



**REPORT FROM: PLANNING, ECONOMIC DEVELOPMENT AND
REGULATORY SERVICES MANAGER**

TO: COLNE & DISTRICT COMMITTEE

DATE: 4th July, 2019

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning applications.

REPORT TO COLNE AND DISTRICT COMMITTEE ON 4th JULY 2019

Application Ref: 18/0768/FUL

Proposal: Full: Major: Conversion of upper floors and part-ground floor of Mill building to form 8 dwellinghouses; Demolition of Weaving Shed and erection of 6 dwellinghouses and associated external works (Re-submission).

At: Black Carr Mill, Skipton Road, Trawden

On behalf of: CRS Plant Ltd.

Date Registered: 8th November, 2018

Expiry Date: 13th May 2019

Case Officer: Kathryn Hughes

This application was deferred from the last meeting to assess amended plans which had been submitted. It has been brought before Committee as it is a major application. There is also an issue regarding potential noise nuisance from adjacent B8 commercial units which was not reported previously and is included in the report below. This issue has been raised and discussed with the applicant/agent. Any further information received will be reported to the meeting.

Site Description and Proposal

The application site is an existing mill site, with associated buildings, directly adjacent to Trawden Brook. The site is within Flood Zone 3 and Trawden Forest Conservation Area. The site is allocated for housing under the Trawden Forest Neighbourhood Plan.

The proposal is for the conversion of the upper floors and part of the ground floor of the existing mill building to 8.no dwelling houses. In addition, the existing weaving shed is to be demolished to allow for the erection of 6.no dwellings and associated external works.

A similar application was submitted in 2017 and subsequently withdrawn.

Amended plans have been received which amend the layout of the development reduce the number of dwellings by 1 and change the design of plot 6. An elevated walkway is now proposed to the rear of the mill to connect to the emergency escape route onto Skipton Road.

The agent also states that on-site 20% affordable provision would not be viable in this case.

Relevant Planning History

13/93/0081P - Use part of premises for rock climbing practice -Approved with Conditions. 1993.

13/15/0312P - Full: Insertion of 3 windows in western elevation and construct a mezzanine level internally - Approved with Conditions. 2015.

17/0648/FUL - Full: Major: Conversion of three storey mill building into offices (B1) at ground floor and create eight residential units (C3) at first and second floor. Demolition of the Northlight shed and erection of seven dwelling houses with associated access and parking - Application Withdrawn. 2017.

Consultee Response

LCC Highways

The Highway Development Support Section does not have any objections in principle regarding the proposed development at the above location, subject to the following comments being noted, and conditions and note being applied to any formal planning permission granted.

Visibility splays

The proposed development site would be accessed from Skipton Road (B6250), which is classified as an urban, single two way, secondary distributor road, subject to a maximum speed limit of 30mph. For a road with a speed limit of 30mph a Stopping Sight Distance (SSD) of 43m should be provided.

The developer's Highway Statement dated 1 November 2018, including Proposed Access Arrangements plan (Drawing No 18003.GA.01 Rev A), provide details of the site's proposed visibility splays, although we note that the results of the speed survey were not included. The visibility splays proposed are within the tolerance level we would accept for the type and maximum speed limit set for Skipton Road.

Site access

The formation of the new vehicle access from Skipton Road to the development site would need to be carried out under a legal agreement (Section 278) with Lancashire County Council as the highway authority. Works should include, but not be exclusive to, the construction of the access to an appropriate standard, radius kerbs, tactile paved dropped pedestrian crossings on the frontage of Skipton Road (exact location(s) to be agreed), construction of footways minimum 1.8m wide either side of entrance, the re-location of any highway gullies and a street lighting review. The following off-site highway improvement works would also be required.

We note the proposed construction of uncontrolled pedestrian crossing points on both sides of Skipton Road. We recommend the installation of formal parking restrictions across the site frontage, together with parking restrictions on the western side of Skipton Road, to protect the uncontrolled pedestrian crossings in the interest of highway safety. These would be subject to a separate process, which would have its own statutory consultation.

Whilst the internal car park would not be considered for adoption, the proposed footways along the front of the site should be constructed to adoptable standards. These would then be considered for dedication as part of the adopted highway network under a Section 38 agreement with Lancashire County Council as the highway authority.

If planning approval is granted the developer is advised to contact Lancashire County Council as soon as possible to start the Section 278 process.

Parking provision

The Highway Development Support Section is of the opinion that the site has a low to medium accessibility score. To support sustainable transport we recommend the installation of vehicle charging points, at a level to be agreed with the local planning authority, in accordance with paragraph 110 e) of NPPF (2018).

The developer is proposing the provision of 22 parking spaces. We recommend that parking spaces are allocated to ensure the effective use of the off-road parking areas for the development.

Furthermore, we recommend that the proposed cycle storage is allocated to the apartments, given that these will be above ground floor level and accessible only by stairs. The houses should also have secure cycle storage within their curtilage.

General

Due to the site's location close to residential properties, on a bus route, and close to Trawden Forest Primary School on Dean Street, we recommend that a condition is applied restricting the times of large construction vehicles servicing the site, both during the demolition and construction phases, to ensure that there is no conflict with traffic, both vehicular and pedestrian, at peak times. The developer should also provide a construction method statement due to the potential impact of the development on the surrounding highway network and users.

The agent has subsequently submitted comments to address these points, along with an amended plan showing visibility splays at the site access.

LCC Education

The latest information available at this time was based upon the 2019 School Census and resulting projections.

Based upon the latest assessment, taking into account all approved applications, LCC will be seeking a contribution for 1 secondary school place. LCC will not be seeking a contribution for primary school places.

Calculated at the current rates, this would result in a contribution of £24,185.16.

Environment Agency

Flood Risk

We have reviewed the amended FRA as submitted and we withdraw our objection to the proposed development.

We have no objection to the proposed development subject to the inclusion of conditions which meet the following requirements. We also request that the planning authority lists the Flood Risk Assessment as an approved document to which the development must adhere.

Flood warning and emergency response - advice to LPA

We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network.

The planning practice guidance to the National Planning Policy Framework states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you consult with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with the guiding principles of the Planning Practice Guidance (PPG).

We have considered the findings of the flood risk assessment in relation to the likely duration, depths, velocities and flood hazard rating against the design flood for the proposal. This indicates that there will be a danger for all people (e.g. there will be danger of loss of life for the general public and the emergency services). We do not consider that the access is safe, or the proposals

acceptable in this regard. We remind you to consult with your emergency planners and the emergency services to confirm the adequacy of the evacuation proposals.

