

REPORT FROM: PLANNING, ECONOMIC DEVELOPMENT AND
REGULATORY SERVICES

TO: WEST CRAVEN COMMITTEE

DATE: 6th October 2020

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning application.

REPORT TO WEST CRAVEN AREA COMMITTEE ON 06 OCTOBER 2020

Application Ref: 20/0534/FUL

Proposal: Full: Change of use of land for the siting of 3 holiday shepherd huts and associated parking and infrastructure.

At: Craven View Farm, Moorgate Road, Barnoldswick

On behalf of: John Kinder

Date Registered: 25/08/2020

Expiry Date: 20/10/2020

Case Officer: Alex Cameron

Site Description and Proposal

The application site is an agricultural field adjacent to farm buildings located within the open countryside approximately 550m to the south west of the settlement of Barnoldswick accessed from Moorgate Road / Folly Lane.

The proposed development is the siting of three shepherd huts for use as holiday accommodation and associated infrastructure including the formation of a parking area for three vehicles. The application details that the huts are proposed to be approximately 3m x 5.5m in area, with a timber cladding finished in dark green.

Relevant Planning History

None.

Consultee Response

LCC Highways – Object to the proposed development.

Having considered the information submitted, together with site observations, the proposed development raises highway safety concerns. Therefore the Highway Development Support Section objects to the development on highway safety grounds.

The development site is accessed from the adopted highway network on Moorgate Road via Folly Lane. This is a single vehicle width, unlit track with no formal passing places, when two vehicles are only able to pass where one vehicle can pull into the entrance to other properties or field access. There is a distance of approximately 700m from the farm access at Craven View Farm to the start of the adopted highway outside 15 Moorgate Road. This is significant given the nature of Folly Lane. Bridleway 43 (Barnoldswick) passes along Folly Lane, with links to a number of public footpaths off the lane. A group of walkers was encountered on the track during the site visit.

Folly Lane also provides the only means of access to at least nine other properties. During the site visit a no motor vehicles except for access sign was noted erected at the gable end of Folly Cottages. Whilst traffic generated by the proposed development is likely to be limited, the fact that there are existing restrictions for motor vehicles must be given due consideration.

Given the layout of the track, including a 90 degree bend on the lower section, sections with a significant gradient and high vegetation bordering the track, there are large parts of the track with no inter-visibility. This means that opposing drivers will not have clear sight of approaching vehicles and the result may be an extended reversing manoeuvre. This is considered detrimental to the safety of road users, particularly when taking into account that visitors to the development will be unfamiliar with the area, that the lane also carries a bridleway and is used by walkers, and the track's physical constraints as outlined.

Apart from the entrances to other properties, and a field access on the lower section, there are limited places for walkers to step off the track to allow vehicles to pass. There are even fewer locations to enable a horse rider to move off the track safely. Given the above concerns, the Highway Development Support Section objects to this application and recommends refusal on highway safety grounds.

Yorkshire Water - Please refer to United Utilities for any sewerage comments as the site is within their operational boundary.

Public Response

Site notice posted and nearest neighbours notified, the notification period ends on 8th October. No response.

Officer Comments

Policy

Policy ENV1 (Protecting and Enhancing Our Natural and Historic Environments) states that proposals in the designated open countryside should have regard to the Development in the Open Countryside SPG, or its replacement.

Policy ENV2 (Achieving Quality in Design and Conservation) states that all new development should viably seek to deliver the highest possible standards of design, in form and sustainability, and be designed to meet future demands whilst enhancing and conserving our 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.

Policy WRK5 (Tourism, Leisure and Culture) states that Proposals associated with the provision of new or improved facilities for tourism, leisure and cultural activities, including accommodation for visitors, will be supported where they:

1. Promote sustainable tourism associated with walking, cycling, waterways and the appreciation of the area's natural and historic environment.
2. Help to improve the quality and diversity of the existing tourism offer, and extend the tourist season.
3. Do not result in a significant increase in car usage and are readily accessible by public transport, and sustainable modes of transport (e.g. walking and cycling).
4. Support conservation, regeneration and/or economic development objectives, including the promotion of cross-border initiatives.
5. Are of an appropriate scale and will not have a significant detrimental effect on the natural or historic environment, local amenity or character of the area.
6. Achieve high environmental standards in terms of design and accessibility.

National Planning Policy Framework

Paragraph 83 of the Framework states that decision should enable sustainable rural tourism and leisure developments.

Paragraph 108 states that development should ensure the safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 110 states that development should create places that minimise the scope for conflicts between pedestrians, cyclists and vehicles.

Principle of the development

There is an identified need within the borough for the provision of tourist accommodation such as this and the nature of tourist accommodation is that it is located in countryside locations with easy access to outdoor activities such as walking and cycling. Therefore, it is accepted that tourist accommodation can, where necessary, be located in locations that would not be acceptable for similar unrestricted dwellings.

Policy WRK5 states that applications for tourist accommodation will be supported were they do not result in a significant increase in car usage and are readily accessible by public transport, and sustainable modes of transport.

The site is approximately an 700m walk from the settlement of Barnoldswick, with the only direct route being along Folly Lane. As detailed in the highways section of this report, the impact of increase use of Folly Lane by vehicles would unacceptable impact upon the safety of pedestrians. Taking this into account the proposed development does not accord with policy WRK5.

Visual Amenity and Landscape Impact

Taking into account the proposed siting of the huts and parking adjacent to existing farm buildings with additional landscaping the proposed development would not result in an unacceptable landscape of visual impact.

Amenity

The proposed development would raise no unacceptable residential amenity issues.

Drainage

Acceptable foul and surface water drainage provision could be ensured by condition.

Highways

Acceptable visibility at the junction with Folly Lane could be ensured by condition. However, the development would increase the level of vehicular traffic using Folly Lane, the lane provides access only to around nine properties and in that context the increase would be significant. Folly Lane is a single vehicle width, unlit track with no formal passing places along which Bridleway 43 (Barnoldswick) passes. There are points along the track, in particular a 90 degree bend, where

vehicles could present a severe risk to pedestrians on Folly Lane, which is the only direct pedestrian route to Barnoldswick. Taking this into account the increase in both vehicular and pedestrian traffic resulting from the development would result in an unacceptable, severe, highway safety impact contrary to policies ENV4, WRK5 and paragraphs 108-110 of the Framework.

Conclusion

The proposed development would result in an unacceptable highway safety impact in relation to risk to pedestrians using Folly Lane. The economic and social benefits of the development in terms of contributing towards the provision of tourist accommodation would not outweigh this severe highway safety impact. Therefore, it is recommended that the refusal of the application is delegated to the Planning, Economic Development and Regulatory Services Manager subject to the expiry of the notification period.

RECOMMENDATION: Delegate Refusal

For the following reason:

The development would lead to an increased level of traffic using Folly Lane, this increase in vehicular traffic resulting from the proposed development would result in an unacceptable increase in the risk to pedestrians using Folly Lane and thus unacceptable impact on highway safety contrary to policies ENV4 and WRK5 of the Pendle Local Plan Part 1: Core Strategy and paragraphs 108-110 of the National Planning Policy Framework.

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LIST OF BACKGROUND PAPERS

Planning Applications

NPW/MP

Date: 22nd September 2020