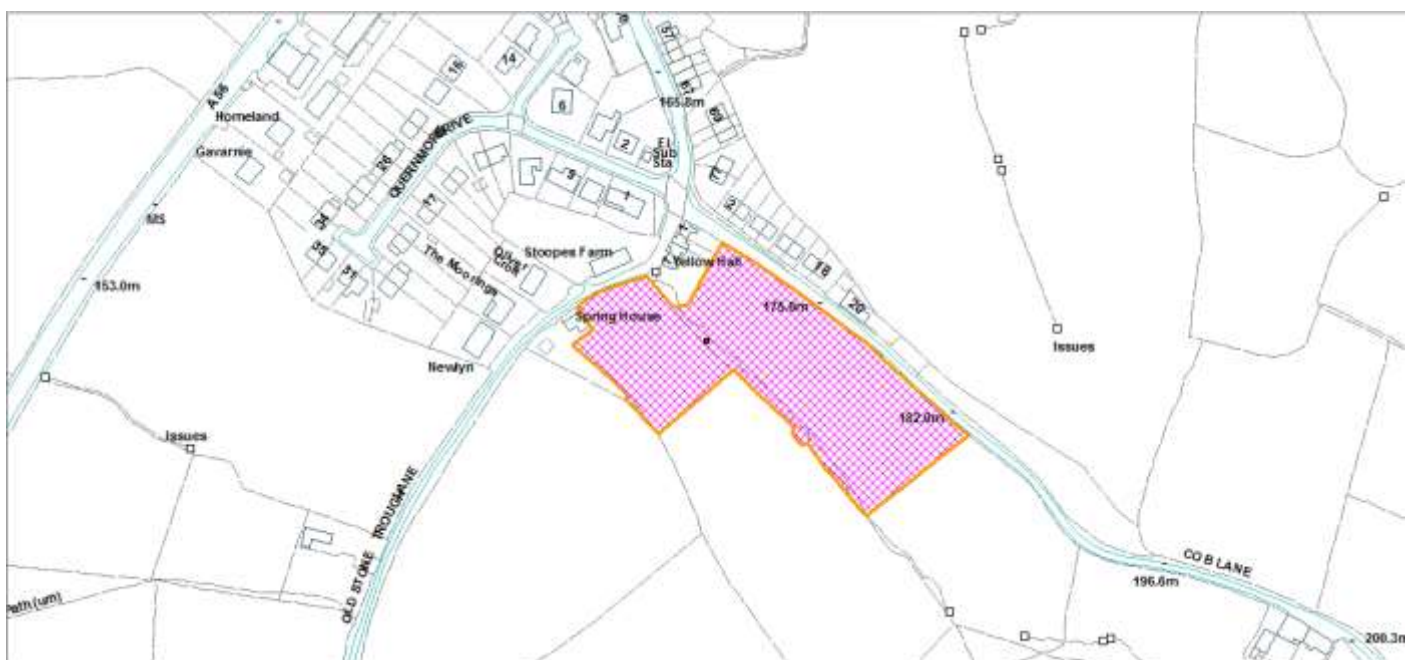
Reasons: To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

20. No development shall be commenced unless and until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. [The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established].

Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential financial security and highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

23. No development shall be commenced unless and until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway



Application Ref: 17/0691/OUT

Proposal: Outline: Major: Erection of up to 10 Dwellinghouses (Access only) (Re-Submission).

At: Land Off Cob Lane And, Old Stone Trough Lane, Kelbrook

On behalf of: Mr A. Parker and Miss E. Parker

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE 26th FEBRUARY, 2018

Application Ref: 17/0714/VAR

Proposal: Variation of condition: Variation of condition 3 (Restriction of sale of goods) of Planning Permission 13/13/0542P for erection of food store.

At: E H Booth Ltd Halstead Lane Barrowford

On behalf of: E H Booth & Co Ltd

Date Registered: 1 December 2017

Expiry Date: 2 March 2018

Case Officer: Kathryn Hughes

This application has been referred from Barrowford and Western Parishes Committee as Members were minded to Refuse this based on the affect on the vitality and vitality of Barrowford Centre. This would be likely to incur costs at appeal.

Site Description and Proposal

The application site is Booths Store sited in Barrowford. The site has permission for a retail store.

This application seeks to vary condition 3 to allow for the sale of newspapers, magazines or journals.

Condition 3 states:

The principal use of the store shall be for the sale of convenience goods and not more than 20% of the gross internal floor area of the building of the main store shall be used for the display and sale of comparison goods. Notwithstanding this the retail unit shall not at any time be used for the sale of newspapers, magazines or journals.

Reason: To protect the vitality and viability of Barrowford local centre.

It is proposed to vary this condition to state:

The principal use of the store shall be for the sale of convenience goods and not more than 20% of the gross internal floor area of the building of the main store shall be used for the display and sale of comparison goods.

Reason: To protect the vitality and viability of Barrowford local centre.

Newspapers and periodicals are classed as convenience goods. Convenience goods are relatively inexpensive items that are purchased frequently for immediate use in readily accessible store with minimum effort

The principle of a retail store of this size was established when the original permission was granted in 2008 (13/07/0799P). The element of the condition relating to newspaper, magazine and journals was included at the request of Members and agreed by the Planning Agent representing Booths at that time. The matter for consideration therefore is the whether or not the store should be allowed to sell newspapers, magazines and journals at this time.

Although Booths agreed to Condition 3 being attached to that permission it is within their power to apply to vary this condition at any time. The Local Planning Authority is required to assess this variation and the implications that this may have on the Local Shopping Centre of Barrowford.

