

Design and Access Statement & Planning Statement

to support

the development of a play barn

at

**Mrs Dowson's Farm
Hawkshaw Farm
Longsight Road
Clayton Le Dale
Blackburn
BB2 7JA**

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This statement has been structured with reference to CABE best practice guidance; Design & Access Statements – how to write read and use them. CABE 2006.

Design & Access Statement and Planning Statement

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1.0 Introduction

Hawkshaw Farm is a 135 acre dairy farm owned and occupied by Mr & Mrs Dowson and their family. In addition to the farm at home there is currently an additional 250 acres of rented land which is farmed as part of the business. The business comprises 140 dairy cattle with all replacements being reared on farm so that at any one time there are over 300 head of cattle present on the holding. The dairy herd is operated on a year round calving system so that the volume of milk produced remains constant.

A proportion of the milk produced is used to make Mrs Dowson's award winning ice creams with currently over 50 different flavours available. Ice cream making began on the farm in 2001 and has continued to grow on an annual basis. Currently the farm and ice cream making enterprise employ 7 FTE staff and it is anticipated a further 2 FTE will be required in the coming year.

The farm also operates a visitor centre and café which is open to the public at weekends and through the school holidays; Mrs Dowson's Farm. There is a wide mix of animal species on the farm park including pigs, sheep, goats, poultry, alpacas, ponies and donkeys. The café offers Mrs Dowson's ice cream as well as light snacks and drinks.

The farm business further diversified with the creation of the Scare Kingdom visitor attraction with Halloween themed events taking place on the farm. The diversified enterprises offer seasonal employment for up to 30 part time staff at varying times of the year.

2.0 Site details

Hawkshaw Farm is located on Longsight Rd and is to the east of the A59. All the land at the farm is grassland with a mixture of pastures and silage meadows.

There is a farmhouse and a large range of traditional and modern farm buildings providing cattle housing, silage clamps, general storage and manure storage.

The farm also has diversified the business to include a farm visitor centre and the Scare Kingdom attraction.

The scheme for the access which was approved by highways when the visitor centre was granted planning has been implemented. The work was completed to standards above those approved with the working amendments being agreed with a highways engineer during a number of site visits. Unfortunately this wasn't logged in a paper application but it can be seen that the widening works and improvements have been made thus ensuring a safe access for visitors and farm traffic alike.

3.0 The proposed development

Mrs Dowson's Farm is a crucial income stream for this diversified farm business which also provides jobs and utilises farm labour in quieter periods. In the light of the upcoming changes to agricultural subsidies the Dowson Family are looking at ways of securing income streams to ensure the business is sustainable over the coming years.

The open farm attracts visitors from all over Lancashire and further afield. The visitor centre is also used to accommodate school and other groups. In a bid to increase visitor numbers the open farm is made available for pre-booked parties and functions. However the main market is the general public at weekends and during school holidays.

Currently, as most of the activities are outside visitor numbers are very weather dependant. It is proposed to erect a new building within the boundary of the farm park to allow an indoor play barn/adventure education centre to be developed. This space would ensure there is something to attract visitors whatever the weather.

The existing building at the entrance to the farm park accommodates the reception area, café and toilets. Once the new building is in place the reception and toilets will not be required so the whole of this area will be used as the café.

The proposed building will be 5 metres to the eaves to allow the development of a two storey adventure play area with a lean to along one side to create the reception area and to guide the flow of visitors both into the play barn and into the farm park.

Examples of the proposed type of play equipment are included with the application which illustrates the need for the 5 metre height. Many items include rope climbing areas, slides and large timber structures etc which are over 4 metres in height.

Visitors will walk from the car park into an access corridor where toilet facilities will be available. They will then pass into the reception area where they will purchase tickets to the play barn and/or farm park.

The main building will be 39 metres x 19 metres which provides a footprint for the play barn itself of 27m x 19m. This shape and footprint is the optimum space to install the timber and ropes equipment proposed.

The remaining area within the building will provide toilet facilities, staff facilities and storage. A mezzanine area above the toilets and storage will allow for office space and a meeting room.

The main building will be a steel framed structure which will be similar to an agricultural building. The walls will be concrete panels to 1 metre with timber cladding above to provide the appearance of an agricultural building. This will ensure the structure is in keeping with its surroundings. Doors and windows will be double glazed with timber frames and the roof will be grey fibre cement sheets to match the adjacent farm buildings.

