

RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

APPROVAL

DATE: 15 MARCH 2012

REF: CS/CMS

CHECKED BY:

APPLICATION NO: 3/2011/0833/P

(GRID REF: SD 362377 443190)

PROPOSED DEMOLITION OF THE EXISTING WOODEN STRUCTURE TO BE REPLACED BY 4 NO RESIDENTIAL UNITS AT PRESTON'S YARD, LONGRIDGE ROAD, CHIPPING

PARISH COUNCIL:

The Parish Council supports the plan for affordable housing with the following provisos:

1. As the proposed building is directly opposite a primary school in the village, the Parish Council would like to ensure that each house has off-road parking for at least 2 cars.
2. That double yellow lines are marked along the road edge. Traffic congestion at the beginning and finishing of the school day is at the moment very bad along Longridge Road.

ENVIRONMENT
DIRECTORATE
(COUNTY SURVEYOR):

Had objections to the application as originally submitted but these have been addressed by amended plans. The County Surveyor now has no objections to the application subject to the imposition of conditions concerning the satisfactory provision of access, parking spaces and visibility splays. A standard Note is also required as the proposal involves the alteration of an access to the public highway.

UNITED UTILITIES:

Has no objections to the proposed development.

ADDITIONAL
REPRESENTATIONS:

Three letters have been received from nearby residents.

The first letter expresses support for the proposal commenting that it would "enhance the appearance of the village, especially that part of Longridge Road and bring extra housing stock which we think the village needs in order for it to survive".

The other two letters do not include any objections to the application but their writers express concerns relating to the following matters:

- That existing parking problems would be exacerbated if the proposal increased on-street parking in this locality. It is suggested that double yellow lines across the site frontage would address this particular problem.

- Safety measures need to be taken to ensure that children being dropped off and picked up at school are put at no greater risk due to increased roadside parking and site traffic. Access to properties in the surrounding areas should not be hindered by these vehicles at any time and emergency vehicle access along Longridge Road and surrounding areas should never be compromised.
- The design of the houses does not reflect the character of the Victorian cottages in the locality.
- The need for affordable housing is questioned when there are currently two sites in the village already intended for affordable housing.

Proposal

Permission is sought for the erection of four dwellings in the form of two semi-detached pairs. In one of the pairs, one unit would comprise lounge and kitchen on the ground floor with two bedrooms and a bathroom above, whilst the other unit would be slightly larger comprising lounge and kitchen/dining room on the ground floor with three bedrooms (one with en suite shower room) and a bathroom above. The other pair would comprise two identical larger dwellings each having an integral garage, lounge, kitchen/dining room and utility room with four bedrooms (one with en suite WC) and a bathroom above.

The dwellings would be constructed using a mixture of random natural stone and render to the walls with natural slate roofs.

The smaller units would each have two off-street parking spaces whilst the larger units would have one off-street parking space in addition to the integral garage.

Site Location

The application site is on the northeastern side of Longridge Road within the settlement boundary of Chipping but just outside the boundary of the Conservation Area.

The site is adjoined to the southeast by relatively modern housing development in Brookfield Court and to the northwest by the Community Hall. St Mary's Church and St Mary's Cottage are sited on lower ground at the rear (north and east) of the site. The Brabbins Endowed School is on the opposite side of Longridge Road to the application site.

The site has been used by the applicant for in excess of 40 years for the parking of HGV vehicles. A wooden building, that was the applicant's workshop remains on the front part of the site and is presently used for storage purposes. The rear part of the site slopes steeply downwards from the rear edge of the relatively flat front part of the site. This land at the rear is laid to lawn and is presently used by the applicant as a private "allotment".

Relevant History

3/80/1023 – proposed renewal of permission for HGV parking. Approved for a temporary period of 2 years.

3/83/0119 – renewal of temporary permission for HGV parking. Approved for a temporary period of 2 years.

3/85/0191 – renewal of permission for the parking of HGVs. Permission granted personal to the applicant and for no more than 2 HGVs.

Relevant Policies

Policy G1 - Development Control.

Policy G4 - Settlement Strategy.

Policy ENV16 - Development Within Conservation Areas.

PPS3 - Housing.

Environmental, AONB, Human Rights and Other Issues

The matters for consideration in the determination of this application are the principle of development and effects upon visual amenity, the amenities of nearby residents and highway safety.

Principle of Development

The Council presently has a 3.3 year supply of deliverable housing land (most up to date monitoring information dated 1 October 2011). Paragraph 71 of PPS3: Housing states that where LPAs cannot demonstrate an up to date five year supply of deliverable sites, they should consider favourably planning applications for housing having regard to the policies in PPS3 including the considerations in paragraph 69.

Paragraph 69 states that, in deciding planning applications, LPAs should have regard to:

- Achieving high quality design;
- Ensuring developments achieve a good mix of housing;
- The suitability of a site for housing, including its environmental sustainability;
- Using land effectively and efficiently;
- Ensuring the proposed development is in line with planning for housing objectives.

An important consideration in assessing proposed housing development is bullet point 3 of paragraph 69 (as above) which relates to the need for LPAs to have regard to the suitability of a site for housing, including its environmental sustainability, as well as bullet point 5, which requires that development is in line with planning for housing objectives.

The application site is within the settlement boundary of Chipping, a village covered by Policy G4 of the Local Plan. Policy G4 states that "within such villages, planning permission would be granted for proposals falling within a number of categories, one of which is "the use of infill sites not defined as essential open spaces". The policy defines an infill development as one not leading to ribbon or fragmented development and having a density that is comparable to the general surrounding area.

