
Thorn
Cottage, 12
Knowsley
Road,
Wilpshire

Demolition of
existing
Cottage/Commercial
building and
garages and the
erection of four
terraced cottages

Planning Statement

March 2016

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TOWN PLANNING LTD

1. INTRODUCTION

- 1.1 This Planning Statement is in support of a full planning application submitted by Mr S Stansfield for the demolition of existing cottage/commercial building and detached garages and redevelopment of the site to accommodate four terraced cottages and parking area at 12 Knowsley Road, Wilpshire.

It should be read in conjunction with the following plans and documents:

4733-E01-B Existing site plan
4733-E02 Existing plans and elevations
4733-E03 Existing gargessite plan
4733-P01-B Proposed site plan, plans and elevations
4733-P02-B Existing and proposed site plan overlay
4733-M01-Proposed maintenance plan
4733A Location plan
Tree report
Bat survey
Maintenance plan

2.0 THE APPLICATION SITE AND SURROUNDING AREA

- 2.1 The application site is located in the village of Wilpshire, within the urban boundary on the adopted Ribble Valley Local Plan Proposals Map¹. Wilpshire is identified as a 'Tier 1' village which are considered the more sustainable of the 32 defined settlements according to the development strategy within the adopted Ribble Valley Core Strategy (2014).
- 2.2 The site is within a sustainable location, 400m from Ramsgreave and Wilpshire Railway station, a Public House and parade of shops along Whalley New Road and several others on Whalley Road². A 24 hour petrol filling station with Spar Convenience Store and a Co-operative Food store are located within 650m of the site. There are several bus stops along the nearby Whalley Road with regular services connecting the site to Clitheroe or Blackburn. Knowley Road also carries service number 25 which connects to Clitheroe and Blackburn every two hours.

¹ See Appendix 1

² See Appendix 2



Figure 1



Figure 2

- 2.3 The application site is accessed via Knowsley Road and comprises a two storey cottage with attached workshop and several detached single storey garages as shown on the accompanying plans. See figures 1-2.

3.0 SCHEME PROPOSALS

- 3.1 The application seeks full planning permission for the demolition of the existing cottage/commercial building and detached garages and the redevelopment of the site for four terraced cottages and a parking and turning area. It is intended that the existing access off Knowsley Road would be utilised.

- 3.2 The four terraced cottages will provide three bedroomed accommodation and have been designed as two symmetrical pairs. Each dwelling has a private rear garden and

off-road parking within a designated parking area. The cottages are two storeys high as they face Knowsley Road and one and a half storeys to the rear. The accompanying plans fully demonstrate the applicant's intentions including new boundary treatment and landscaping and management plan.

4.0 SITE HISTORY

4.1 3/2015/0247 Demolition of existing cottage/ commercial building and detached garages and redevelopment of the site for three detached dwellings. Refused 4th September 2015.

5.0 PRE-APPLICATION ADVICE

5.1 We have been in close discussions with the Planning Department and the Council's Highway Engineering advisors as well as the Lead Local Flood Authority. The design and arrangement of the cottages on the site, the access parking and turning facilities as well as the treatment of the watercourse have all been discussed and agreed informally.

6.0 RELEVANT PLANNING POLICY

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for the purposes of this application comprises the Ribble Valley Core Strategy (adopted 2014) and the National Planning Policy Framework (NPPF) (2012).

Core Strategy (2014)

6.2 The Core Strategy forms the central document of the Local Development Framework (LDF), establishing the vision, underlying objectives and key principles that will guide the development of the area to 2028. The following policies are of relevance to the proposal:

- Key Statement DS1 (Development Strategy) – seeks to direct the majority of new housing development to the strategic (Standen) site and the main urban areas of the Borough. In addition to these areas, development will be focussed towards the Tier 1 Villages which are more sustainable of the 32 defined settlements. Wilpshire is included within Tier 1.