Advice to LPA / applicant

This development has been proposed within an area identified as being at risk of flooding, and includes the provision of car parking within the floodplain. The applicant should be aware that vehicles can start to float in flood depths of less than 60cm – less if it is fast-flowing. The applicant must satisfy themselves that any relevant building will be constructed in such a way that vehicles floating or displaced as a result of flooding, would not jeopardise its structural stability.

Contaminated Land

We have reviewed the following report in relation to the risk to controlled waters:

- Desk Study Report for Black Carr Mill Trawden, Dated October 2018, Report Ref 18FGT004/DS, produced by Betts Geo for CRS Plant

The previous use of the proposed development site as a mill and associated works and outbuildings potentially presents a medium risk of contamination from residual contaminants that could be mobilised during construction to pollute controlled waters.

We recommend the proposed ground investigation scope should include 3 rounds of surface water sampling under varying conditions at different points along Trawden Brook, and a minimum of 4 groundwater samples to determine groundwater flow and establish any potential contaminant pathways. The sampling program should also include sampling for VOCs and SVOCs which maybe present or have migrated on to the site from nearby industries which were in the area. The CL:aire website lists Department of Environment Industry Profiles which provide information on the processes, materials and waste associated with individual industries with regard to land contamination. The industry profile for textile works and dye works indicate a number of potential contaminants that might be present.

Given the previous use of the site, the potential for potential contamination, the underlying secondary aquifer and the nearby Trawden Brook we recommend appropriate conditions are attached to any grant of permission. Without conditions we would object to the proposal in line with paragraph 109 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

United Utilities

Drainage Conditions

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Management and Maintenance of Sustainable Drainage Systems

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people.

We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact.

We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition.

Water Comments

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

LCC Lead Local Flood Authority

The LLFA wishes to withdraw its objection to the proposed development, subject to appropriate conditions being attached to any grant of permission.

As noted in our letter dated 30 November 2018, the LLFA originally objected to the proposed development on the grounds of an inadequate flood risk assessment (FRA). The applicant has since responded to this objection with a revised FRA and outline surface water drainage strategy. After discussing this with the Local Planning Authority and the applicant, the LLFA is now satisfied that the development could be allowed in principle, subject to appropriate conditions.

Cadent Gas

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Historic England

Black Carr Mill dates from the late 19C during the expansion of the cotton industry. With small cotton mills already to the north and south of the village, Trawden was essentially a small rural community on the fringes of Colne that was gradually developing a more industrial character. The building of Skipton Road in 1870 led to the linear expansion of industry and housing along the new road, with the new mill dating from the early 1880s. This was built on a "room and power" basis and continued in use until the second half of the 20C. However, only the warehouse and a weaving shed survive from the original mill complex following demolitions and the buildings are in need of re-development to sustain their future.

The site lies within the Trawden Forrest Conservation Area, and textile mills are identified as making a positive contribution to the character and appearance of the area in the Conservation Area Appraisal (2005). Black Carr Mill site is specifically named within the document. The warehouse is a prominent and distinctive building and, from the east, the weaving sheds distinctive saw-tooth profile can be seen.

The current proposal seeks permission to convert the three-storey mill building into mixed office/residential use and demolish the weaving sheds to facilitate new residential units on site. While the large western wall to the weaving shed wall would be demolished, the eastern wall, with its saw-tooth profile of north-lights, would be retained, albeit in modified form. The new housing would be set behind parking with rear gardens. The architectural design of the houses reflects an industrial aesthetic that seeks to echo the outline of the weaving sheds that would be removed. We were consulted on similar proposals in late 2017, when we sought further information which has now been provided in this revised submission. The impact of the proposed demolitions would result in some harm to the significance, character and appearance of the conservation area in terms of the loss of historic buildings. Weaving sheds are becoming increasingly rare when once they were commonplace. The loss of its west wall would weaken the spatial enclosure of the street, with proposed parking and refuse stores becoming prominent within the conservation area. This harm would be mitigated by the re-use of the mill, the retention of the north-light wall and the design of the development, which has sought to retain the spirit of the place in its industrial architectural approach.

Local planning authorities have special duties with regard to conservation areas under s72 of the 1990 Act. Developments should respond to local character and history, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation (NPPF 127 & 192). Local planning authorities should look for opportunities to sustain, enhance or better reveal the significance of heritage assets (NPPF 192 & 200). Great weight should be given to the conservation of heritage assets, such as Black Carr Mill, and any harm requires clear and convincing justification. In this case the resulting harm would need to be weighed against the public benefits of the scheme (NPPF 196).

We consider there is potential for this development to comply with the above policy context in repairing and bringing some of the existing heritage assets back into use while introducing new development which is generally responsive to its context in architectural terms. However, some minor alterations should be considered to better reflect the character of the conservation area and improve the design quality. While the distinctive saw-tooth design of the housing is highly evocative, the scheme would benefit from a little more variety between each house elevation. Given the amount of stone within the existing wall onto Skipton Road it would be preferable if this could be used for the houses instead of cast stone. Darker colours for windows and doors would better complement the industrial character.

Finally, the parking and bins for the houses might be better incorporated within each individual property curtilage, to break up the size of the car park and reduce the size of the refuse store. Raising the height of the wall fronting Skipton Road at little would help to screen cars and bins and retain more of the existing solid spatial character.

Historic England has no objection to the application on heritage grounds subject to the above.

PBC Environmental Health

After considering the above-mentioned application Environmental Health Services has identified significant potential for adverse impact(s) and the need for suitable controls to be included in any permission granted.

A contaminated land condition should be attached to any grant of permission.

Natural England

Natural England have no comments to make on this application.

PBC Conservation Officer

Black Carr Mill occupies a valley bottom site within the Trawden Forest CA and is tightly contained by Skipton Rd to the west and Trawden Brook to the east. The site comprises a 14-bay weaving shed of 1885 and attached 3-storey warehouse block added around 1900. Both buildings make a positive contribution to the character and appearance of the CA. The twin gabled form of the warehouse, in particular, creates a strong townscape feature which adds to the variety of built form along Skipton Road. The typical blank stone parapet wall of the attached weaving shed tightly encloses the road, and is a reminder of the textile weaving origins of the village. To the east side of the shed there is no flat parapet wall, and the distinctive north light 'saw tooth' roof is clearly visible alongside the brook. As remaining parts of a late 19th century steam powered weaving mill, the buildings can be seen as non-designated heritage assets.

