

Former Recycling Depot, Longsight Road, Langho BB6 8AB.



Proposed South (Front) Elevation

Proposed development of former household waste recycling centre to create Class B1/B8 Business Units.

Planning Statement

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STATEMENT IN SUPPORT OF AN APPLICATION FOR PROPOSED DEVELOPMENT OF FORMER HOUSEHOLD WASTE RECYCLING CENTRE TO CREATE CLASS B1/B8 BUSINESS UNITS.

1.0 INTRODUCTION

1.1 This statement has been prepared to accompany a full application for the construction of business units on land formerly used as a household waste recycling depot operated by Lancashire County Council. The application site is previously development and can be considered to be a brownfield site. The site area is 0.188h.

1.2 The drawings and information submitted with the application comprise:

5625_01A Existing Site Plan and Longsight Road

5625_02 Existing Site Plan 1-100 Scale

5625_10C Proposed Ground Floor Plan, Front Elevation and Section A-A

5625_11C Proposed Site Plan and Longsight Road

5625_12B Existing Elevations

5625_Location Plan

Tree survey

2.0 THE APPLICATION SITE & SURROUNDING AREA

2.1 The application site comprises the former recycling yard area and access road to the Langho recycling centre. The site is outside the settlement boundaries of Langho and of Billington on the adopted Ribble Valley Districtwide Local Plan and the emerging Housing and Economic Development, Development Plan Document. The site is within an area designated as open countryside. However, it is surrounded by built development comprising housing, a repair garage, petrol filling station and business unit and the embankment to the large roundabout on the A59. The site is brownfield and was previously an employment generating site.

2.2 The application site is on the east side of the large roundabout on the A59 close to Langho. The tree covered banking to the roundabout is adjacent to the western boundary of the site. To the north of the main part of the site are three storey flats and a car park. The access road passes to the south of four terrace houses which front onto Petre Wood Close. To the south of the site and its access road, and at a higher level, is Petre Garage and petrol filling station.

2.3 Access to the site is off the short section of the adopted highway of Longsight Road which ceases at the site entrance. The site entrance is 90m from Whalley Road which carries bus services 22 Valleyline (Clitheroe to Blackburn and Shadsworth), 280 (Skipton to Preston) and the x80 express service (Skipton to Preston). The site entrance is within 885m walking distance of Langho railway station.

3.0 PROPOSED DEVELOPMENT

3.1 The development is for four business uses (Use Class B1 or B8). Each unit is two storey under a mono-pitched roof which slopes down to the rear. The ground floor and first floor of each unit

is 76m² giving a total internal floor space of 152m². There is parking for 21 vehicles, and cycle storage. The operating hours proposed reflect those approved when the site was operational as a household recycling centre.

4.0 SITE HISTORY

- 4.1 The application site was until recently used as a household waste recycling centre until 31st March 2011. The recycling centre comprised series of skips on the northern and western perimeter of the site with a parking and turning area. The whole area was hard surfaced and fenced. The household recycling centre was operational during the construction of the houses and remained operational after they were occupied from 2009.
- 4.2 The planning records at the Council Offices indicate that planning permission was probably first granted for the household waste centre in 1981. The most recent application recorded in 2002 was to vary the operating hours see table below.

RVBC		Description	Decision
3/2002/0990	PETRE ARMS HOUSEHOLD WASTE RECYCLING CENTRE, LONGSIGHT ROAD, LANGHO, BLACKBURN	VARIATION OF CONDITION 3 OF PLANNING PERMISSION 3/99/0322 TO EXTEND THE HOURS OF PUBLIC OPENING TO BETWEEN 0800-1900 MONDAY TO SUNDAY INCLUSIVE	APPROVED WITH CONDITIONS Date : 14/01/2003
3/1999/0322	PETRE ARMS, HOUSEHOLD WASTE DISPOSAL CENTRE, LONGSIGHT ROAD, LANGHO CLITHEROE	MODIFICATION OF CONDITION OF 3/81/0782 TO EXTEND THE HOURS FOR SERVICING THE SITE	APPROVED WITH CONDITIONS Date : 09/07/1999

5.0 RELEVANT PLANNING POLICY

- 5.1 The following policies of the Core Strategy are relevant to this application are:

Key Statement DS1: Development Strategy promotes employment opportunity through development

Key Statement EC1: Business and employment development-employment development will be directed towards the main settlements of Clitheroe Longridge and Whalley as preferred locations to accommodate employment growth together with land at the Barrow Enterprise Site, the Lancashire Enterprise Zone at Samlesbury **and locations well related to the A59 corridor.**

Key Statement EN2 -Landscape. Development will be expected to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style features and building materials.