- Key Statement DS2 (Presumption in favour of sustainable development) – the Council will take a positive approach working proactively with applicants jointly to find solutions which means that proposals can be approved wherever possible, and secure development that improves the economic, social and environmental conditions of the area.
- Key Statement EN3-Sustainable development. The Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard.
- Key Statement EN4- Biodiversity and Geodiversity. The Council will seek wherever possible to conserve and enhance the area's biodiversity and geodiversity.
- Key Statement H1-Housing Provision. Land for residential development will be made available to deliver 5,600 dwellings, estimated at an average annual completion target of at least 280 dwellings per year over the period 2008-2028.
- Key Statement H2-Housing Balance. New housing development should provide a suitable mix of housing that accords with the projected future household requirements.
- Key Statement DMI2 (Transport Considerations) – seeks to locate new development to minimise the need to travel.
- Policy DMG1 (General Considerations) – sets out various criteria to be considered in assessing planning applications, including a high standard of building design, proposed development being sympathetic to existing land uses, highway safety and not adversely affecting the amenities of the area.
- Policy DMG2 (Strategic Considerations) – expects development to be in accordance with the Development Strategy and that development proposals in defined settlements should consolidate, expand or 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.
- Policy DMG3- Transport and mobility. The availability and adequacy of public transport and associated infrastructure will be considered in making decisions in planning applications.
- Policy DME1 (Protecting trees and woodlands)-requires applications for development which are likely to have a substantial effect on tree cover to be accompanied by a detailed arboricultural assessment.
- Policy DME3 (Site and species protection and conservation) –development proposals which are likely to harm wildlife species protected by law will not be granted planning permission,
- Policy DME6- Water management. Development will not be permitted where the proposal would be at an unacceptable risk of flooding or exacerbate flooding elsewhere.

National Planning Policy and Guidance

6.3 The National Planning Policy Framework (NPPF) clearly states 'that the purpose of the planning system is to contribute to the achievement of sustainable development' (para 6). Paragraph 197 confirms that 'in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development'. Paragraph 14 sets this out and confirms its purpose at the heart of the NPPF. For decision-taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole; or
 - specific policies in this Framework indicate development should be restricted.

6.4 The NPPF (paras 2, 11, 12 and 196) confirms that applications for planning permission are required to be determined in accordance with the development plan unless material considerations indicate otherwise.

6.5 The NPPF highlights the importance of keeping development plans up to date (para 12). Paragraph 49 states that 'housing applications should be considered in the context of the presumption in favour of sustainable development'.

6.6 The main body of the NPPF addresses the components of sustainable development. The aspects of those components most relevant to the application are:

- 'promoting sustainable transport' – decisions should take account of whether safe and suitable access to the site can be achieved for all people and development should only be refused where the residual impacts of development are severe (paragraph 32);
- 'delivering a wide choice of high quality homes' – local planning authorities are expected to boost the supply of housing (paragraph 47). In this regard, local planning authorities should 'identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements'. Paragraph 47 goes on to require an additional 'buffer' of 5% to ensure choice and

competition in the market for land. Local planning authorities should increase the 'buffer' to 20% where there has been a record of persistent under delivery of housing;

7.0 PLANNING APPRAISAL

7.1 The purpose of this section of the Planning Statement is to identify and assess the main planning considerations raised by the application proposal in the context of relevant national and local planning policy and guidance. The key issues are;

- the principle of the development, having regard to the provisions of the adopted Development Plan, other local planning policy documents and the provisions of national planning policy and guidance;
- the effect of development on the character and appearance of the area;
- the effect of development on residential amenity,
- the effect of development on the local highway network,
- potential impact on protected species, and;
- the effect on trees.

7.2 Each of these matters is considered below.

The principle of development

7.3 The application site falls within the urban boundary on the adopted Ribble Valley Local Plan Proposals Map and is a sustainable location close to local services and public transport provision. The Core Strategy identifies Wilpshire as a Tier 1 settlement (Key Statement DS1) where future development will be focussed.

7.4 On this basis, there is no conflict with the spatial development policies of the adopted development plan and the NPPF advises that proposals which accord with the development plan should be approved without delay.

7.5 In delivering three additional dwellings, the proposal accords with one of the key objectives of the NPPF which is to 'boost significantly the supply of housing land' and would contribute towards the Council's 5 year housing land supply. In addition, compliant with National Planning Policy which aims to promote development on previously developed land, the scheme would see a brownfield site utilised for residential development.