3-storey mill

An earlier part of the same mill, which lay to the south of this site, is now demolished except for the 3-storey warehouse block which has already been converted to flats. This is similar to the one now proposed for conversion, and the proposed use would allow this prominent building to be retained and preserved for the future. The building is of coursed rubblestone with quoined corners, and tooled stone lintels and sills. A conversion would allow the demolition of the existing loading bay and other modern additions which detract from its appearance (though these are not included within the red edge?), and also a reinstatement of blocked windows and doors. Such work would enhance and better reveal the heritage significance of the building, also the wider character and appearance of the CA (NPPF 200). The proposed window framing pattern is relatively simple and will be appropriate, however the 3 white upvc ground floor windows to the important front elevation should also be replaced to a darker coloured metal frame, in line with the remainder of the mill.

Weaving shed

The weaving shed has been subject to alteration over the years and has lost its internal cast iron columns, although does retain its distinctive north light roof profile, which although cannot be seen from the road is clearly visible from across the Brook. Several mills in Trawden, particularly the weaving sheds, have been demolished over the last 20 years or so, and the Black Carr weaving shed is now the largest remaining in Trawden. Only two other smaller sections of north lights now remain in the village, at Brook Shed and Scar Top Mill. Core Strategy Policy ENV1 includes reference to weaving sheds as elements that make a particular contribution to the local character and distinctiveness of Pendle. Given this, there needs to be a robust justification for the loss of the building, in terms of potential benefits from conversion and reuse of the warehouse, coupled with a new high quality housing development.

Together with the warehouse, the weaving shed does make a positive contribution to the heritage significance of the CA, and its loss would cause some harm to this significance, though this harm would clearly be less than substantial. NPPF 196 requires that such harm to the significance of the CA should be weighed against the public benefits of the proposal. NPPF 197 similarly requires that a balanced judgement will be required for applications affecting non-designated assets, having regard to the scale of harm and the significance of the asset.

There would be clear benefits to the CA in respect of the repair and reuse of the 3-storey mill building. The loss of the weaving shed could also be mitigated by the development of new homes in a high quality contemporary but contextual design, which is sympathetic to local character and history and maintains the strong sense of place created by local building types and materials (NPPF 127).

Site layout

The layout would retain the distinctive north-light stone gable wall along the brook, which would make a significant contribution to retaining the traditional industrial context and sense of place. However I feel that the size and shape of the proposed openings in the wall should be reviewed in order to appear more in scale and to ensure the wall retains sufficient structural integrity. It is also important that as much as possible of the weaving shed wall is retained to the Skipton Rd front in order to reflect the previous frontage and industrial use, maybe by retention of taller sections of wall at each end of the site, stepping down to a lower level wall to allow sight lines. A higher wall would more effectively screen parking and bin storage areas. It is important that the existing stone and copings are reused in this rebuilt front wall. Paving, steps etc. within the site should include some natural materials such as stone setts and flags to assist the scheme to bed into its context. A deep band of stone setts at the road entrance would add to the quality of the layout.

New housing

It is pleasing to see a contemporary design which seeks to reinterpret the industrial aesthetic and north light configuration. However, the submitted elevational drawings are not especially detailed, and I would like to see more information particularly showing the modelling of the facades and the materials, sections, and also a perspective or view of the front elevation within the surrounding streetscape. There is scope to amend the timber effect cladding panel to enable a more satisfactory relationship with the windows and stone of the front elevations, maybe using the zinc cladding to create more of a frame for the windows, and to simplify the materials palette. The houses within the group of four are narrower and lower than those in the group of three, which leads to a more cramped relationship between rooflines and upper floor windows. Natural stone would be preferable to cast stone, and it could also be possible to reuse some stone salvaged from the weaving shed wall in order to relate the new housing better to the adjacent warehouse.

Update on Amended Plans

The front boundary wall is proposed to be rebuilt/realigned at 3m which will better reflect the original weaving shed wall. The existing stone and copings should be reused.

The smaller square openings in the rear garden wall are more in scale and will help ensure that wall retains structural integrity. Copings and vents should be retained.

The front elevation has a simpler palette of materials with the timber effect cladding replaced with zinc and the shape of the panel improved. The roof is also improved with vertical emphasis to façade.

Plot 6 needs to reflect the saw-tooth roofline as previous.

Update – more details on the elevated walkway have been provided and an acceptable design submitted.

Trawden Forest Parish Council

The Parish Councillors think that this is a good use of the site and space and they have no objections to the proposal.

Public Response

One letter was received of neutral comments. It highlighted that the application site was part of identified site No.15 in the Trawden Forest Neighbourhood Plan, which has been allocated for housing. However, the remainder of the site, which is within a different ownership, has not been considered as part of this development. Development of one part of the site, may prejudice other parts of the allocated site in the future.

Officer Comments

Policy

Section 38A of the Planning and Compulsory Purchase Act 2004 requires that when determining planning applications regard has to be had to the development plan the application must be determined in accordance with the Plan unless material considerations indicate otherwise.

Local Plan Part 1: Core Strategy

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

ENV2 (Achieving Quality in Design and Conservation) states that all new development should seek to deliver the highest possible standards of design, in form and sustainability, and be designed to meet future demands whilst enhancing and conserving heritage assets. The proposals compliance with this policy is addressed in the design and amenity sections.

ENV5 (Pollution and Unstable Land) seeks to minimise air, water, noise, odour and light pollution and address the risks arising from contaminated land, unstable land and hazardous substances.

ENV7 (Water Management) 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 proposals compliance with this policy is addressed in the flooding and drainage section.

SDP2 (Spatial Development Principles) sets out the housing distribution for Pendle. As Trawden is a Rural Service Centre, this is classed as a settlement to provide the focus for growth in rural Pendle.

LIV1 (Housing Provision and Delivery) sets out the housing requirements for 2011 to 2030 and how this will be delivered. It allows for sustainable development outside of settlements to come forward until the part 2 plan has been approved.

LIV3 (Housing Needs) provided guidance on the housing needs in order to provide a range of residential accommodation.

LIV4 (Affordable Housing) sets out the targets and thresholds required to contribute towards the provision of affordable housing.

LIV5 (Designing Better Places to Live) requires that layout and types of development reflect the site and the surroundings, to meet borough-wide requirements for housing stock as well providing on-site open space/green corridors

Replacement Pendle Local Plan

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

Policy 31 'Parking' which is a saved Policy within the Replacement Pendle Local Plan requires that new developments provide parking in line with the levels set out in Appendix 1 of the RPLP.

National Planning Policy Framework (NPPF)

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 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 59 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 SHLAA was updated in support of the publication of the Core Strategy.

The Framework expects that Councils meet their full objectively assessed housing needs and to annually update their supply of specific deliverable sites to meet a five year supply. Where there has been persistent under delivery a 20% buffer needs to be added to the 5 year supply.