Relevant Planning History

13/13/0542P - Full: Major: Erection of food store (2014m²) and alterations to highway - Approved 12th December, 2013.

13/10/0316M1 - Non Material Minor Amendment - Vary condition 9 to enable culvert works to take place - Approved 8th November, 2010.

13/08/0390C2 - Approval of Details Reserved by Condition: Discharge of conditions 5, 8, 9, 12, 21 and 23 of planning permission 13/08/0390P - Split Decision issued 8th November, 2010.

13/10/0483P - Major: Full: Erection of food store (1900m²), construct car park and alterations to highway at Land off Halstead Lane incorporating the site of the former Pendle Brook Care Home , Park Mill, Halstead Lane and Gisburn Road - Approved 10th November, 2010.

13/10/0316P - Major: Full: Erection of food store (1631m²), construct car park and alterations to highway at Land off Halstead Lane incorporating the site of the former Pendle Brook Care Home , Park Mill, Halstead Lane and Gisburn Road - Approved 14th September, 2010.

13/10/0251P - Full: Major: Variation of Condition: 5, 8, 10, 12, 14, 15, 19, 20, 21, 22, 23, 29 and 31 of Planning Application 13/08/0390P (Original 13/07/0799P) - 'Erect foodstore containing car park and alterations to highways' - to change wording regarding timescales of Condition requirements - Approved 14th July, 2010.

13/08/0390P - Full: Major: Variation of condition No. 2 of planning permission 13/07/0799P to amend the car parking scheme to remove the White Bear car park element - Approved 8th September 2008.

13/07/0799P - Major: Full: Erection of food store (1516m²), construct car park and alterations to highway at Land off Halstead Lane incorporating the site of the former Pendle Brook Care Home , Park Mill, Halstead Lane and Gisburn Road - Approved 16th January, 2008.

13/06/0716P - Major: Full: Erection of food store (3,076m²) plus basement car park (1,485m²); construct car park and alterations to highways at land off Halstead Lane incorporating site of former Pendle Brook Care Home, Park Mill, Halstead Lane and Gisburn Road - Refused 5th February, 2007.

Consultee Response

LCC Highways – satisfied that there would be no traffic impact on the surrounding highway and therefore the proposal would not result in a highway safety concern.

Barrowford Parish Council – Raises concerns over this application in relation to:

- The need to preserve the viability and vitality of Barrowford and the villages local services;
- Failure to lodge an appeal regarding the restriction on the sale of goods following the original decision;
- Identification of Barrowford on the second tier of Planning Hierarchy for Local Service Centres;
- Concerns about losing Park News and the in-house Post Office;
- Concerns about loss of essential daily services e.g. newspaper deliveries;

- Allowing the sale of newspapers from Booths is not consistent with Paras 23-27 of the NPPF;
- Implications for the residents of wider areas such as Pendleside villages;
- Identification of Barrowford as a Local Service Centre as part of CS Policy SPD2;
- Identification of the Booths site falling outside of the currently defined Local Shopping Centre; and
- Factors that influence empty commercial premises in Barrowford.

Public Response

Nearest neighbours notified by letter. 176 responses received as well as a petition containing 1,671 signatures objecting on the following grounds:

- This could result in Barrowford losing its Post Office;
- The shop and post office are a lifeline to some villagers and businesses pay their takings in there;
- Booths voluntary agreed to this restriction and now to boost their finances they wish to go back on that promise. No one forced this restriction on them;
- Short time given for comments, three weeks over the festive period which includes three bank holidays appears rushed;
- Booths have stated a need for longer weekend availability this is provided by the Spar shop so no requirement for anything further;
- The newsagent provides part time employment for up to 7 employees which might be lost and as Booth's is up for sale this might mean further job losses;
- Booths will not open before 6am or provide deliveries;
- The local Council should support and encourage local businesses fully. We want to keep local shops and not be ruled by a supermarket which shouldn't have been given planning permission in the first place. We have already lost a grocers shop;
- There is a moral case that Booths is seeking to put at risk a local key service in the post office by competing with the local newsagent;
- If Booths choose to operate a free weekend newspaper scheme on Barrowford for card members as they do at other stores this would unfairly undercut the other newspaper businesses in Barrowford removing an important revenue stream from them;
- There are too many vacant shops in Barrowford;
- There is not sufficient demand to warrant another Newsagent outlet in Barrowford;
- The access to the local newsagent is also safe with the use of the free public car park and zebra crossing;
- Newspapers, magazine and journals are already available for sale at 3 retail premises on Gisburn Road with combined opening hours far greater than Booths;
- The sale of newspapers, magazines and journals will not make a significant impact to sales and with the withdrawal of free weekend papers from April, 2018 this could well increase trading profitability to Booths and invariably increase weekend trade for the local newsagent;
- Booths have already had a detrimental effect on some long standing businesses in Barrowford and the granting of this application will continue this detrimental effect in the village;
- The reason for the condition has not changed indeed it could be argued that there are now more empty shops than there were in 2013 when the original permission was given;
- You must know and take into account that the loss making Booths Supermarket chain were last summer near breaking their Banking covenant with a forensic review of Booths finances and operational review with Rothschild appointed to seek a buyer for the 28 store group business;

- I am of the opinion that Booths have misrepresented their intentions and commitments now this application has been submitted. Legally this should not have been allowed. These conditions were accepted and added to the contract and now that booths have achieved their build in Barrowford they wish to move the goal posts;
- Booths in Barrowford is not the only not to be able to sell newspapers – the Hesketh Bank store also does not sell newspapers; and
- There is already a huge amount of traffic in the village and this will only get worse if the post office closes again. This is bad for air quality and makes the road unsafe for cyclists and pedestrians especially young children.