- 7.6 The scheme will therefore deliver beneficial sustainable development that should be granted planning permission and it will not result in any adverse impacts that would significantly and demonstrably outweigh the benefits of its approval. This is confirmed in the following assessment of the detailed material considerations relevant to the application.



Figure 3



Figure 4

Effect on the character and appearance of the surrounding area

- 7.7 The scheme will provide the most appropriate form of development given the site's existing context within an established residential area. The proposal would see the removal of several dated workshops (see figures 3 and 4) and the redevelopment of the site to form an attractive landscaped development with new boundary treatment benefiting the street-scene. Development that has recognised regeneration benefits will be supported according to Core Strategy Key Statement DS1.
- 7.8 The design of the proposed dwellings would be in keeping with the surrounding built up area including natural slate roofing and natural stone and rendered walls externally, the accompanying plans provide further detail. In these respects the proposal is compliant with Policy DMG1. The use of sustainable methods of construction will also be employed Policy EN3.

Effect of development on residential amenity

- 7.9 The proposed dwellings have been sited and positioned within the plot to provide each unit with satisfactory amenity, privacy and garden space, as well as protecting the residential amenity of the surrounding properties. The site can easily accommodate four terraced dwelling and a parking area in a manner that respects the established built form, plot sizes and spacing providing good standard of amenity and respecting the privacy, daylight / sunlight and outlook enjoyed by the properties to the rear on Mayfair Crescent. The submitted plans indicate that the existing footprint of the buildings on the site extends up to the joint boundary with the garden of 2 Mayfield Crescent. The proposed footprint of the dwellings is situated towards Knowsley Road and away from the side boundary to 2 Mayfield Crescent significantly improving the relationship between these properties as compared with the previous scheme.
- 7.10 In the previous scheme the proposed houses had first floor windows facing the side of Mayfield Crescent. That scheme was rejected partly on the basis that these windows would overlook the private amenity space to 2 Mayfield Crescent. The proposed scheme has been designed to address this by using roof lights to light the rear bedrooms. The roof lights provide adequate levels of light for the occupants of the proposed dwellings whilst being set at a high level to prevent overlooking of the neighbours garden. The neighbours' privacy is preserved. The proposal is compliant with DMG1.
- 7.11 In pre-application discussion Planning Officer Stephen Kilmartin has confirmed that the position of the proposed dwellings in relation to 2 Mayfield Crescent is acceptable.

Drawing 4733-P02 B shows the proposed footprint of the buildings in relation to the existing footprint of the building. The existing footprint is set at an angle to Knowsley Road. The circa 1850's and 1890's Ordnance Survey maps available at <http://mario.lancashire.gov.uk/agsmario/default.aspx> shows a building in the same position and with a similar footprint as the building on the site today. The building was one of the very first buildings on Knowsley Road and its position is clearly influenced by the course of the brook and the position of Petty Foot Bridge. We consider that it is appropriate for the proposed cottage to preserve this positioning on the site.

Effect of development on the local highway network

7.12 This application is made with the means of vehicular access to utilise the existing site entrance along Knowsley Road. The last use of the site was as a dwelling and commercial premises together with four lock up garages. The proposal comprises the erection of three net additional dwellings and the removal of the commercial use from the site as well as potential traffic to the lock up garages. It is considered that the redevelopment of this site for four dwellings will reduce the potential level of traffic generated by this site. Thereby not increasing activity at the site and potentially reducing vehicle movements and well as avoiding commercial deliveries using larger commercial vehicles. This was confirmed during an on-site pre-application meeting between the applicant and Lancashire County Council's Highways Engineer David Bloomer.



Figure 6

- 7.13 Immediately adjacent to the site entrance is a junction which requires drivers to give way to vehicles travelling north from Ramsgreave (towards Wilpshire) and facilitates single lane traffic along Pettyfoot Bridge. See figure 6 and 7. This ensures that vehicles are travelling at an appropriate speed as to not jeopardise highway safety of residents residing in properties which are served by driveways leading off this section of Knowsley Road.