The Framework states that good design is a key aspect of sustainable development and is indivisible from good planning. Design is to contribute positively to making places better for people. To accomplish this development is to establish a strong sense of place, using streetscapes and buildings as well as appropriate and effective landscaping to create attractive and comfortable places to live and responding to local character and history (Para. 127). It is also proper to seek to promote or reinforce local distinctiveness.

Para 130 of the National Planning Policy Framework 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.

There is no balancing exercise to be undertaken with other sections of the Framework as poor design is not sustainable development and the requirement under paragraph 11 is to allow sustainable development to come forward.

Trawden Forest Neighbourhood Plan (2018-2030) (TFNP)

Policy 1 (Location of Development) Development proposals within settlement boundaries will be supported, provided they are appropriate for the site and comply with relevant policies in the NP and Pendle Local Plan.

Policy 2 (Housing Site Allocations) Black Carr Mill is allocated for housing, to assist in meeting the housing requirement for Trawden Forest. In particular this site must include a detailed site specific flood risk assessment (FRA).

During the making of the Trawden Forest Neighbourhood Plan the issue of flood risk was considered for the housing sites proposed for allocation, including this one. Whilst the Environment Agency were satisfied that the Flood Risk Assessment's provided sufficient information to inform the allocation of the sites, significant concerns were raised regarding the development of the sites for more vulnerable uses, highlighting that rigorous management of the flood risk would be required due to the 'Significant Hazard' of flooding on the site.

The Conservation Area Design and Development Guidance Supplementary Planning Document (SPD) 2008 is also relevant.

1. Principle of the Development

The application site is located within the settlement boundary of Trawden. Policy SDP2 states that proposals for new development should be located within a settlement boundary. Trawden is classed as a Rural Service Centre, for which should provide the focus for growth in rural Pendle. In accordance with the NPPF, sites such as this should be considered in the context of presumption in favour of sustainable development, to deliver a wide range of high quality homes. Therefore, the principle of housing on this site is acceptable.

Moreover, in accordance with Policy 2 of the TFNP this site, as part of a larger site, has been allocated for housing development. Provision should be made within the plan period for this site to be developed, in order to meet the housing requirement for Trawden Forest as set out in the Pendle Local Plan.

Some concerns have been raised that this proposal does not cover the whole No.015 allocated site, which if granted could preclude development on the rest of the allocated site in the future. However, it is not a requirement of the TFNP for each allocated site to be developed as one scheme or at the same time. All applications received for all or part of an allocated site will be assessed on their own merits by the LPA, in accordance with adopted policies. This would not necessarily preclude development on adjacent landowners sites, for which if a proposal were submitted, would be assessed on its own merits.

2. Design and Landscaping

Policy ENV2 seeks to deliver the highest possible standards of design, in form and sustainability, whilst enhancing and conserving the heritage assets.

Paragraph 130 of the NPPF states that permission will be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area.

The proposed scheme does raise some concerns over its design which seeks to replicate the north light roof element, whilst this in itself would be an acceptable design element it would need to be reflective of the streetscene and accord with the requirements of its status within the Conservation Area. This means that the materials and details of the design needs to be of a high standard and accord with local and national policy requirements.

Both Historic England and the PBC Conservation Officer have raised some concerns over the proposed design. Amended plans have been submitted for plot 6 which now replicates the design of the other plots which is acceptable in design terms although this does not provide any reduction of built form on the site by removing one dwelling from this row and therefore it is not visually beneficial to the streetscene in terms of reducing bulk and providing a less intrusive hard edge to the development. The amended layout does not propose to provide any improvement in terms of open space and green corridors as required by policy LIV5. Therefore the potential for planting on this site is extremely limited and the agent has been advised to address this.

The front boundary wall is proposed to be re-built/aligned at a height of 3m which reflects the original weaving shed wall. Existing stone and copings should be reused for this and can be controlled by an appropriate condition.

The design of the dwellings has been improved to achieve a better layout and relationship with the roof with a vertical emphasis to the façade.

The dwellings are proposed to be constructed externally with coursed stone; however natural stone and salvaged stone from the demolished weaving shed should be utilised where possible. This can be controlled by an appropriate condition.

The retention of the rear wall adjacent to Trawden Brook is a positive feature; however, the openings created are regular and a more random in order to avoid regimented openings which could have a detrimental effect on the appearance of the wall. Existing copings and vents should also be retained.

The layout plan indicates some green areas within the site around the parking bays; details of proposed planting has been submitted which addresses the concerns raised as to whether this can be satisfactorily achieved on the site given the amount of built form, car parking, bin stores and the need for steps and a ramp to provide access. Moreover, the Environment Agency have requested a 8m easement to the rear of the site to provide right of entry to Trawden Brook this will require permits for any activities within the area and would therefore restrict the use of these rear gardens for future residents.

Whilst the proposed layout provides limited scope for any effective landscaping this has been improved and now provides some soft landscaping/screening between the wall fronting onto the highway and the houses positioned towards the rear of the site. The 3m high wall will effectively screen the car parking area and to some degree the access steps/ramp to the houses. Details of the access ramp have been provided in terms of gradient and boundary treatments.

In terms of materials the palette has been simplified and improved and therefore subject to appropriate samples being submitted and approved this is acceptable.

In order to address the issue of emergency escape from the mill in the event of flooding it is proposed to erect an elevated walkway from the half landing to connect with the emergency escape route from the houses. Further details of how this would be constructed and materials have been provided and this is now acceptable subject to appropriate conditions.

As submitted the proposed scheme would provide an appropriate layout which includes the provision of some green space within the site. The amount of built form and the limited potential for landscaping opportunities would result in an adequate layout with the remainder of the mill, six new build dwellings, car parking spaces and bin stores and the 3m high wall to Skipton Road contributing to the built form, however, this would accord with policy LIV5 subject to an appropriate landscaping condition.

3. Impact on the Conservation Area

The application site is located within the Trawden Forest Conservation Area, occupying a valley bottom location. The site comprises a 14-bay weaving shed from 1885 and attached three-storey warehouse block, added around 1900. Both buildings make a positive contribution to the character and appearance of the Conservation Area. A strong justification, combined with a proposal for replacement high quality housing development, would be required for the demolition of the weaving shed. As remaining parts of the late 19th Century steam powered weaving mill, the buildings can be seen as non-designated heritage assets.

Local planning authorities have special duties with regard to conservation areas under s72 of the 1990 Act. Developments should respond to local character and history, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation (NPPF 127 & 192). Local planning authorities should look for opportunities to sustain, enhance or better reveal the significance of heritage assets (NPPF 192 & 200). Great weight should be given to the conservation of heritage assets, such as Black Carr Mill, and any harm requires clear and convincing justification. In this case the resulting harm would need to be weighed against the public benefits of the scheme (NPPF 196).