Officer Comments

Compliance with Policy

The relevant adopted Pendle Local Plan policies for this proposal are:

Policy SDP2 set out the settlement hierarchy in the Borough with Barrowford classed as a Local Service Centre within the M65 corridor, which play a supporting role to the Key Service Centres and accommodate levels of new development to serve a local catchment.

Policy SDP5 seeks to ensure that new retail development should be in scale with the position a settlement holds in the retail hierarchy. Barrowford is classed as a Local Shopping Centre and plays a supporting role to the designated Town Centres by primarily servicing the everyday retail and service needs of the local catchment.

Policy WRK4 identifies that Town and Local Shopping Centres would be the primary focus for retail development in Pendle.

In Local Shopping Centres comparison retail development should be consistent with the scale and nature of the centre and not serve a borough-wide catchment.

In national terms the National Planning Policy Framework ("the Framework") provides guidance on vitality of town centres and customer choice and diverse retail offer which are relevant to this proposal.

Impact on Local Shopping Centre

The principle of the retail development and its impact on the Local Shopping Centre has been established with the previous approved scheme which has implemented. The issue therefore is that of the potential impact that varying of condition 3 to allow for the sales of newspapers, magazines and journals may have on the Local Shopping Centre

The most recent Local Shopping Centre health check for Barrowford was undertaken in June 2017, which coincides with the release of national vacancy rates by the Local Data Company.

Despite the current vacancy rates Barrowford Local Shopping Centre is relatively stable.

The sales of newspapers, magazines and journals would not of a scale that would result in an adverse impact on the shopping centre over and above the impact already accepted by the council as being appropriate.

Use of Conditions

The National Planning Policy Guidance (NPPG) sets out the expectations on use of condition on planning decision.

It makes it clear that the objectives of planning are best served when attaching condition to planning permissions is carried out in a fair, reasonable and practicable way.

Section 70 (1)(a) of the Town and Country Planning Act 1990 enables the Local Planning Authority in granting planning permission to impose such condition as they think fit. This power must be interpreted in accordance with the National Planning Policy Framework (NPPF), the NPPG and relevant case law.

Para 203 of the NPPF states “Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions”.

Para 206 of the NPPF states “Planning conditions should only be imposed where they are:

- Necessary
- Relevant to planning and;
- To the development to be permitted;
- Enforceable;
- Precise and;
- Reasonable in all other respects.”

Any condition which fails to meet any of the six tests above should not be used. This applies even if the applicant suggests it or agrees on its terms or it is suggested by the members of a planning committee or a third party. Every condition must always be justified on its own merits on a case by case basis.

Conditions which place unjustifiable and disproportionate financial burdens on an applicant will fail the test of reasonableness.

In this case the policy test is whether the sale of newspapers, magazines and journals from this supermarket in an edge of the centre location would affect the vitality and viability of Barrowford Local Shopping Centre. The scale of this proposal would be minimal and clearly there is no justification for this restriction. Indeed there are at least three outlets within Barrowford which offer this service including the newsagent, Spar and Premier Shop. This is not reasonable or fair to the retailer as it restricts competition and would not meet the tests set out and therefore should be varied to remove this element and allow the occupier of the supermarket to offer

Summary

Based on the above it would be appropriate to vary this condition as requested and allow the sale of these goods to take place.

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 element of condition 3 is not necessary under current local or national policy. 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 principal use of the store shall be for the sale of convenience goods and no more than 20% of the gross internal floor area of the building of the main store shall be used for the display and sale of comparison goods.

Reason: To protect the vitality and viability of Barrowford local centre.

2 The retail development hereby permitted shall not be permitted for the sale of retail goods in any part of the whole of the first floor except for cookery books and utensils in the part of the cafe area marked on a plan to be submitted to and approved in writing by the local planning authority. The plan shall be approved before any retail sales of cookery books and utensils takes place on the first floor and no retail sales shall take place at any point outside of the area so approved.

Reason: This proposal has been assessed against the net retail convenience floorspace proposed an increase in net retail floorspace above this remit would have a different impact upon the vitality and viability of existing town centres.

3 The supermarket shall at all times be used in accordance with the car parking shown on drawings P 5908 L(00) 10 revision 01 and P 5908 L(00) 11 revision 00 and available for use by customers of the supermarket.

Reason: In order to provide adequate car parking for the store in the interests of highway safety.

4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device.

The visibility splays to be the subject of this condition shall be those indicated on the drawings, and shall be constructed and maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority.

Reason: To ensure adequate visibility at the street junction or site access.

5 A minimum of 11 cycle racks and four motorcycle racks with appropriate signage shall be provided and remain available for use within the site in accordance with the approved plans.

Reason: In order to ensure that the development has the provision of sustainable infrastructure.

6 The approved Travel Plan shall be fully implemented at all times.

Reason: The site of the proposed building will attract significant numbers of visitors and in order to promote alternative forms of travel to the site a travel plan must be drawn up and implemented.

7 The approved parking spaces and turning areas shall thereafter always remain unobstructed and available for parking and turning purposes.

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

8 The approved Car Park Management Plan for the customer car park located to the east of Halstead Lane shall be operated in accordance with the approved Management Plan.

Reason: To ensure the satisfactory operation of the car park in the interests of highway safety.

9 The approved scheme for the enclosure of noise emitting plant and machinery with sound-proofing material shall be retained at all times.

Reason: To protect the amenities of occupiers of nearby properties from excessive noise.