A packaged water treatment plant will be installed for foul water which will discharge into the ditch to the northwest of the site. Calculations based on the maximum number of expected visitors 500 per day indicates that there will be a peak load flow of 15000 litres on any one day. The plant will be scaled to process this volume and installed to the relevant British Standards. The size of plant required will require a discharge license from the EA.

The nearest soft play areas or play barns are located to the south of Blackburn, in Preston or north of Preston along the A6 corridor. The facility would appeal to residents of Clitheroe, west Blackburn, the Ribble Valley and the surrounding villages. The site is accessible using public transport with a bus route along the A59. There is also good road access for cyclists and cars from the main road network.

4.0 Design and Access

Context of Site

Assessment

The application is for the creation of a play barn and new café, toilets and kitchen within the farm visitor centre at Hawkshaw Farm. The proposal will provide entertainment and educational facilities for customers on wet days, thus increasing visitor numbers and safeguarding jobs.

Involvement

Pre – application enquiry, reference no. RV/2019/ENQ/00116 was submitted and the response received has been utilised to inform this application.

Evaluation

The proposal is to create additional facilities for visitors to Mrs Dowson's farm. The existing facility is very weather dependant so that if there is rain in the morning or rain forecast visitor numbers are very low.

Offering an all-weather play barn and education facility will encourage people to visit whatever the weather. The visitor centre will also be opened on weekdays to attract a wider audience including grandparents who provide childcare and other customers who are not at work during the week.

Design

The design is for a steel framed building which will be largely agricultural in appearance. The walls will be concrete panels with timber cladding above to make it more aesthetically pleasing.

The design will give the appearance of an agricultural building which is appropriate in this location. The height and dimensions of the building are those required to allow for the installation of the proposed play equipment. The wide access corridor and the reception area will allow free movement of people and will be fully accessible.

Design Principles and Concepts:

Use

The building will be utilised to provide a play barn and educational facility for visitors to the open farm, offering facilities for wet days and thus maintaining customer numbers in all weathers.

Amount

The proposed main building will be 39m x 19m with a lean to measuring 16m x 9.5m for the reception area and access to the farm park.

Layout

The layout has been designed to allow easy access to all the facilities whilst ensuring management of ticket sales and throughput of visitors.

Scale

The main building will measure 39metres x 19 metres and 5 metres to the eaves and 7.4m to the ridge. The lean to will measure 16m x 9.5m.

There is already adequate parking for up 200 cars adjacent to the visitor centre.

Landscaping

There is a mature hedgerow alongside Longsight Road and another hedge surrounding the visitor centre, both of which will screen the proposed building from the north and west. As the building will sit against a backdrop of the existing agricultural buildings no further landscaping is proposed.

Appearance

The proposed building will be timber clad with a grey cement fibre roof to ensure it matches the agricultural buildings which will form a backdrop to the structure. The windows and doors will all be timber framed so that the building is in keeping with other nearby rural properties.

Access:

An Accessible Environment

The site is easily accessible by car, public transport and cycle from Longsight Road.

Vehicular and Transport Links

The site has good vehicular access and public transport can be accessed from Longsight Road

Access and Movement Patterns

There is good access and adequate turning space for vehicles within the site.

Emergency Services Access

There is good access for the emergency services and this will not be altered by the proposal.

5.0 Planning Policy Framework

Central Government provides policy advice in the National Policy Planning Framework. In this instance the local planning policy which is relevant to the site comes in the form of the Core Strategy 2008-2028 A Local Plan for the Ribble Valley

5.1 National Policy

National planning Policy Framework 2018

The new NPPF has sustainable development as its key principle. The document states that

'there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- *an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- *a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- *an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.'*

This application will support the expansion of this rural business which is of significant economic importance as an employer in this rural area

Supporting a prosperous rural economy

83. *Planning policies and decisions should enable:*

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;

b) the development and diversification of agricultural and other land-based rural businesses;

c) sustainable rural tourism and leisure developments which respect the character of the countryside; and

d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

This proposal will support the sustainable growth of a rural business as well as improving the rural tourism offering in the Ribble Valley.

Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

The site is readily accessible by public transport, bicycle or on foot.

Achieving well-designed places

127. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The building will be designed to ensure it sits well within the local landscape and is visually attractive. The surrounding buildings are agricultural so the proposed materials and design reflect this.

Conserving and enhancing the natural environment

170. Planning policies and decisions should contribute to and enhance the natural and local environment by:

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and

other benefits of the best and most versatile agricultural land, and of trees and woodland;

c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

The proposed building will be sited and constructed to ensure it does not have a negative impact on the surrounding landscape. Existing hedges will be preserved and new planting undertaken to enhance the site.