Paragraph 196 and 197 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal, where appropriate, securing its optimum viable use. The effect of an application on the significance of a non-designated heritage asset should be taken into account when determining an application.

The harm to the conservation area would be the loss of the north light weaving shed. This would be less than substantial harm.

Several weaving sheds have been demolished over the last 20 years or so and the Black Carr weaving shed is now the largest remaining in Trawden. Only two other smaller sections of north lights now remain in the village, at Brook Shed and Scar Top Mill. Core Strategy Policy ENV1 includes reference to weaving sheds as elements that make a particular contribution to the local character and distinctiveness of Pendle.

The warehouse is a prominent and distinctive building and, from the east, the weaving sheds distinctive saw-tooth profile can be seen.

The current proposal seeks permission to convert the three-storey mill building into mixed office/residential use and demolish the weaving sheds to facilitate new residential units on site. While the large western wall to the weaving shed wall would be demolished, the eastern wall, with its saw-tooth profile of north-lights, would be retained, albeit in modified form. The impact of the proposed demolitions would result in some harm to the significance, character and appearance of the conservation area in terms of the loss of historic buildings. Weaving sheds are becoming increasingly rare and their importance should not be understated. This harm would be mitigated by the re-use of the mill, the retention of the north-light wall and the design of the development.

Some minor alterations would assist in reflecting the character of the conservation area and improve the design quality.

In order to address the issue of emergency escape from the mill in the event of flooding it is now proposed to erect an elevated walkway from the half landing to connect with the emergency escape route from the houses. Further details of how this would be constructed and materials proposed have been provided and the potential impact on the mill and conservation area would be acceptable. Amended plans have been received which reflect this.

In terms of justification part of the mill would be retained and converted into 8 residential units which would allow this prominent building to be retained and preserved for the future together with new high quality housing development.

There would be clear benefits to the conservation area in terms of the repair and reuse of the 3-storey mill building. The loss of the weaving shed would also be mitigated by the development of new homes in a high quality contemporary but contextual design sympathetic to local character and history and which helps to maintain the strong sense of place created by local building types and materials.

The layout would retain the distinctive north-light stone gable wall along the brook, which would make a significant contribution to retaining the traditional industrial context and sense of place.

It is important that the existing stone and copings are reused in this rebuilt front wall. Paving, steps etc. within the site should include some natural materials such as stone setts and flags to assist the scheme to bed into its context. A deep band of stone setts at the road entrance would add to the quality of the layout.

The contemporary design seeks to reinterpret the industrial aesthetic and north light configuration. However, further details of materials, sections and use of natural stone with stone salvaged from the demolished weaving shed reused wherever possible in order to tie the new build houses to the adjacent warehouse conversion.

In terms of national policy the requirements of para 196 need to be met and therefore the less than substantial harm needs to be weighed against the public benefits.

The public benefits include:

- New housing, which contributes towards the five year housing land supply in accordance with Pendle Borough Council Local Plan and Trawden Forest Neighbourhood Plan;
- Retain and re-use of part of the existing mill building;
- Payment of Council tax and potentially new homes bonus;
- Employment of local tradesmen and businesses during the construction and management phase;
- Education contribution towards one secondary school place in the vicinity; and
- Two affordable units within the site as required by policy LIV4.

Whilst the loss of part of the weaving shed would result in less than substantial harm to Trawden Forest Conservation Area, the public benefits listed above would outweigh the harm to the heritage asset in view of the improved landscaping offer in this sensitive location.

The proposal therefore accords with policies ENV1, ENV2, LIV5 and paragraphs 127 and 196 of the National Planning Policy Framework in respect of impact on the conservation area and well-designed places subject to appropriate conditions.

4. Residential Amenity

The proposed scheme comprises of six terraced three storey properties, in addition to the conversion of the existing mill building into 8 apartments. The new build dwellings would be sited to the south east of the mill building, facing south west onto Skipton Road.

The proposed dwellings would be sited 4 metres from the side elevation of the mill building and would have no side facing windows, therefore ensuring no loss of privacy to occupants of the proposed apartments and therefore a suitable relationship between the two buildings. Each dwelling would benefit from adequate private outdoor amenity space, to the rear of the properties, adjacent to Trawden Brook, however, as the Environment Agency require an 8m easement along the Beck there would be limited scheme for planting and soft landscaping on this elevation.

Views from the development will be predominantly to the north east, overlooking Trawden Brook and open fields. Furthermore, the new dwellings would be located approximately 28 metres from the fields and motor vehicle repair garage on the south west of B6250 Skipton Road, which is an acceptable separation distance for this development.

Therefore, the proposed development is acceptable in terms of potential impact on residential amenity in accordance with Policies ENV2 and LIV5 subject to appropriate conditions.

5. Contamination and Noise Issues

Policy ENV5 addresses pollution which includes contamination and noise. It does not allow for new development where it would be at risk of potential noise nuisance and new development should not be sited close to potentially incompatible uses.

Immediately adjacent to the south side of the site are two commercial units which have unrestricted uses and are currently in use as engineering and lighting manufactures. The engineering unit has relocated from Lomeshaye Industrial Estate and is a B2 General Industry Use which is not considered to be compatible with residential uses and therefore could cause potential noise issues to the proposed residential units.

These commercial units are mentioned in the submitted Design and Access Statement but the potential risk for noise has not been investigated and therefore a noise assessment has been requested as per policy ENV5.

This has not been submitted to date and any update on this issue will be reported at the meeting.

As it stands there is not sufficient evidence to show that the existing commercial uses would not have an undue impact on the aural amenity of the proposed residential units and therefore the scheme cannot be fully assessed without a noise assessment. The agent has been requested to address this as matter in order to meet the requirements of policy ENV5 of the Pendle Local Plan Part 1: Core Strategy.

An appropriate condition requiring a contamination study to be carried out can be attached to any grant of permission.

6. Flooding and Drainage

Policy ENV7 addresses water management, which includes flood risk and surface water run-off. It does not allow for new 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 application site is located directly adjacent to Trawden Brook and is within Flood Zone 3. As a result, a Flood Risk Assessment (FRA) has been submitted as part of the application. This was assessed and further information requested from both the LLFA and Environment Agency.

An amended flood risk assessment was submitted on 13th February 2019, this now addresses all the previous concerns raised and as a result both the Lead Local Flood Authority and Environment Agency have withdrawn their previous objections subject to the Flood Risk Assessment being implemented and appropriate conditions being attached to any grant of approval.