I consider that the proposed development satisfies the requirements of Policy G4. Therefore, not only does the proposal satisfy the advice in PPS3: Housing concerning sustainability, but it

is also in line with planning for housing objectives as evidenced by its compliance with Settlement Strategy Policy G4.

At the time the application was submitted, the Affordable Housing Memorandum of Understanding would have required one of the four units to be affordable. It was therefore originally stated in the description of development that one unit would be affordable and an appropriate draft Section 106 Agreement was submitted with the application. As a development of less than 5 units within a settlement boundary, the Council's current housing policy as defined by the document "Addressing Housing Needs in Ribble Valley" does not require any affordable provision as part of this development.

The site has in the past been used for business purposes in the form of HGV storage and maintenance by the applicant. In recent years, however, the building on the site has only been used by the applicant for storage purpose with the land being used as a private "allotment". Policy EMP11 of the Local Plan states that "proposals for the conversion or redevelopment of industrial or employment generating sites will be assessed with regard to the following criteria:

1. The provisions of Policy G1.
2. The compatibility of the proposal with other policies of this plan.
3. The environmental benefit to be gained by the community.
4. The potential economic and social damage caused by the loss of jobs in the community.
5. Any attempts that had been made to secure alternative employment generating use of the site."

In response to those criteria, the proposed housing development, in my opinion, does satisfy the general development control requirements of Policy G1. As stated above, the proposal is in accordance with the advice contained in PPS3: Housing and the requirements of Saved Policy G4 of the Local Plan. Given the surrounding land uses of residential, school and church, and the parking/traffic issues raised by the Parish Council and nearby residents, I consider that the proposed residential development would result in environmental benefits to the local community when compared to the possible redevelopment of this site for some form of commercial/industrial purposes. I also consider it worthy of note that a number of previous planning permissions for the use of this site for the parking of HGVs were granted for a temporary period and that the most recent permission 3/1985/0191/P was made personal to the applicant and limited to 2 HGVs only. Those conditions were imposed 'in view of the difficult situation within the village and also its proximity to residential properties'. No existing jobs would be lost. In all of these circumstances, it has not been deemed necessary or appropriate to market the site for an employment generating development.

Overall, I consider the development to be acceptable in principle.

Visual Amenity

The existing timber building on the site detracts from the visual amenities of the locality. The existing buildings to the north west of the site that are within the Conservation Area are generally traditional cottages of stone construction with natural slate roofs. To the south east of the site, however, there are a number of more recent semi detached houses that have fully rendered walls.

The proposed dwellings with a mixture of natural stone and render, with stone quoins and stone heads and sills to the windows, and with natural slate roofs, in my opinion form an appropriate

transition between the older buildings to the north west within the Conservation Area, and the more recent dwellings outside the Conservation Area to the south east.

The application site itself, of course, is not within the Conservation Area, and I do not consider that the proposal would adversely affect the appearance and character of the Conservation Area or the locality in general.

The Amenities of Nearby Residents

The proposed siting of dwellings on the frontage part of the site facing a school on the opposite side of the road, is such that the development will not have any detrimental effects upon the amenities of any existing nearby residents. I consider it worthy of note in this regard that no letters have been received from any nearby residents in which harm to residential amenities is cited as either a concern or an objection.

Highway Safety

Following amendments to the application, the County Surveyor is now satisfied that the proposed garage/parking provision for the units is appropriate and acceptable. Subject to appropriate conditions he therefore has no objections to the application on highway safety grounds.

The suggestion by the Parish Council and one of the nearby residents that double yellow lines should be provided on the site frontage is a matter to be considered by the County Council Highway Authority separately from the consideration of this planning application.

Conclusion

Overall, I consider that the proposed development of four houses is acceptable in principle and would not have any seriously detrimental effects upon visual amenity, the amenities of nearby residents or highway safety.

SUMMARY OF REASONS FOR APPROVAL

The proposed development would not have any seriously detrimental effect upon visual amenity, the amenities of nearby residents or highway safety.

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

1. The development must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall relate to the proposal as shown on the amended plans received by the Local Planning Authority on 10 February 2012 (drawing No JP/BKP/150/1).

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

3. Precise specifications or samples of walling and roofing materials and details of any surface materials to be used including their colour and texture shall have been submitted to and approved in writing by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008 (or any Order revoking or re-enacting that Order, any future extensions, external alterations to the building, including any development within the curtilage as defined in the Schedule to the Order, Part 1, Classes A to H shall not be carried out unless a further planning permission has first been granted in respect thereof.

REASON: In order that the Local Planning Authority can retain effective control over the development in order to ensure compliance with Policy G1 of the Ribble Valley Districtwide Local Plan.

5. The access driveways to each of the dwellings hereby permitted shall remain ungated.

REASON: To permit vehicles to pull clear of the carriageway when entering the site and to assist visibility in the interests of highway safety and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

6. Prior to the first occupation of each of the dwellings hereby permitted, their respective access driveways shall be appropriately paved in tarmacadam, concrete, block paviers or other approved materials.

REASON: To prevent loose surface material from being carried on to the public highway in the interests of highway safety and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

7. There shall not, at any time in connection with the development, 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 splay that is the subject of this condition shall be that land in front of a line drawn 3.5m measured back from the edge of the carriageway of Longridge Road along the entire frontage of the development. This land consists of the proposed 1.5m pedestrian footway and a first 2m of the proposed properties, and shall be maintained at footway level in accordance with a scheme that has first been agreed in writing by the Local Planning Authority in conjunction with the Highway Authority.

REASON: To ensure adequate visibility at the site access in the interests of highway safety and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

NOTE

1. This permission requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980, Section 184 the County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works and therefore before any access works can start, the applicant or developer must contact the County Council Environment Directorate for further information.