Figure 7

- 7.14 Concern was expressed by several local residents in regards to highways matters. These concerns included that the site could only be accessed in one direction, resulting in vehicles using Mayfield Crescent as a turning point. One resident states *“The previous owner of the unit would turn round in Mayfair Crescent and enter in that way or reverse in. He used the building for storage purposes...”* It is understandable that residents would anticipate that turning manoeuvres would take place in Mayfield Crescent as a result of the proposed development as this has been their previous experience based on the previous occupier of the property. The scheme has been design so that this will not happen. See below. However should planning permission not be granted the previous use of the buildings could be resumed, the access would remain the same, the same types of vehicle movements would recommence and the associated highway safety issues would not be resolved.
- 7.15 We have been in pre-application discussion with the Council’s Highway Engineering advisor Mr David Bloomer. At his request we have provided details of vehicle tracking into and out of the site to demonstrate that turning manoeuvres are possible for cars and larger vehicles (3.5t panel van) in both directions see drawing 4733-P02B. A turning area is provided within the site so that vehicles can enter and leave in forward gear. A communal bin collection area is provided close to Knowsley Road. A communal parking area is provided which meets the prescribed parking requirement of

Lancashire County Council. This demonstrates that the proposal will have no adverse impact on highway safety. In order to ensure that the parking area and turning areas are free at all times for residents to use, a management plan is submitted with the application which demonstrates that residents will be required to parking in the designated parking areas only to ensure the free-flow of traffic within the site at all times.

- 7.16 To conclude, given the small number of units proposed, the impact on the wider highway network will not be detrimental. If anything, the development would see a reduction in comings and goings to/from the site as the commercial element is eliminated. The site is located within an established residential area which benefits from good public transport connectivity. The NPPF places great importance on encouraging developments which protect and exploit opportunities for the use of sustainable transport modes. The proposal is compliant with Policy DMI2 and Policy DMG1.

Protected Species

- 7.17 A protect species survey has been submitted with the application which concludes that the garages (sheds) on the site do not provide a potential habitat for roosting or hibernating bats. An emergence survey monitoring the front and rear of the main buildings of the site did not record any activity. The condition were good for foraging bats. Low level activity of a single pipistrelle was detected commuting in west to east direction across Knowsley road approx 25m to the north of the site at 9.15pm. No activity or emergence from the buildings or sheds was recorded on the site. The proposal complies with policy DME3.

Trees

- 7.18 A tree survey is provided with the application showing the location and condition of trees, and the root protection area in relation to the development. The survey records trees which will be removed. The construction of the development, as proposed, is projected to require the removal of two low quality 'C' category trees and three short lengths of low quality hedge, The trees that require removal are small and are located internal to the site and therefore confer a very low visual amenity in the local landscape. The site has sufficient space for the inclusion of new tree planting if required This has the potential to deliver more sustainable long term visual amenity that the existing tree cover. The remaining trees will not be affected by the proposed development. The proposal complies with Policy DME1.

Water Course

7.19 The site lies within a Zone 1 flood risk any and is consequently at a very low risk of flooding (less than 1:1,000 per annum). The site can also be provided with adequate surface water drainage and poses no risk of flooding to other properties or off-site locations. The water course which runs through the site is partly culverted. That part of the water course from the brook to the position in line with parking space 2 on 4733-P01B is open as requested by the Lead Local Flood Authority. The remainder is covered as at present.