The Environment Agency also raised concerns over the proposed emergency evacuation plan for the site with potential implications for danger to both the public and emergency services in particular with regard to vehicles floating or being displaced as a result of flooding.

In order to address the issue of emergency escape from the mill in the event of flooding it is now proposed to erect an elevated walkway from the half landing to connect with the emergency escape route from the houses. Further details of how this would be constructed and materials have been provided and the potential impact on the Mill and amenity is an acceptable one.

A Flood Evacuation Plan has now been submitted which will enable residents and visitors to the apartments and houses to safely exit the building and provide emergency evacuation to take place without resulting in potential hazards to the public and emergency services. This meets the

guidance set out in the Planning Practice Guidance and the requirements of policy ENV7 of the Pendle Local Plan Part 1: Core Strategy and therefore is acceptable.

An appropriate condition to ensure this plan is implemented would need to be attached to any grant of permission.

7. Highways and Access

No objections have been raised with regards to the capacity of the existing road to accommodate additional traffic as a result of this development.

The proposed access point is acceptable and the visibility splay requirement is achievable, given there is a speed limit of 30mph along Skipton Road. A number of off-site highway improvement works would be required as a result of providing the proposed access as well as the introduction of parking restrictions along the frontage and on the western side of Skipton Road. The highway improvements can be controlled by appropriate conditions on any grant of approval.

The development will comprise of 6 no. 3 bedroom dwellings and 8 no. apartments. Therefore a total of 20 on plot parking spaces are required. The proposal includes 20 parking spaces within a communal parking area to the front of the dwellinghouses. These are sufficient provision for the development, although they should be clearly allocated to each dwelling.

As a result, no objections are raised on highway grounds subject to appropriate conditions and the site accords with policy 31 in terms of parking requirements subject to appropriate conditions.

8. Affordable Housing

Policy LIV4 sets out the targets and thresholds required to contribute towards the provision of affordable housing. The application site is located within the settlement boundary of Trawden.

As a result, the development would be associated with Trawden, as within Rural Pendle, therefore as 13 dwellings are proposed on the site, a 20% affordable housing contribution would be required, in accordance with Policy LIV4. This would result in an allocation of 2 dwellings on the site, which can be secured by an appropriate condition on any grant of approval. The agent has responded that the provision of 20% affordable units on the site would not be viable. Whilst some information has been provided a more detailed viability assessment has been requested in order to assess this requirement. Any update on this will be reported to the meeting.

9. Education Provision

An assessment of the proposal by Lancashire County Council Education Authority, taking into account all approved applications within the local area, concluded that a contribution would be sought for 1 secondary school place. No contribution is required for primary school places.

As a result, this would require a payment of £24,185.163 to LCC as part of this development scheme.

The agent has been advised of this request and an appropriate condition would need to be attached to any grant of permission.

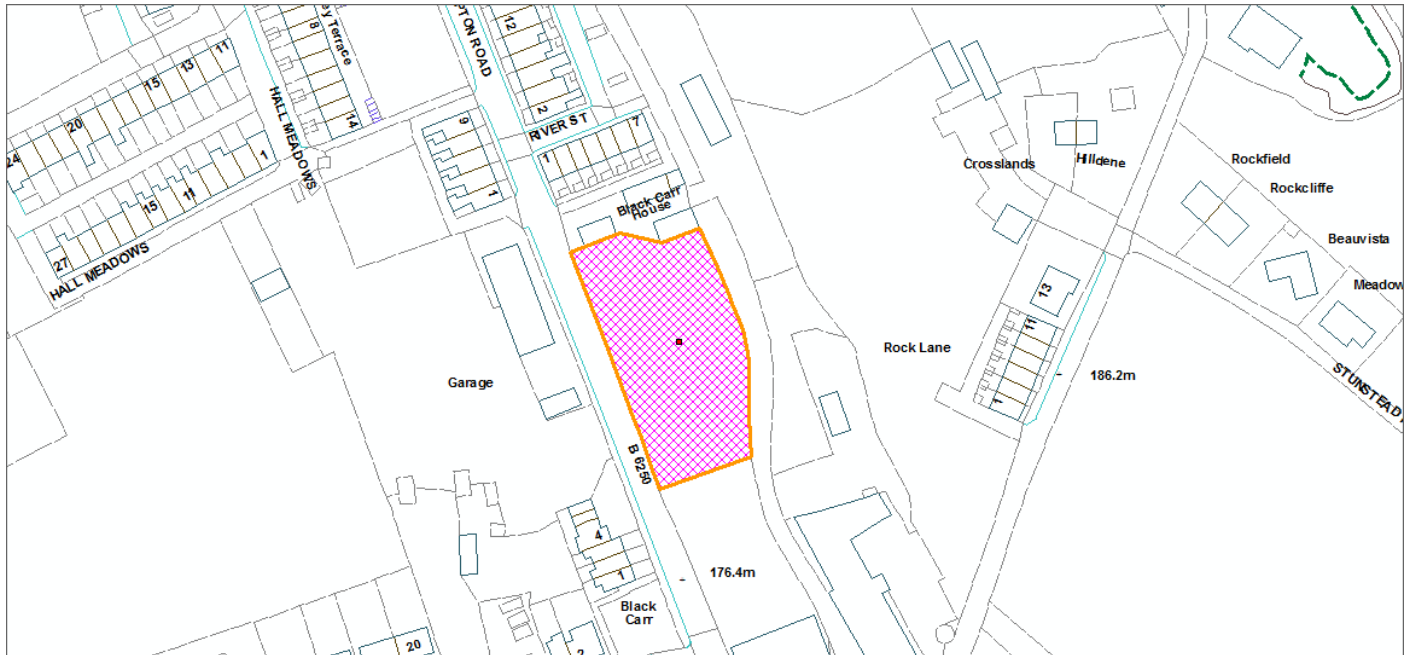
10. Summary

Whilst the proposed scheme is acceptable in terms on impact on residential amenity, design and materials and highway issues and this issues regarding soft landscaping within the site and the ability to safely evacuate the site in the event of an extreme flood have been satisfactorily addressed. The issues regarding potential noise nuisance from existing unrestricted commercial

units immediately adjacent the site have not been addressed and therefore as it stands this proposal is not acceptable.

RECOMMENDATION: Refuse

1. The proposed development would result in potential noise nuisance from the adjacent unrestricted commercial units to the detriment of aural amenity of the future occupiers of the proposed residential units and therefore the proposal would not accord with policy ENV5 of the Pendle Local Plan Part 1: Core Strategy 2011 -2030.



Application Ref: 18/0768/FUL

Proposal: Full: Major: Conversion of upper floors and part-ground floor of Mill building to form 8 dwellinghouses; Demolition of Weaving Shed and erection of 6 dwellinghouses and associated external works (Re-submission).