10 Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with the approved scheme and shall be maintained in efficient working order thereafter.

Reason: In order to control the operation on site in the interests of the amenity of residents in the area.

11 The plant noise emission limits shall not exceed:

Daytime: 48 dB LAeq

Nighttime: 33 dB LAeq

as the nearest noise sensitive receptor.

The plant and equipment shall comply with the above limits and attenuate any specific tones as identified.

Reason: In order to control the noise emanating from the site in the interests of the amenity of residents in the area.

12 No deliveries shall be taken at or dispatched from the site outside the hours of 7am and 10pm.

Reason: To protect the residential amenities of the occupants of nearby dwellings.

13 The use hereby permitted shall not be open to customers or any other persons not employed within the business operating from the site outside the hours of 8am and 10pm on weekdays and Saturdays and 10am and 4pm on Sundays, Bank or Public Holidays.

Reason: In order to safeguard the aural amenity of the area.

14 The servicing of the premises shall be carried out in strict accordance with the agreed scheme.

Reason: In order to prevent vehicles reversing across the footway crossovers on Gisburn Road or parking on the highway to load/unload goods

15 All surface water drainage from parking areas shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

Reason: To prevent pollution of the water environment.

16 Notwithstanding the submitted plans either 83 off-street car parking spaces shall be provided in accordance with the approved scheme or alternatively the net retail floorspace for the store shall not exceed 781 sq. m. without the prior written consent of the Local Planning Authority.

Reason: In order to ensure that the off-street parking provision is appropriate to the net retail floorspace of the store in the interests of highway safety and residential amenity.

17 All external lighting on the site shall at all times be so provided in strict accordance with the approved details.

Reason: In order to prevent light pollution to protect the amenity of the environment.

18 No process or storage of materials, goods, machinery or plant shall take place in the goods yard at any time that would preclude the use of the yard for delivery vehicles.

Reason: In the interests of highway safety.

19 No deliveries of any kind shall be made with vehicles using the access to the site on Pasture Lane to enter the site. Pasture Lane shall only be used by delivery vehicles to egress from the site.

Reason: The use of Pasture Lane for deliveries would lead to a danger to highway users.



Application Ref: 17/0714/VAR

Proposal: Variation of condition: Variation of condition 3 (Restriction of sale of goods) of Planning Permission 13/13/0542P for erection of food store.

At: E H Booth Ltd Halstead Lane Barrowford

On behalf of: E H Booth & Co Ltd

Date Registered: 1 December 2017

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE 26TH FEBRUARY, 2018

Application Ref: 17/0773/HHO
Proposal: Full: Retain section of driveway with 5.85m strip of stone setts to entrance
At: Croft Barn, Barley New Road, Barley
On behalf of: Mr & Mrs Barry Sanderson
Date Registered: 19 December 2017
Expiry Date: 13 February 2018
Case Officer: Christian Barton

This application has been referred from Barrowford and Western Parishes Committee as Members were minded to Refuse due to the impacts on the Whitehough Conservation Area and the AONB. The developer has agreed to install setts up to the gates but keep the tarmac beyond.

Site Description and Proposal

The application site lies off Barley New Road in the group of buildings known as Whitehough. The site lies in a conservation area. The development proposed relates to the materials to be used for the formation of an access, driveway and parking area to serve a residential property.

The developer has agreed to install setts up to the gates but keep the tarmac beyond. The tarmacked area is not publicly conspicuous with the drive in front of the gate being the key publicly visible element in relation to the conservation area. The Conservation Officer is satisfied with the partial use of stone setts and that this will preserve the character of the CA.

Relevant Planning History

13/15/0266P - Full: Subdivision of one dwelling to two dwellings and erection of a single storey side extension and external alterations - Approved with Conditions - July 2015.

16/0508/HHO - Full: Removal of 3 trees and formation of two car parking spaces – Refused – October 2016.

16/0697/HHO - Full: Formation of an access and two car parking spaces - Approved with Conditions – December 2016.

17/0606/CND Approval of Details Reserved by Condition: Discharge of Conditions 3 and 4 of Planning Permission 16/0697/HHO (Materials, Off-Street Parking /Driveway). Refused and enforcement action authorised to require the removal of the tarmac.

Consultee Response

LCC Highways – No objection.

Barley with Wheatley Booth Parish Council:

This application proposes the installation of a 2 metre strip of stone setts at the bottom of the drive. Barley Parish Council's grounds for **objection** are as follows:

1. Barley Parish Council is familiar with the “Conservation Area Design and Development Guidance” issued by PBC, the purpose of this document is to ensure that “a particularly high design standard preserves or enhances the character and appearance of the area”. The buildings in the hamlet are all of sandstone construction and the vast majority of paths and drives are of natural paving stones or loose aggregate chippings and this contributes the character of the area.

Croft Barn is on the main thoroughfare for all traffic, it is a high profile property in terms of visibility and the new tarmac driveway is not only out of context with this imposing property but also with the sandstone sett drive next door. A tarmac driveway falls short of the high standard expected in this conservation area as it is out of character with all the other riverside properties.