8.0 CONCLUSION

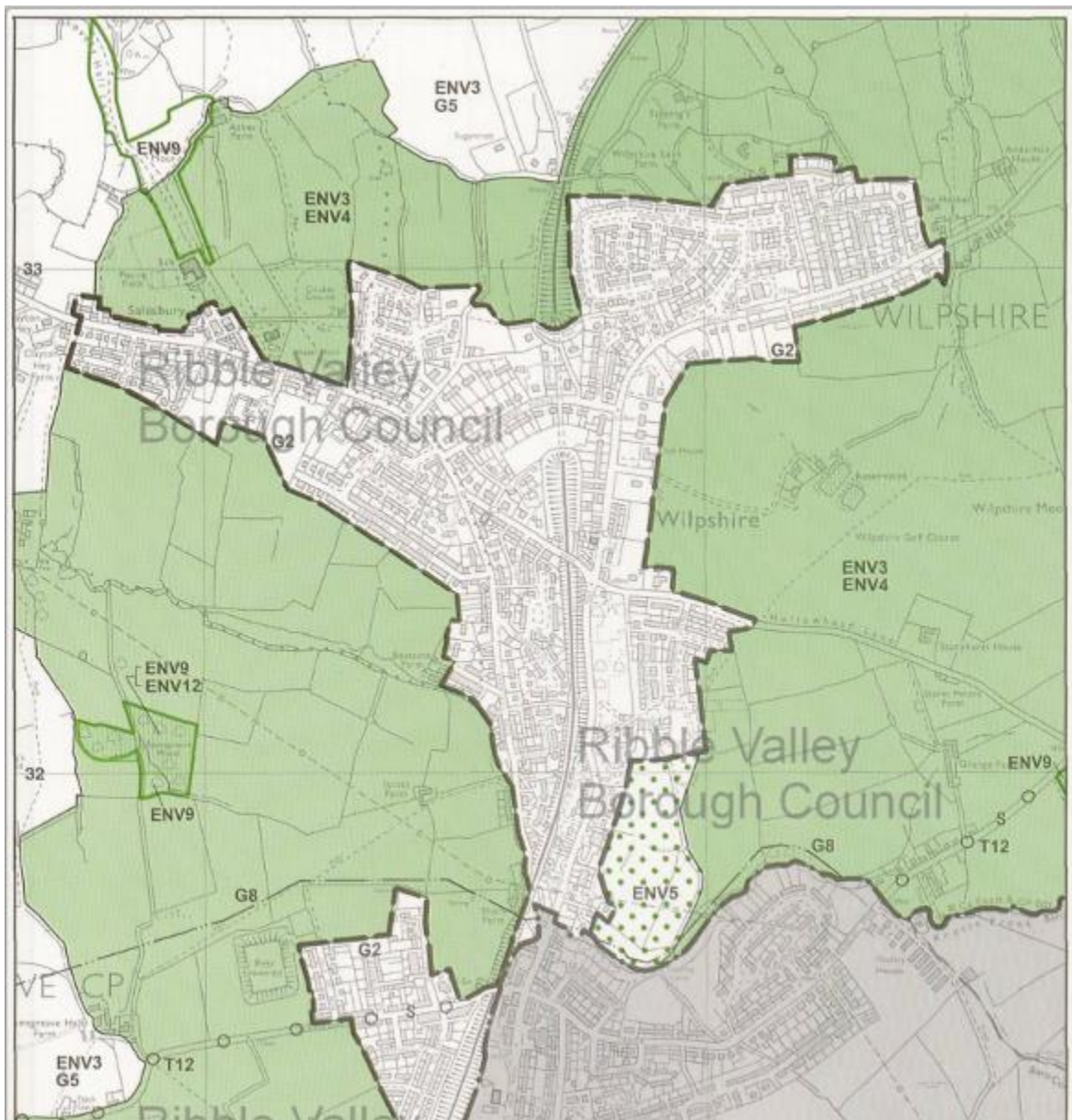
8.1 This Planning Statement demonstrates the merits and acceptability of the proposed planning application for the demolition of the existing cottage/commercial building and detached garages and the redevelopment of the site for four terraced cottages and parking at 12 Knowsley Road.

8.2 The proposal represents a high-quality, sustainable form of development which is compliant with both local and national planning policy and which responds positively to its setting and surroundings and will not result in any adverse impacts in respect of the visual amenities of the street scene, the residential amenities of the proposed and adjacent properties or the safety and operation of the local highway network.

8.3 Paragraph 186 of the NPPF states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development.

8.4 For the reasons set out in this Statement and the supporting application plans and documentation, the Council is asked to grant planning permission for the proposed development.

Appendix 1 – Local Plan Proposals Map Extract



Source: Ribble Valley Local Plan

Appendix 2 – Nearby local services

Cluster of local shops, Whalley New Road



Source google street view

Cluster of shops and a Public House, Whalley Road



Source google street view

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