At: Black Carr Mill, Skipton Road, Trawden

On behalf of: CRS Plant Ltd.

COLNE AND DISTRICT COMMITTEE REPORT 04 JULY 2019

Application Ref: 19/0083/HHO

Proposal: Full: Change of use of agricultural land to domestic garden and erection of a detached garage with office accommodation above.

At: Thornlea, Lane House Lane, Trawden

On behalf of: Mr & Mrs N Waring

Date Registered: 04/03/2019

Expiry Date: 10/06/2019

Case Officer: Alex Cameron

This application was deferred from Committee in June due to concerns about the ownership of the access land.

Site Description and Proposal

The application site agricultural land to the north of Thornlea. The land is adjacent to the settlement boundary of Trawden with former tram tracks and dwellings opposite to the west and open land to the north and east.

The proposed development is the change of use of the land to domestic garden and the erection of a detached domestic garage. The original plan was for a triple garage with office above, this has been amended to a single storey double garage with a footprint of 8m x 7.6m with an eaves height of 2.6m and a ridge height of 4.4m.

The proposed garage would be finished in natural stone with a natural slate roof and upvc windows and doors.

Relevant Planning History

None.

Consultee Response

LCC Highways - No objection to the principle of a garage and office for domestic purposes. However the office appears to be to accommodate the applicants business, therefore more information is required to determine the extent of the operational requirements and additional vehicle movements that the office use would generate.

The sett-paved lane is privately maintained, a single vehicle width and with a network of public footpaths which will result in a number of pedestrian movements. An intensification of use by vehicles on the lane would not be a concern.

Trawden Forest Parish Council – The development is outside of the settlement boundary, and as detailed in Policy 1 of the NHP states 'Outside settlement boundaries of Trawden and Cotton Tree, development involving construction of new buildings, which is not specifically allowed for by other policies in this Plan or the PLP will only be permitted if it encourages tourism and complies to Policy 5, agricultural and other land-based rural businesses or where it is in a sustainable location adjacent to the settlement boundary and complies with other policies in this NHP and PLP.

There are concerns that a 2 storey building is being sought adjacent to a site included in the emerging Local List in conjunction with the adopted Neighbourhood Plan.

The garage faces down the field. The Councillors think that if it is approved, it should face the house.

The garage requires a larger footprint facing down the hill than if it was rotated 90deg. The Tram Tracks were not designed to have large, heavy vehicles moving over them. If PP is granted, either the tracks need to be protected from damage, or any damage that is caused would have to be repaired at the home owners expense.

There is already a covenant on the Tram Tracks land registry documents which states that properties who do have access over them must contribute to any maintenance. This was disputed by the home owners and the Councillors are concerned that more damage will occur through increased use.

It appears on the plans that the access being created is using some of the Parish Council land which the home owners have already been advised the Parish Council will not sell to them.

If PP is granted, the Parish Council would like to see their land, directly outside the property reinstated to a grassed verge. The whole length of the Tram Tracks verge is owned by the Parish Council.

Public Response

Site and press notices posted and nearest neighbours notified – Responses received objecting to the development on the following grounds:

- Harm to the character of the village.
- Harm to the historic interest of the tramway.
- The proposed development would not preserve or enhance the conservation area.
- Physical harm to the tramway from additional vehicles and construction traffic.
- The site is outside of the settlement boundary.
- Impact on protected species including bats and birds.
- Concerns about future change of use to a dwelling.
- Concerns about business use and resulting traffic generation.
- Concerns still apply to amended plans.
- The proposal would set a precedent for other similar development.

Officer Comments

Policy

Pendle Local Plan Part 1: Core Strategy (LPP1)

Policy ENV1 states that the historic environment and heritage assets of the borough (including Listed Buildings, Conservation Areas, Scheduled Monuments, non-designated assets and archaeological remains), including and their settings, will be conserved and where appropriate should be enhanced. Proposals in the designated open countryside should have regard to the Development in the Open Countryside SPG. The impact of new developments on the natural environment (biodiversity and geodiversity) should be kept to a minimum.

Policy ENV2 states that all new development should seek to deliver the highest possible standards of design, in form and sustainability, and be designed to meet future demands whilst enhancing and conserving heritage assets.

Policy ENV4 (Promoting Sustainable Travel) requires new development to have regard to potential impacts that may be caused on the highway network. Where residual cumulative impacts cannot be mitigated, permission should be refused.

Trawden Forest Neighbourhood Plan (TFNP)

Policy 1 (Location of Development) of the TFNP states that outside the settlement boundaries of Trawden and Cotton Tree, development involving the construction of new buildings, which is not specifically allowed for by other policies in this Plan or the Pendle Local Plan, will only be permitted in the following circumstances:

- (1) Where it requires a countryside location for tourism related purposes and complies with Policy 5, or will support agricultural and other land-based rural businesses; or
- (2) Where it is in a sustainable location adjacent to the settlement boundary and complies with all other policies in this Neighbourhood Plan and the Pendle Local Plan.

Development in the Open Countryside Supplementary Planning Guidance (SPG)

The SPG states that planning permission will not normally be granted for private gardens in the open countryside that area excessive. Excessive is defined as gardens that would project beyond the line of other existing garden extensions or over 0.1 hectares.

Principle of the development

The proposed development is located outside of but directly adjacent to the settlement. The application is for the extension of the garden of the dwelling and erection of a detached domestic garage. Policy 1 of the TFNP allows for new buildings outside of settlement boundaries, which are not specifically allowed for in other policies, where they are in a sustainable location adjacent to the settlement boundary and comply with all other policies of the TFNP and Local Plan.

The proposed garage is adjacent to the settlement boundary and associated with an existing dwelling, this is a sustainable development and, as addressed in the sections below, does not conflict with any of the policies of the TFNP or Local Plan.

The proposed garden extension would not project beyond existing gardens of the houses along the tram tracks and would cover an area of approximately 0.06 hectares. It accords with the guidance set out in the Development in the Open Countryside SPG.

The proposed development is acceptable in principle.

Design and Heritage Impact

The tram tracks are identified as making a contribution to the character of the Church Street, Clogg Head and Old Chelsea area of settlement character and a candidate for inclusion on the Local List.

The Trawden Forest Conservation area Character Appraisal states that the former line of the track remains an important link with late nineteenth century.

The amended garage would be of an appropriate similar to existing detached garages at adjacent properties, and its design and materials would be in keeping with its surroundings. The proposed garage, driveway and garden extension would not cause harm to the significance of the tram tracks and with conditions to ensure appropriate boundary treatments and landscaping, would preserve the character, appearance and significance of the Conservation Area.