2. The 2 metres proposed strip of setts is unacceptable because:

a. A 2 metre strip of setts has no logical rationale and appears to be entirely arbitrary – it would be completely out of context with any other property in the Whitehough Conservation Area.

b. A 2 metre strip of setts will not match the immediately neighbouring driveway which has stone setts up to and slightly beyond its wooden gates. We note that gates have recently been installed to the top of the drive slope of Croft Barn making the contrast with the driveway next door even more stark. (NB The gates are not shown on the planning drawing submitted). The proposed 2 metre strip of setts will be short of the gates by approximately 4 metres, leaving a 4 metre length of tarmac drive in front of the gates.

c. If the driveway of Croft Barn does not match that of the next door property, then the ‘*stark contrast*’ described in the report quoted above remains and the driveway would still be ‘*visually inappropriate for the Whitehough Conservation Area*’.

d. The minutes of the B&WP Committee meeting of 7 December noted that ‘*the applicant had professional advisors and has the full knowledge of the conditions. The development has proceeded without complying with the conditions and is unlawful*’. This further application for a 2 metre strip of setts has been submitted following both the report to the Committee and the comments made at the meeting regarding visual inappropriateness. The application appears contemptuous of both the report and the comments at the meeting. As stated above, the proposal of a 2 metre strip has no logical rationale and would still leave a 4m strip of tarmac in front of the new gates at Croft Barn and therefore is wholly unsatisfactory.

3. BPC is surprised that immediate enforcement action was not taken upon the refusal of the previous application (17/0606/CND) as resolved by the B&WP Committee on 7 December 2017. The original planning application (16/0697/HHO) stated that the access and two parking spaces were to be surfaced in setts and this should be complied with.

The Council therefore respectfully requests that this application is **refused** to preserve the essential character and significance of the Whitehough Conservation Area.

Conservation Officer:

The site is located within the Whitehough Conservation Area; the new driveway to Croft Barn is clearly seen on entering the hamlet. The essential character and significance of the CA derives from the consistency of the vernacular buildings of local stone and stone slate set adjacent to the stream and within a mature and informal wooded landscape setting.

The CA Design and Development SPD at 3.11 states that new road surfaces or verges should complement the surrounding architecture in design, materials, colour, texture and detailing. Para 3.14 states that a plain black bitmac finish will not usually be appropriate in CA's.

The new sections of stone wall at the front of the drive have been built to a high standard with local stone to match the adjacent characteristic dry stone boundary walls. The black bitmac which has been used to the driveway appears stark and inappropriate within this context of natural buff sandstone. The neighbouring driveway includes an area of natural stone setts from the road up to the timber front gates, which marks the private entrance off the access road; this design is repeated at several other houses throughout the hamlet, and the buff tones of the setts complement the surroundings.

The proposal to lay a 2m band of buff stone setts adjacent to the access road at the entrance to the driveway is welcomed, however as timber front gates have now been installed, the stone setts would be better laid right up to the gates in order that the surfacing appears consistent when seen from the road.

It would be advisable to condition a sample of the buff stone setts to be approved prior to installation.

Public Response

Nearest neighbours notified by letter. No public comments have been received.

Officer Comments

The principle of having a driveway here has been set by the granting of planning permission for it. The history of why we have reached this position is not relevant to the consideration of the planning merits of the case which revolve solely around whether the proposed materials are acceptable in the locality.

The site lies in a conservation area and the Listed Buildings Act requires that in making any decision on an application in a conservation area, regard must be had to the desirability of preserving and enhancing that area.

The NPPF states that in considering applications that affect designated heritage assets, consideration should be given to the impact a development would have on the significance of the heritage asset with the more important the asset is, the greater weight should be given to its preservation. Where there is harm to an asset, if that harm is less than substantial, that harm should be weighed against the public benefits of the proposal.

The impact the development would have relates to how it would merge into its surroundings and how prominent it would be. The properties in the locality have a range of styles and use of materials and there is no theme that can be seen that is regularly followed. The area is significantly tarmacked with other driveways being constructed of a range of materials. There is no wider context that the site can be seen in nor is there a pattern of development, that were the development not to follow could be considered to be out of context with the remainder of the conservation area.

The scope of the impact is therefore limited to the immediate setting of the frontage of the site. Here the dominant features are the stone walls and the relationship with the adjoining driveway which is constructed of stone setts to the gate. The driveway to the application site has recently had a gate installed. The advice of the Conservation Officer is that it would be preferable for the setts to be installed to the gates and this is being pursued with the developer. The Agent has recently submitted an amended Site Plan showing stone setts extending to the recently installed gate. A suitable condition is also to be attached to the decision to enable the Local Planning Authority to control the type of stone setts used.

The tarmacked area beyond the gates in front of the house has no detrimental impact whatsoever on the conservation area and any requirement to have that in setts would be unreasonable.

Summary

The provision of setts 5.85m to the timber entrance gates would be acceptable.

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 use would be acceptable subject to appropriate conditions. The development 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 proposed development hereby permitted shall be begun before the expiration of three years from the date of this permission.

