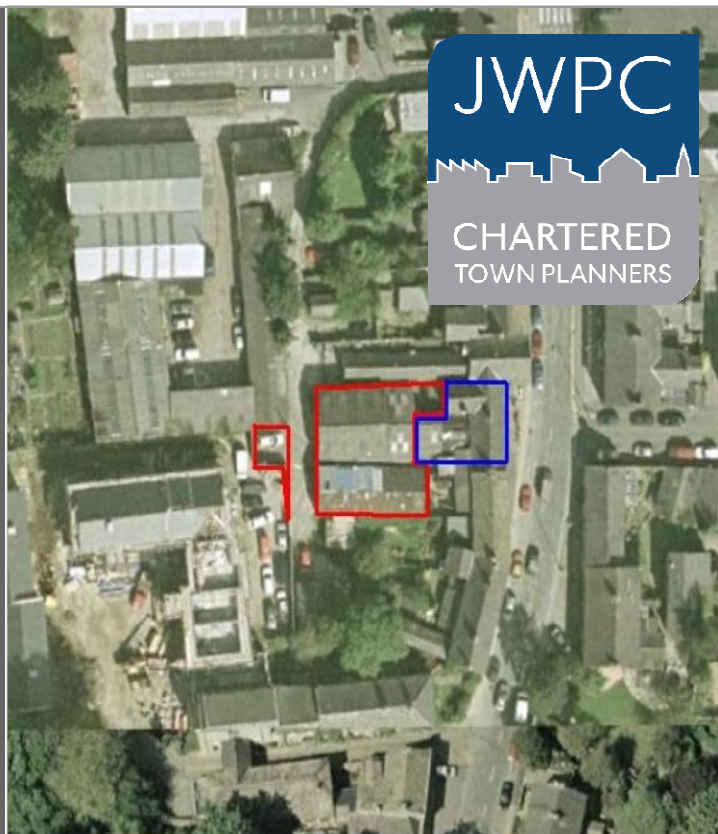


## Rear of 19-21 King Street Whalley

Demolition of industrial and  
storage buildings and  
regeneration of site to provide  
3 no. two-storey dwellings



**JWPC**  
CHARTERED  
TOWN PLANNERS



Client:  
Mr Jim King

**Planning**

**Support**

**Statement**

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## **1. Introduction**

- 1.1 This Statement is intended to support a full planning application for the demolition of existing industrial and storage buildings to the rear of 19-21 King Street, Whalley, and the regeneration of the site to provide 3 no. two-storey dwellings (one detached and one pair of semi-detached).
- 1.2 The scheme remains unchanged from plans which were previously subject to planning permission under A. Ref: 3/2011/0045, which formally expired on 16<sup>th</sup> March 2015. The proposed dwellings reduce the overall footprint of the existing industrial units and boast a good level of private amenity, with two car parking spaces per dwelling, plus visitor parking.
- 1.3 It is the intention for this Statement to update the local planning authority (LPA) on the local context and justify the proposal in the light of changes to national and local planning policies. Principally, these include the National Planning Policy Framework (NPPF) and the Ribble Valley Core Strategy.
- 1.4 In addition to the submitted planning application forms and OS Site Location Plan, this Statement should also be read alongside the following documents:
- The existing and proposed plans by Sunderland Peacock & Associates Architects;
  - The Design and Access Statement by Sunderland Peacock & Associates Architects;
  - The Bat Survey by Sunderland Peacock & Associates;
  - The Phase 1 Contamination Risk Assessment by Carr Faulkner Associates; and
  - The Heritage Asset Statement by JWPC Limited.
- 1.5 Should any further information be needed by the LPA, then it is requested that the Agent (JWPC Ltd) is contacted as soon as possible.

## 2. Site Characteristics

- 2.1 The application site comprises two existing commercial buildings, located to the rear of Nos. 19 & 21 King Street, Whalley.



Figure 1: Photograph of Application Site, facing north from Back King Street

- 2.2 Contained within Whalley's settlement boundary, the site is a short walking distance from the local shops and services available along King Street and in the village centre. It is approximately 200 metres from the village's bus station, where regular services are available to Clitheroe, Longridge, Blackburn, Preston and Burnley. Whalley railway station is a short distance to the north, providing hourly services to Manchester.
- 2.3 The commercial buildings were erected in the 1970s and consist of brick and blockwork walls, with profiled sheet roofs. They have a combined floor area of 340m<sup>2</sup> and are understood to have been used historically for the storage of postal vans, although the larger building towards the north currently stores vintage motors. The buildings presently have a Class B2 / B8 use, with the northern building occupied by the Applicant's objet d'art business and the southern building on a short-term lease for a small vehicle repairs group. The buildings could realistically operate on a much more

intensive commercial use, without the need for additional planning consent, causing significant disturbance for the occupants of surrounding premises.