Key Statement DMI2 – transport considerations. New development should be located 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-development should be in accordance with the Core Strategy development strategy and should support the spatial vision.

Policy DMG3: Transport and mobility-the availability of public transport, the relationship of the site to the primary road network, the provision for access by pedestrian and cyclists.

Policy DME1: Protecting trees and woodlands-requires arboriculture assessments where development will affect existing tree cover

Policy DME2: Landscape and townscape protection- the Council will seek to enhance local landscapes

Policy DME6: Water management-development will not be permitted where it will it lead to flooding

Policy DMB1: Supporting business growth and the local economy- proposals that are intended to support business growth and the local economy will be supported in principle.

6.0 PLANNING APPRAISAL

- 6.1 This section of the statement will justify the acceptability of the proposed development and demonstrate its accordance with the policies of the core strategy. The main issues to be considered are the principle of the proposed commercial development, visual amenity, residential amenity, effect on trees, sustainable travel and highway safety.

Core Strategy

- 6.2 The Ribble Valley Core Strategy highlights the limited number of employment opportunities available in the Borough, which results in high levels of daily out commuting to access employment. This proposal will support the underlying strategic approach in the Core Strategy expressed in Key Statement DS1 to create development opportunities for economic, social and environmental well-being and development for future generations. The development has the potential to deliver benefits such new employment and reducing the levels of out-commuting and increasing self-containment.
- 6.3 Land which is well related to the A59 corridor is considered to be an acceptable location for new employment development under Key Statement EC1. The site was previously in employment use as a recycling depot. Sites well related to the A59 are one of the preferred locations for new employment development. Land has not yet been released to meet the identified need for new economic development sites. Key Statement EC1 states that new sites will be identified in accord with the development strategy where the health of the local economy support such release.

Principle of Development

- 6.4 The principle planning policy considerations in this case are based around the Ribble Valley Core Strategy adopted in December 2014. The Ribble Valley Core Strategy highlights the limited number of employment opportunities available in the Borough, which results in a high level of daily out commuting to access employment opportunities.
- 6.5 Key Statement EC1 “Business and Employment Development” directs employment development to the main settlements as preferred locations and supports development in locations well related to the A59 corridor. The site is adjacent to the A59. This site will be attractive to businesses which need to have good access to the highway network for business activity. The site is and also close to the public transport network so that employees are not wholly reliant on cars for their travel to work.
- 6.6 The Core Strategy sets out a minimum requirement for new sites for economic development. The Housing and Economic Development DPD has put forward sites to meet this need but has yet to be adopted. This figure is a minimum requirement and is not a ceiling. Additional land above 2.41 ha would allow flexibility and choice of location for economic developments. This is the case here.
- 6.7 There is an established commercial development immediately adjacent to the site and the site was previously an employment generating site and is brownfield. The proposal is in principle acceptable under Key Statement EC1 and policies DMB1 and DMG2 as it maintains the employment generating potential of the site which is located close to the A59, thus supporting the local economy.

Visual Impact

- 6.8 The application site was the former carriageway of the A59 before the roundabout was constructed together with land to the north. The former carriageway, together with the land to the north which was hard-surfaced, created the recycling centre. The site is entirely surrounded by land at a much higher level or built development from which it is separated by a high boundary fence. The proposed building and site will not be readily visible from outside of the site as it is very well screened due to the rising ground around it, which is covered in trees, and the high perimeter fence.
- 6.9 The proposed development will have minimal impact on the visual quality of the open countryside and is compliant with Key Statement EN2 and policy DME2.