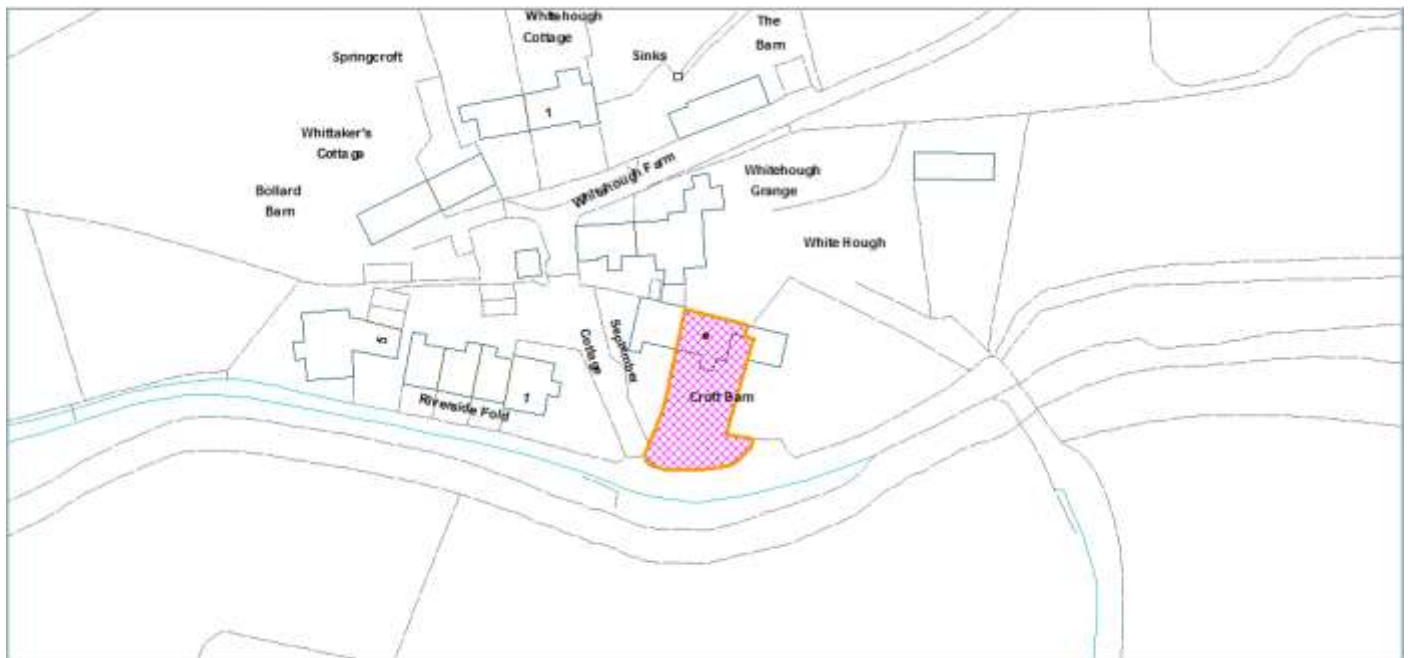
Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plan: Drawing Number 2016/30/1 – Revision D.

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

3. Prior to the installation of the setts a sample of them shall be submitted to and approved in writing by the Local Planning Authority

Reason: In order that the Local Planning Authority can assess their suitability for the area in order to protect and preserve the conservation area.



Application Ref: 17/0773/HHO

Proposal: Full: Retain section of driveway with 5.85m strip of stone setts to entrance

At: Croft Barn, Barley New Road, barley

On behalf of: Mr & Mrs Barry Sanderson

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE ON 26th FEBRUARY 2018

Application Ref: 18/0003/FUL

Proposal: Full: Erection of two detached 4 bed dwellinghouses with detached double garages and bin store with access off Keighley Road.

At: Land to South of Keighley Road, Colne

On behalf of: Barnfield Construction

Date Registered: 3rd January 2018

Expiry Date: 28th February 2018

Case Officer: Charlotte Pinch

This report has been referred from Colne & District Committee as Members were minded to Refuse this application as the proposal did not represent limited infilling. This would be likely to lead to costs.

Site Description and Proposal

The application site is an empty, previously un-developed site, outside the settlement boundary of Colne, amongst a row of existing detached dwellings. The area is sited within the Open Countryside and the Green Belt, with a blanket TPO designation across the site.

This application is for the erection of two detached dwellings, each with a detached double garage on plot. Both properties would be two storey in height and be constructed of stone walls and grey slate roof tiles. Each dwelling would have its own bin store attached to the garage.

Relevant Planning History

None relevant.

Consultee Response

LCC Highways

No objections, subject to the inclusion of four conditions.

United Utilities

No objection subject to two conditions relating to foul water and surface water drainage.

PBC Tree Officer

The site is listed as being Green Belt, however the ecological assessment states that the site is of poor ecological value. The site is covered by TPO/NO1/1963, although it seems many of those trees have been removed. In addition, the arboriculture report submitted states that the trees on Keighley Road are in a relatively poor condition and some would need to be removed as they are in a state of decline.

The site borders Ball Grove LNR, this is an important breeding site for frogs and in particular toads. Whilst the proposed development would have very little impact on this, it is important that during the construction this is taken into account.

No objections are raised, subject to a condition requiring a landscaping plan to be submitted, to ensure effective screening of the site is maintained.

Colne Town Council

The site address is incorrectly stated as Laneshawbridge on all the application documents – the site is actually in Colne (a Town); the cited NPPF Paragraph 89 exception to Green Belt policy relates only to villages, so it is not applicable here and this would be inappropriate development within the Green Belt and contrary to policy.

The pre-application advice from PBC seems to be based on this incorrect site address description and is therefore not valid.

In any case we note that there is no shortage of land available for housing in Laneshawbridge, outside the Green Belt, as evidenced by the SHLAA.

This is in clear breach of existing policy and should be refused accordingly.

Public Response

Three letters have been received raising objections on the following grounds:

- Green Belt land within Colne.
- Concerns this will set a precedent for development in the Green Belt.
- Loss of trees on the front boundary of the site.
- Other alternative housing sites, outside of the Green Belt in Colne, which should be developed instead.
- This is not considered a village location and therefore is inappropriate development in the Green Belt.

Officer Comments

The main issues to consider in assessing this application are impact on amenity, design, materials and parking provision.

The starting point for consideration of any planning application is the development plan. Policies which are up to date and which conform to the provisions of the National Planning Policy Framework must be given full weight in the decision making process. Other material considerations may then be set against the Local plan policies so far as they are relevant.

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. Laneshawbridge is a rural village which will accommodate development primarily to meet local needs.