Figure 2: Photograph of Application Site, facing south from Back King Street

- 2.4 Access to the site is made principally via Back King Street, which is accustomed to traffic and also serves as the access road for several other employment uses located to the north of the site. These include a car valeting centre, an engineering unit and catering storage space.
- 2.5 To the rear of the application site is Corn Mill Mews, a large four-storey apartment scheme. Permitted by the local authority in the recent past, this site is accessed via Abbey Mews, which is a similar unadopted highway from King Street.



Figure 3: Inside the Northern Building

- 2.6 The application site is located within the Whalley Conservation Area. Albeit, it is not considered to form one more prominent aspects of this designated area. The buildings are not considered to maintain any particular historic merit and if anything, presently detract from the heritage setting.

### **3. Application Proposal**

- 3.1 The planning application seeks full consent for the demolition of the two existing industrial and storage buildings to the rear of Nos. 19 & 21 King Street and replacement with 2 no. semi-detached and 1 no. detached dwellings.
- 3.2 The proposed west-facing dwellings will have a floorspace of 46.4m<sup>2</sup>, representing only 41% of the existing development footprint. At two storeys high, the dwellings will each feature two bedrooms with bathroom at first floor, a dining / kitchen, living room and water closet to ground floor. Divided by 1.5 metre-high fencing, the dwellings will feature an appropriately sized area of private rear amenity space at approximately 11.6 metres in length.
- 3.3 Careful consideration has been taken to prevent overlooking. Whilst a distance of approximately 22.5 metres will be maintained from the apartments to the west of the site, windows along the eastern elevations have been located so as not to affect the amenity of existing residential properties along King Street. As such, the two semi-detached dwellings feature bedroom windows to the eastern elevation, which directly faces the blank gable of the extended unit at No. 21 King Street. The bedroom window of the single detached dwelling is located on the southern gable. Bathroom windows facing the rear gardens on both the semi-detached and detached dwellings are to the eastern elevations and will feature obscure glazing.
- 3.4 Car parking is provided on-site and each dwelling will benefit from two private parking spaces immediately fronting the dwellings. Opposite the access lane, the submitted plans indicate an additional two visitor parking spaces and dedicated bin storage facility. At a minimum, the access road is 6 metres wide, sufficient for reversing / turning vehicles.
- 3.5 To complement the Whalley Conservation Area, particular note has been taken of the terraced units along King Street. The proposed dwellings will feature natural stone walls, reclaimed natural slate roofing and softwood painted windows and doors.

## 4. Planning Policy

- 4.1 This chapter details the national and local planning policies that are considered relevant to this planning application, and on which a decision should be based. The policies are discussed in context of the submitted planning application within Chapter 5.

### National Policy Planning Framework (NPPF)

- 4.2 The NPPF provides a presumption in favour of sustainable development, which in decision-making means granting planning consent without delay for developments which accord with the Development Plan. Through this approach, the NPPF sets out the government's commitment to securing sustainable economic growth and boosting significantly the supply of housing.
- 4.3 Paragraph 17 lists a set of core land use planning principles that should underpin both plan-making and decision-taking. These principles include:
- Seeking to secure high-quality design and a good standard of amenity for all existing and future occupants of land and buildings;
  - Taking account of the different roles and character of different areas, with the promotion of vitality in main urban areas;
  - Encouragement of the effective use of land by re-using land that has been previously developed (brownfield land); and
  - Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling.
- 4.4 Chapter 4 (Promoting Sustainable Transport) states that encouragement should be given to planning solutions which support reductions in greenhouse gas emissions and reduce congestion. It makes clear that in preparing Local Plans, local planning authorities should support patterns of development which, where it is reasonable to do so, facilitate the use of sustainable modes of transport.
- 4.5 Meeting housing development needs (as discussed in Chapter 6 of the NPPF) is seen as a key principle of good planning, and providing new homes is paramount to proactively driving and supporting sustainable economic development. In this context, Paragraph 47 of the NPPF guides local planning authorities to '*boost significantly*' the supply of housing by identifying and updating

annually a supply of specific deliverable sites, sufficient to provide five years' worth of housing against their housing requirements; with an additional buffer (of 5% or 20%) to ensure choice and competition in the market for land.

- 4.6 Within Chapter 7 of the NPPF (Requiring Good Design), it is set out that '*good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people*'. Designs should take the opportunities available for improving the character and quality of an area, and the way it functions.