6.10 The proposed contemporary design of the business units is of a high quality and proposes an interesting front elevation with areas of glazing which will give an animated appearance. It is lower in scale than the adjacent terraced housing and apartments. The front elevation is proposed in a mixture of materials including brick, cladding panels and glass together with an aluminium surround. Parking and cycle parking are positioned close to the building with adequate space for vehicles to manoeuvre. The proposal complies with policy DMB1.

Residential amenity

6.11 The proposed units are positioned to the south of the apartments on Petre Wood Close and to the west of the terraced houses on Petre Wood Close. The rear of the units faces a blank elevation in the apartments and the car park. Section A-A describes the relationship between the rear of the proposed units and the western elevation of the apartments. There is a sufficient distance between the units and the apartment for there to be no loss of light to the apartments. The apartments are currently separated from the former household recycling centre by a brick wall topped by a double skinned fence in front of which are shrubs which exceed the height of the fence. These shrubs and high fence will adequately screen the proposed unit from the apartments.

6.12 The proposed units are positioned approximately 8m from the blank gable of 14 Petre Wood Close. Drawings 5625-10A and 11 show that the side garden of 14 Petre Wood Close is separated from the site by a brick retaining wall (the site is lower than the house) topped by a high close boarded fence. Within the rear garden area of the house is a substantial hedge which is higher than the fence. The proposed units will have no adverse effect on the outlook from the house and will have no significant impact on the garden area of the house. The proposal complies with the requirements of policy DMG1.

6.13 The operating hours of the household waste recycling centre was controlled by condition. Planning permission 3/1999/0322 condition 2 required operating hours of the site to be between 7.30 am and 7.30 pm every day of the week. This is the time that employees on the site would start and finish. Opening hours to the public were controlled by a condition on planning permission 3/2002/0990 which were limited to 8.00am to 7.00pm every day of the week. Planning permission was granted for the housing development whilst the household recycling centre was operational. On this basis we seek the same operating hours for the proposed development.

- 6.14 It is anticipated that lighting will be required in the winter months. On the site there are three pole mounted flood lights, each column has two lamps. These were in use when the site operated as a household waste recycling centre. It is proposed to retain the existing lights. The adopted section of Longsight Road which leads into the site currently has street lighting. The proposal is compliant with policy DMG1: General Considerations.

Trees and ecological considerations

- 6.15 A tree constraints survey has been submitted with the application. This has described the trees that are on or adjacent to the site. The proposed development does not encroach onto the identified root protection area of the trees. The development is compliant with policy DME1: Protecting Trees and Woodlands.

Highways

- 6.16 The site is accessed via the remaining spur of the adopted Longsight Road. The previous use of the site would have attracted significant numbers of vehicles. These would be both skip wagons servicing the site as well as people accessing the site in vehicles to deposit waste. The level and character of traffic to the site is likely to less.
- 6.17 As previously stated the site is well-positioned to take advantage of public transport services. Whalley Road carried frequent bus services to major towns and the Langho railway station is within reasonable walking distance. Parking has been provided at the level of 1 space per 30m² to comply with the County Council parking standards. 21 car spaces are proposed including two accessible bays and 4 cycle spaces. There are opportunities available for employees to travel to work by public transport or by cycle. The development is compliant with Key Statement DMI2: Transport Considerations, policies DMG1: General Considerations and DMG3: Transport and Mobility.

Other Matters

Surface water drainage

- 6.18 The site is within an area categorised by the Environment Agency as Flood Zone 1 which is defined as land with a very low probability of flooding. The whole of the site is presently hard surfaced so the run-off rate is unlikely to increase. This is compliant with policy DME6: Water Management

7 CONCLUSION

- 7.1 The proposal is to develop this former waste recycling centre for business units use class B1 and B8. The Core Strategy key statement EC1 Business and Employment supports

economic development which is well related to the A59 corridor. The site was previously an employment generating and is a brownfield site. It is adjacent to existing commercial development at Petre Garage.

- 7.2 The proposal is for four high quality business units which have been carefully placed on the site to avoid any loss of amenity to the surrounding residential uses. The site is accessibly by public transport and is closely related to the A59. The site is well-screened and will have no impact on the visual qualities of the open countryside.
- 7.3 We concluded that the continued use of the site for employment generating purposes would make an important contribution to the provision of local employment opportunities for the area and would support the aims and objectives of the Council.