Policy ENV1 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 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 Council requirement to deliver new housing at a rate of 298 dwellings per annum.

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 55 of the NPPF requires that housing should be located where it will enhance or maintain the vitality of rural communities. Local Planning Authorities should avoid new isolated homes in the countryside, unless there are very special circumstances present.

Paragraph 64 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving character and quality of an area and the way it functions. This paragraph is unqualified. If a development is poor in design it should be refused.

Paragraph 89 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this include limited infilling in villages.

Principle of the Development

The application site falls outside of the settlement boundary, however the scheme would be located adjacent to existing rows of dwellings, on the A6068 and only a 40 metre walk from the nearest bus stop. As a result, this proposal would not result in isolated homes in the countryside and is therefore acceptable in principle.

The site is located within an anomalous location, on the geographical boundary with Laneshawbridge. In assessing this application the settlement limits are governed by the Local Plan. Within Policy SDP2 this location would be categorised as part of the rural village of Laneshawbridge. Therefore, the proposed housing would constitute limited infill development in a village and therefore meet the exception set out in Paragraph 89 of the NPPF.

Design

Paragraphs 47 through to 68 of the NPPF contains guidance on providing a wide variety of homes and requiring good design. Policies ENV2 of the Local Plan Part 1 reiterates these points and are relevant in the determination of this application.

The Design Principles SPD advises that materials such as stone and roof tiles should match that of surrounding properties. In addition, window styles should match those of neighbouring dwellings and any regular spacing between dwellings should be respected, with adequate garden area.

The proposed dwellings are designed to include steeply pitched gable features with numerous small scale windows and traditional stone surrounds. Small pitch roof single storey elements effectively ensure the dwellings do not have a bulky appearance. Both dwellings are of a similar design, with a slight variation in configuration. The surrounding area has a mixture of house types and architectural styles, which contribute towards the character of the area.

The dwellings respect the detached character and spacious nature of plots in the area, providing ample garden area and sufficient separation distances with existing properties and those proposed. The dwellings are set back a reasonable distance from Keighley Road, allowing for the mature screening along the front boundary to be retained, effectively obscuring the dwellings from immediate view.

The properties would be externally constructed of coursed stone walls, grey slate roof tiles, timber doors and white frame windows. These materials are sympathetic and in keeping with the area, creating a traditional appearance. Samples of materials can be controlled by an appropriate condition.

As a result, 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

The proposed dwellings are a good scale for the plot, located centrally within the site, allowing for good spacing on all sides of the properties. The dwellings are not cramped and would retain more generous separation distances than the existing properties.

The Design Principles SPD states that any dwelling or extension should be sited at least 1 metre from the boundary of the site.

House A is shown to be 15 metres from its western side boundary and 5 metres from the eastern boundary. In addition, House B is 5 metres from the western side boundary and 14 metres from the eastern boundary. Furthermore, each garage retains a 3 metre separation distance from their closest boundary. These are significant separation distances, which would ensure neither dwelling is overbearing to neighbouring occupiers.

The SPD further stipulates there must be a minimum distance of 12 metres between a principal window to a habitable room and a two storey blank wall of a neighbouring property.

The eastern side elevation of House B would be located 18 metres from the western side elevation of 'Innafield', which has two first floor side facing windows. Although these are not principal windows, they would be located considerably over 12 metres from House B and therefore not suffer significant overlooking. Similarly, the western side elevation of House A would be located 26 metres from the eastern side elevation of 'Garth Holme'. This is a generous separation distance to mitigate impacts on residential amenity.

Both properties will benefit from significant mature screening along the front boundary with Keighley Road. In addition the land to the rear of the site is currently open Green Belt, much of which is the designated Upper Ball Grove Lodge Nature Reserve. Therefore, no loss of residential amenity would result to the front or rear of the site.

As a result, the proposed development is acceptable in terms of residential amenity in accordance with policies ENV2 and LIV5.

Highways and Parking

No objections are raised regarding the proposed development and should have a negligible impact on highway safety and capacity.

In accordance with Policy 31, dwellings of this size with four bedrooms should provide three on plot parking spaces. This proposal includes a large hard surfaced driveway to the front of each property, in addition to a detached double garage. This would provide sufficient on plot parking provision.

Trees

No objections have been raised, subject to ensuring effective screening is maintained through a landscaping plan.

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:

Location Plan 1:1250, Existing Site Plan 1:500, Proposed Site Plan 1:1500, Proposed Elevations House 'A', Proposed Floor Plans House 'A', Proposed Roof Plan House 'A', Proposed Elevations House 'B', Proposed Floor Plans House 'B', Proposed Roof Plan House 'B', Proposed Double Garages, Bin Stores Detailing.

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

3. Prior to the commencement of development samples of all the external materials to be used in the construction of the roofs, walls, boundary/retaining walls and paving together with samples of the colour and finish of windows and doors of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter at all times be carried out in strict accordance with the approved materials and details.

Reason: To ensure a satisfactory form of development in the interest of visual amenity of the area.

4. Notwithstanding the provisions of the Town and Country Planning (General Development Procedure) (England) Order 2015 and the Town and Country Planning (General Permitted Development) (England) Order 2015, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to ancillary accommodation/offices or used for storage without the prior written approval of the Local Planning Authority.

Reason: In order to ensure that sufficient off-street parking can be accommodated within the site.

5. The car parking areas shall be surfaced or paved in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the dwellinghouses being occupied and shall thereafter at all times be made available for the parking of vehicles associated with the dwelling.