### **Development Plan**

- 4.7 The Development Plan is formed by the Ribble Valley District-wide Local Plan Proposals Map and the recently adopted Ribble Valley Core Strategy.

#### District-wide Local Plan Proposals Map

- 4.8 The Ribble Valley District-wide Local Plan was adopted in 1998 and in December 2014 was largely superseded by the Core Strategy. The Proposals Map however still technically forms part of the Development Plan. This shows the application site as falling within the defined settlement boundary for Whalley.

#### Core Strategy

- 4.9 The recently adopted Core Strategy provides a number of Key Statements which set out the development strategy for the borough. Key Statement DS1 states that majority of new housing development will be concentrated within an identified strategic site to the south of Clitheroe and the principal settlements of Clitheroe, Longridge and Whalley. It also states that the scale of planned housing growth would be managed to reflect existing population size, the availability of, or the opportunity to provide facilities to serve the development and the extent to which development can be accommodated within the local area.
- 4.10 Key Statement DS2 reaffirms the presumption in favour of sustainable development identified within the NPPF, stating that planning applications that accord with the policies in the Local Plan will be approved without delay.

- 4.11 Key Statement H1 provides that land will be made available to deliver 5,600 dwellings in the plan period between 2008 and 2028.
- 4.12 Key Statement H2 states that planning permission will only be granted for residential development providing it can be demonstrated that it delivers a suitable mix of housing that accords with the future projected household requirements and local need.
- 4.13 Under Key Statement DMI2, it is stated that new development should be located to minimise the need to travel, should incorporate good access by foot and cycle and have convenient points for public transport. In general, the Statement provides that schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported.
- 4.14 The Core Strategy also contains Development Management Policies; Policy DMG1 provides general guidance on seeking high-quality design, access considerations, amenity, environment and infrastructure.
- 4.15 Policy DMG2 states that development proposals in the principal settlements (including Whalley) should consolidate, expand and round-off development so that it is closely related to the main built-up areas, ensuring this is appropriate to the scale of, and in keeping with, the existing settlement.
- 4.16 Under Policy DMG3, the Council sets out criteria for the assessment of transport and mobility matters, to which considerable weight will be attached in the determination of development proposals. These include:
- The relationship of the site to the primary routes network and the strategic road network;
  - The provision made for access to the development by pedestrians, cyclists and those with reduced mobility;
  - Proposals which promote development within existing developed areas at locations which are highly accessible by means other than private car;
  - Proposals which locate development in areas which maintain and improve choice for people to walk, cycle or use public transport rather than drive between homes and facilities which they need to visit regularly; and
  - Proposals which limit parking provision for developments and other on- or off-street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives.

4.17 Policy DMB1 supports business growth within the borough. With regard to the potential redevelopment of sites with employment-generating potential, it is stated that the Council will review the economic and social impact caused by the loss of employment opportunities. Attempts that have been made to secure alternative uses are requested to be supported by marketing evidence.

## **5. Planning Considerations**

### **Planning History**

- 5.1 As initially discussed within Chapter 1, this planning application remains unchanged from a development scheme previously approved (with Conservation Area Consent for the demolition of the industrial storage buildings) by the Planning Committee in March 2012 (LPA Refs: 3/2011/0044/P and 3/2011/0045/P). Due to economic circumstances, the Applicant was unable to commence development and the planning permission expired recently on 16<sup>th</sup> March 2015.
- 5.2 It is appreciated that the proposed development must be re-assessed in light of the current adopted guidance within the NPPF and Core Strategy. However, the previous approval represents a significant material consideration in favour of the development, particularly when considering the impact of the development on amenity, highways and other technical matters. These are explored further below, together with an assessment of the principle of development.

### **Principle of Development**

- 5.3 Supporting housing growth is a key land use principle of national guidance set out in the NPPF, requiring local planning authorities to proactively drive and support sustainable economic development to deliver homes and ‘boost significantly’ the supply of housing. Key Statement DS1 of the Core Strategy seeks to concentrate the majority of new housing in the principle settlements, of which Whalley is the third largest within the Borough and an important area for growth.
- 5.4 The planning application site falls within the urban boundary of Whalley (as defined through the District-Wide Local Plan Proposals Map). As consistent with of the core principle of the NPPF and Core Strategy Policy DMG2, this encourages the re-use of previously developed land and consolidates the urban area. Its location within the centre of Whalley promotes sustainable patterns of development as promoted through Chapter 4 of the NPPF, Key Statement DM12 and Policy DMG3, with future occupants of the homes being within a short walking distance of frequent bus services and trains to Manchester. The principle of development should therefore be supported.