The proposed development is acceptable in accordance with policies ENV1 and ENV2 and the guidance of the Framework.

Amenity

The building would be a sufficient distance from surrounding dwellings to ensure that it would not adversely impact upon the residential amenity of their occupants.

Highways

The proposed access is existing and the development would not increase the level of traffic accessing the site. The development would improve car parking and turning arrangements on the site and therefore would be of benefit to highway safety.

Taking into account the small scale of the development, impacts from construction traffic would be likely to be minor and short-term and would be acceptable. A condition requiring repair of damage to the tram tracks would not meet the test of reasonableness as it could not be known that any damage has been caused by the construction traffic or by other traffic using the tram tracks. Furthermore, similar delivery and construction vehicles could access this or other properties along the tram tracks in connection with works that do not require a planning application.

The proposed development is therefore acceptable in highway terms in accordance with policy ENV4.

Ecology

An ecology survey of the land has been carried out, this concludes that the land is of low value with no evidence of use by protected species. The survey recommends removal of the existing leylandii hedge and replacement with hawthorn, holly and rowan, along the western site boundary. The existing hedge would not be affected by the development as proposed and its replacement is not necessary to make the development acceptable, therefore it is not necessary to attach a condition requiring the hedge to be replaced.

The proposed development is acceptable in terms of its ecological impact in accordance with policy ENV1.

Other issues

Use of the building for any use other than that ancillary to the domestic use of the dwelling would require a separate planning permission.

There is an existing access onto the tram tracks, although the gate would be relocated, the point at which the proposed access is located is surfaced, no additional works would be necessary on Council owned land.

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 development would preserve the significance of the Conservation Area and is in accordance with the Pendle Local Plan Part 1: Core Strategy and Trawden Forest Neighbourhood Plan. 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 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 plans: Location Plan, 2018/29/1B, 2018/29/2B.

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

3. Prior to the commencement of above ground works involved in the erection of the external walls of the building hereby approved samples of external materials of the walls and roof shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with the approved materials.

Reason: These materials are appropriate to the locality and in order to allow the Local Planning Authority to control the external appearance of the development to preserve the significance of the Conservation Area.

4. The building hereby approved shall only be used for domestic purposes ancillary to the enjoyment of Thornlea.

Reason: For the avoidance of doubt in the interests of highway safety.

5. Notwithstanding the provisions of Article 3 and parts 1 and 2 of the second Schedule of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no development as specified in Classes E & F of Part 1 and Class A of Part 2 of Schedule 2 of that Order shall be carried out without express planning permission first being obtained from the Local Planning Authority.

Reason: To enable the Local Planning Authority to control any future development on the site in order to safeguard the character, appearance of the Conservation Area.

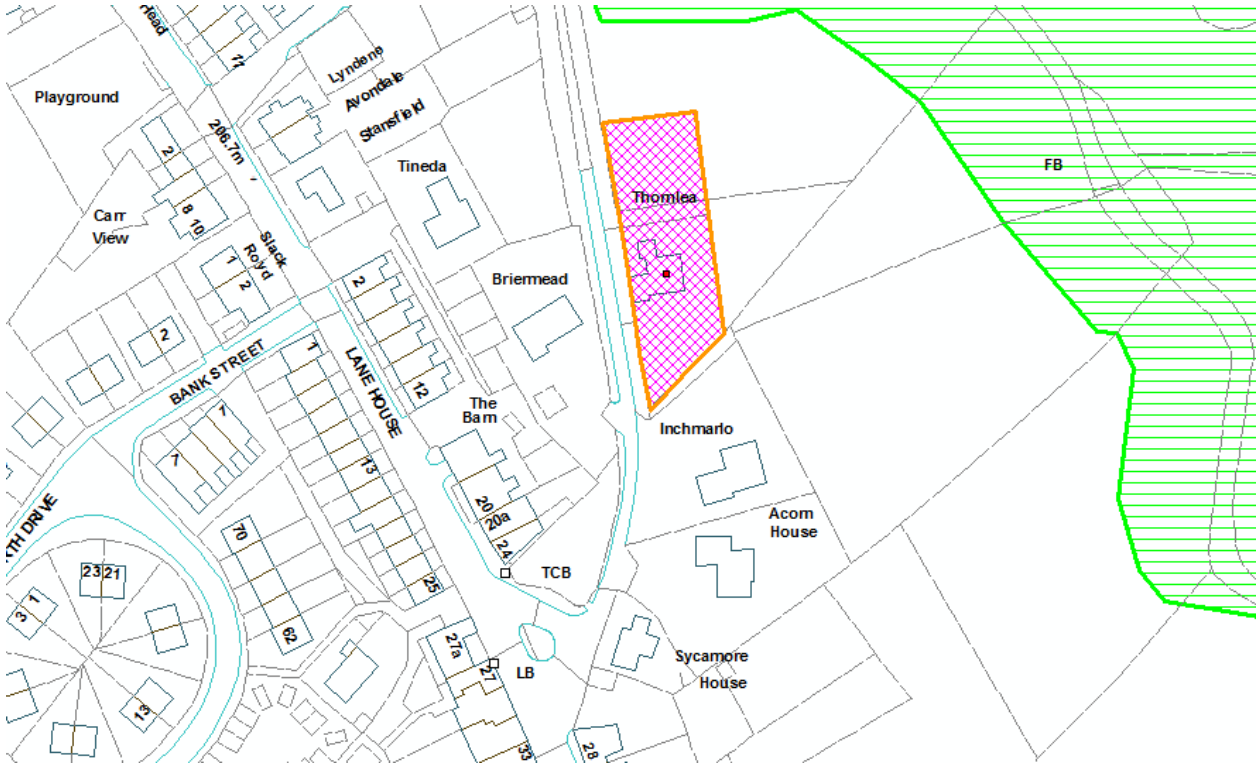
6. No development shall commence unless and until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. the exact location and species of all existing trees and other planting to be retained;
- b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
- c. an outline specification for ground preparation;
- d. all proposed boundary treatments with supporting elevations and construction details;
- e. all proposed hard landscape elements and pavings, including layout, materials and colours;
- f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its entirety within the first planting season following the substantial completion of the development. Any tree or other planting that is

lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

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



Application Ref: 19/0083/HHO
Proposal: Full: Change of use of agricultural land to domestic garden and erection of a detached garage with office accommodation above.
At: Thornlea, Lane House Lane, Trawden
On behalf of: Mr & Mrs N Waring

LIST OF BACKGROUND PAPERS

Planning Applications

NPW/CPB
Date: 25th June 2019