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

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line each of the proposed access driveways from the continuation of the nearer edge of the carriageway of Keighley Road to points measured 43m in each direction along the nearer edge of the carriageway and shall be maintained thereafter. This shall apply to all of the boundary treatments between the two accesses regardless of the actual line of the visibility splay.

Reason: To ensure adequate visibility at each site access in the interest of highway safety.

7. Before either access is used for vehicular purposes, any gateposts that may be erected shall be positioned 5m behind the back edge of the footway. The gates shall open away from the highway.

Reason: To permit vehicles to pull clear of the carriageway when entering and exiting the site and to ensure the swing of the gates do not affect the availability for a car to wait off road.

8. No part of the development shall be occupied until all the highway works within the adopted highway have been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority.

Reason: In order to satisfy the Local Planning Authority that the final details of the highway scheme/works are acceptable before the premises are occupied.

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

i) The parking of vehicles of site operatives and visitors

- ii) The loading and unloading of plant and materials
- iii) The storage of plant and materials used in constructing the development
- iv) The erection and maintenance of security hoarding
- v) Wheel washing facilities
- vi) Measures to control the emission of dust and dirt during construction
- vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
- viii) Details of working hours
- ix) Routing of delivery vehicles to/from site

Reason: In the interest of highway safety.

10. The development hereby permitted shall not be commenced unless and until full details of both hard and soft landscape proposal have been submitted to and approved in writing by the Local Planning Authority. These works shall then be carried out as approved.

Reason: to ensure the appropriate landscape design and in the interests of the visual amenities of the area.

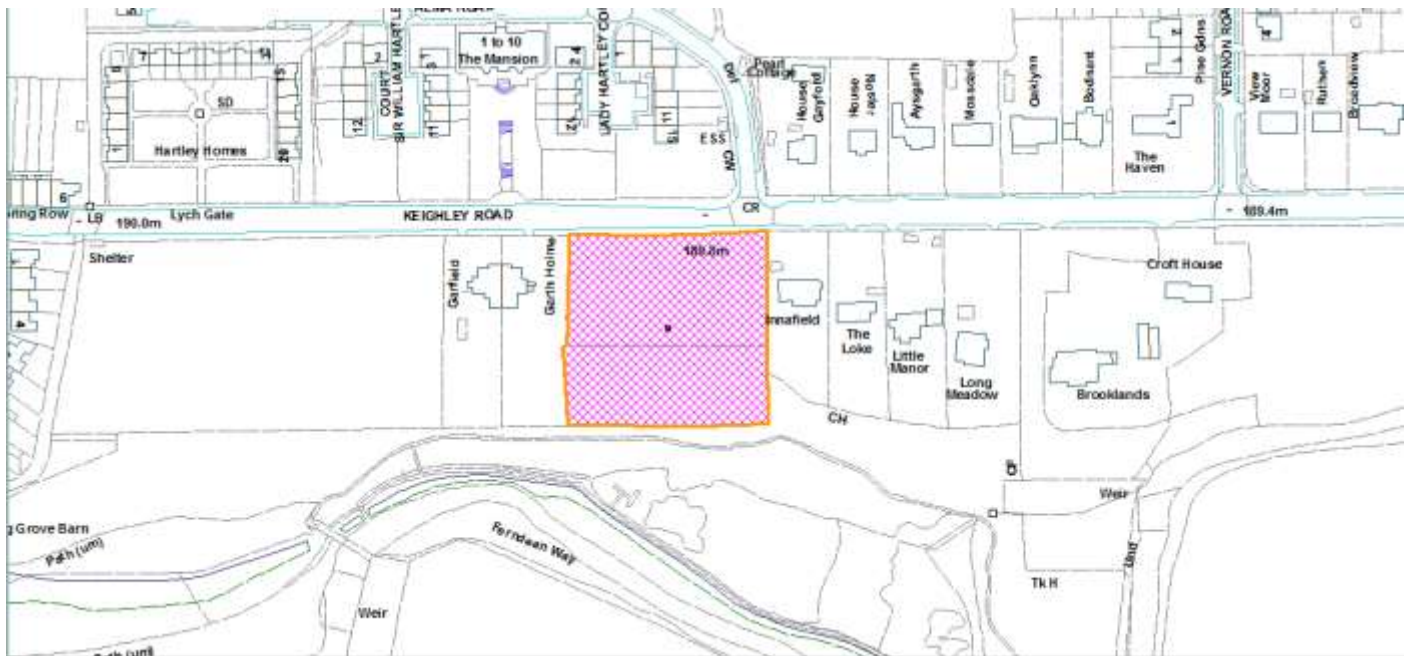
11. Plans and particulars showing a scheme of foul sewers and surface water drains, shall be submitted to, and approved in writing by the Local Planning Authority, and the development shall not be commenced before these details have been approved, unless otherwise agreed in writing. Such works shall be carried out in accordance with the approved details and shall be finished before the dwellings are occupied.

Reason: In order that the Local Planning Authority may be satisfied with the details of the proposal and to avoid flooding.

INFORMATIVES

1. The developer should be aware that the any works on, or immediately adjacent to the adopted highway network, would require the appropriate permits from Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

2. The applicant is advised that the new site access, will need to be constructed under a section 278 agreement of the 1980 Highways Act. 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 is advised to contact the Community Services before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for "278 agreement".



Application Ref: 18/0003/FUL

Proposal: Full: Erection of two detached 4 bed dwellinghouses with detached double garages and bin store with access off Keighley Road.

At: Land To South of Keighley Road, Colne

On behalf of: Barnfield Construction

APPENDICES

LIST OF BACKGROUND PAPERS

Planning application

NPW/CB

Date: 16th February, 2018