## **Design and Appearance**

- 5.5 The planning application has been submitted with a copy of the original Design and Access Statement, which at the time of preparation demonstrated how the proposal had been designed to take into account the criteria within former Districtwide Local Plan Policy H17. The design requirements within this now deleted Policy are considered to remain highly consistent with those set out within Core Strategy Policy DMG1 and the promotion of good design under Chapter 7 of the NPPF.
- 5.6 As seen through the submitted plans, the proposed dwellings are in similar in scale and design to the existing dwellings and business premises on King Street. Whilst explored further in the Heritage Asset Statement, the use of materials (including natural stone walls with reclaimed natural slate roof and softwood painted doors and windows) is intended to promote local character and enhance the Whalley Conservation Area.

## **Regeneration Benefits**

- 5.7 Within the previous Committee Report prepared as part of Application Refs: 3/2011/0044/P and 3/2011/0045/P, the Officer acknowledged that *“the existing buildings are in a poor state of repair, they are of no architectural merit or historical interest, and they certainly do not make any positive contribution to the appearance and character of the Whalley Conservation Area”*. Consequently, it is believed that the demolition of the existing buildings and replacement with dwellings of a 69% smaller building footprint represents a substantial improvement in terms of visual amenity.
- 5.8 In their current use, it is also possible for the existing industrial and storage buildings to generate significant noise and disturbance as a result on on-site activity, as well as from the movement of large servicing vehicles. Given the proximity of the planning application site to existing homes and apartments, this would be likely to cause significant disturbance for existing occupants of land and buildings. Redevelopment of the site would ultimately remove these long-term problems.
- 5.9 Whilst Core Strategy Policy DMB1 normally requires marketing evidence to accompany applications, this is not perceived to be relevant due to the Applicant’s intention to commence development in the near future (evidenced by the recent history of extent planning consents). The more important consideration is the overall long-term benefit to the community, which in this instance clearly outweighs the loss of an existing outdated and unsightly employment space.

## **Private Amenity**

- 5.10 In assessing the proposed scheme against the amenity considerations within Core Strategy Policy DMG1, it is important to recognise the assessment previously made as part of Application Refs: 3/2011/0044/P and 3/2011/0045/P. The Committee Report prepared for Members read:

*“The outlook from adjoining dwellings, in my opinion, would be significantly improved by the replacement of the existing buildings with three relatively small, well designed dwellings and their gardens and parking areas. The effects of the three dwellings on the amenities of existing nearby residents will also be substantially less than the effects that could result from either the reuse of the existing buildings for commercial purposes or for the re-development of the site for commercial use”.*

*“The matter of windows in the rear elevations of the proposed dwellings has, in my opinion, been carefully considered. The windows in the semi-detached pair will generally face the applicant’s own business premises. The detached house is sited to the rear of a dwelling that is in separate ownership. For this reason, the only first floor window in the rear elevation of the unit is to a bathroom. The window to the rear bedroom in the detached dwelling has been placed in the side elevation so that it only overlooks the gardens of neighbouring dwellings, and does not directly face any windows in any of those existing properties”.*

*“Overall, I consider that the proposal would not have any seriously detrimental effects on the privacy of any existing properties and that, in general terms, the level of amenity afforded to the dwellings surrounding the application site would be improved / enhanced”.*

- 5.11 Local circumstances and the specifics of the proposal remain unchanged from when Members of the Ribble Valley Planning Committee determined the original applications in March 2012. As such, we perceive that the proposal satisfies Policy DMG1, and in consistency with the NPPF, promotes a good design which secures a good standard of amenity for existing and future occupants.

## **Transport and Highways**

- 5.12 The semi-detached dwellings will benefit from two private off-street spaces to the front and the detached unit will have one space. Two additional visitor spaces will be provided to the opposite side of the track.

- 5.13 As part of the consultation for the determination of Application Refs: 3/2011/0044/P and 3/2011/0045/P, it is noted that no objections were received from the Environment Directorate on grounds of transport and highways. As acknowledged within the Committee Report prepared for these applications, this consultation response accepted that the number of spaces provided was sufficient and promoted safe traffic movements.
- 5.14 The consultation response also indicated that the traffic associated with a residential development was considered much more preferable than if it were to remain in industrial / storage use. Whilst the junction with King Street is approximately 7 metres in width and provides clear visibility splays in either direction, the traffic associated with a residential development is perceived to be a much safer alternative than the egression of large distribution vehicles onto a busy village centre through-route (B6446).
- 5.15 In considering the proposal against the criteria for the assessment of transport and mobility matters at Core Strategy Policy DMG3, the planning application should be assessed favourably.

#### **United Utilities**

- 5.16 During the determination of Application Refs: 3/2011/0044/P and 3/2011/0045/P, it was established that a public sewer crosses the site (clearly shown on Plan Ref 3980-06). Following discussions with the Agent JWPC Limited, United Utilities confirmed that they would have no objections to the proposed development, so long as the foundations are taken to a depth that will pose no loading onto the public sewer and that no piling would be employed within 3 metres.
- 5.17 The Applicant is again prepared to accept these requirements regarding any potential impact on the sewer. Works on-site would also adhere to the protective measures laid out in the United Utilities Building Consent – Schedule A document.

#### **Ecology**

- 5.18 An updated Bat Survey has been submitted alongside this application to investigate the potential for the existing buildings to form a habitat for EU protected species. The assessment by Sunderland Peacock & Associates included an inspection of the building, as well as emergence surveys.
- 5.19 The Survey document concludes that due to the location and function of the property, as well as the lack of suitable shelter, the building does not provide a suitable habitat for bats. There was no

evidence that bats are either using or have used the buildings for roosting, feeding, maternity or hibernating. Consequently, the demolition of the existing industrial and storage buildings does not raise any particular ecological concerns.

### **Contamination**

- 5.20 The Preliminary Risk Assessment by Carr Faulkner Associates states that the past usage of the application site does not appear to raise any contamination issues and the risk of chemical contamination is considered low. If planning permission were to be granted for the proposed development, there should be no need for further intrusive investigations or testing.

## 6. Summary

- 6.1 This Statement has been prepared in support of an application for full planning consent and demolition within a conservation area, for the removal of two former industrial and storage buildings, and replacement with three dwellings, to the rear of Nos. 19 – 21 King Street, Whalley. Erected in the 1970s, the commercial buildings are considered unsuitable for modern employment purposes, an eyesore for neighbouring residents and inappropriate in the context of the wider Whalley Conservation Area.
- 6.2 The proposal remains the same as a development scheme which was granted planning and conservation area consent by Ribble Valley Borough Council in March 2012 (LPA Refs: 3/2011/0044/P and 3/2011/0045/P). However, due to economic circumstances it has not been possible to implement the permissions. The positive assessment of the proposed development represents an important material consideration in favour of the current application.
- 6.3 The above Chapters set out why the application site is considered a suitable location for housing which encourages sustainable patterns of development, as a result of its proximity to shops, services and public transport links. Whilst the redevelopment of the site will result in the loss of some employment space, the scheme is considered to deliver significant improvements to the local historic character, as well as neighbour amenity in terms of outlook, noise and disturbance. Given the condition of the existing buildings, there is little merit in seeking to retain them. As such the development is considered in line with the spirit of planning guidance contained within the NPPF, and Key Statements and Policies of the Ribble Valley Core Strategy.
- 6.4 The proposed design ensures that both existing and future occupants will enjoy a good standard of private amenity, as sought through Chapter 7 of the NPPF and Core Strategy Policy DMG1. This was also considered favourably through Application Refs: 3/2011/0044/P and 3/2011/0045/P.
- 6.5 Despite the good accessibility of public transport, future occupants of the dwellings will benefit from private parking spaces, and two additional visitor spaces are included within the scheme. In lieu of the fall-back position for continued industrial / storage use (which could generate regular distribution vehicle movements), the traffic associated with a residential scheme is considered much more preferable in terms of highway safety. Consequently, the proposed development adheres to the criteria set out within Policy DMG3.

- 6.6 Care will be taken to ensure that the proposed development does not impact upon a public sewer which runs through the site. The Applicant is willing to enter an agreement with United Utilities in terms of foundation design and construction methods.
- 6.7 The planning application has been submitted alongside an up-to-date Bat Survey and Preliminary Contamination Risk Assessment. These respectively conclude that the proposed development raises no concerns in terms of the impact on protected species and that no further site investigations or ground testing should be required.
- 6.8 Overall, the regeneration of the planning application site will deliver considerable benefits for Whalley, both in terms of the amenity of existing residents and on a wider historic basis. This is a well-designed scheme which will help to promote a sustainable community. It is trusted these improvements will be recognised by the Local Planning Authority and that planning permission will be forthcoming.
- 6.9 If it is considered that any further information is required during the determination process, it is asked for this to be requested as early as possible to avoid delays.

**JWPC Limited**

*May 2015*