Local Planning Policy

Core Strategy 2008-2028 A Local Plan for the Ribble Valley

KEY STATEMENT DS2: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- specific policies in that Framework indicate that development should be restricted.*

The proposal is in a sustainable location and is easily accessible using public transport or by cycle/ on foot. The proposal will provide employment for local people in the Ribble Valley.

KEY STATEMENT EN3: SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

The Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable to do so, in order to address both the causes and consequences of climate change. In particular, all development will be required to demonstrate how it will contribute towards reducing the Borough's carbon footprint. The Council will assess applications against the current Code of Sustainable Homes, Lifetime Homes and Buildings for Life and BREEAM standards, or any subsequent nationally recognised standards.

Proposals for the development of new renewable energy generation facilities, including onshore wind turbine technologies, will be considered. This will require the consideration of many factors including the need to reduce the area's carbon footprint whilst also recognising its exceptional environmental and landscape context.

In adapting to the effects of climate change it is expected that proposals for development will demonstrate how sustainable development principles and sustainable construction methods, such as the use of sustainable drainage systems, will be incorporated.

New development in vulnerable areas should ensure that risks can be managed through suitable measures, including through the conservation of biodiversity, improvement of ecological networks and the provision of green infrastructure.

All development should optimise energy efficiency by using new technologies and minimising the use of energy through appropriate design, layout, material and landscaping and address any potential issues relating to flood risk. Ribbles Valley Borough Council will liaise with the County Council over development within Mineral Safeguarding Areas (MSAs) in both proposing future site allocations and in determining planning applications. This liaison will include consideration of the issue of preventing the unnecessary sterilisation of mineral resources within MSAs and, where feasible and practicable, the prior extraction of mineral resources.

On larger schemes, planning permission will only be granted for developments on sites that deliver a proportion of renewable or low carbon energy on site based on targets elaborated within the relevant Development Management policy and also incorporate recycled or reclaimed materials or minimise the use of energy by using energy efficiency solutions and technologies. Where developments fail to achieve any of these, it must be demonstrated why this cannot be achieved.

The building will be well insulated where appropriate and will be fitted with low energy fixtures to minimise energy requirements. All toilets will be low water use to conserve water.

KEY STATEMENT EC1: BUSINESS AND EMPLOYMENT DEVELOPMENT

Employment development will be directed towards the main settlement of Clitheroe, Whalley and Longridge as the preferred locations to accommodate employment growth together with land at Barrow Enterprise Site, the Lancashire Enterprise Zone at Samlesbury and locations well related to the A59 corridor.

The Council, in line with the evidence it has gathered, will aim to allocate an additional 8 hectares of land for employment purpose in appropriate and sustainable locations during the lifetime of this plan.

Land will be made available for employment use in order to support the health of the local economy and wider sustainable job creation. The expansion of existing businesses will, wherever appropriate, be considered favourably.

In considering the development of land for economic development and in determining where this land will be located, priority will be given to the use of appropriate Brownfield sites to deliver employment-generating uses including a preference for the re-use of existing employment sites before alternatives are considered.

New sites will be identified in accord with the development strategy where the health of the local and, in relevant cases, the wider economy support such release. Opportunities to identify land as part of appropriate mixed-use schemes within any strategic land release will be considered favourably.

Developments that contribute to farm diversification, strengthening of the wider rural and village economies or that promote town centre vitality and viability will be supported in principle.

Proposals that result in the loss of existing employment sites to other forms of development will need to demonstrate that there will be no adverse impact upon the local economy.

The Council considers, in line with neighbouring authorities and other bodies, that the BAe Samlesbury site should be regarded as a regionally significant employment site with considerable potential to accommodate a variety of advanced knowledge based industries in the future. This has been recognised by the Government's creation of an Enterprise Zone at this location. As such the site is not considered part of the borough's general employment land supply.

The Council will therefore support the delivery of the Enterprise Zone and has produced a Local Development Order to achieve this.

This proposal will generate employment opportunities in the Ribble Valley and contributes to the further diversification of the farming business at Hawkshaw Farm.

KEY STATEMENT EC3: VISITOR ECONOMY

Proposals that contribute to and strengthen the visitor economy of Ribble Valley will be encouraged, including the creation of new accommodation and tourism facilities through the conversion of existing buildings or associated with existing attractions. Significant new attractions will be supported, in circumstances where they would deliver overall improvements to the environment and benefits to local communities and employment opportunities.

The diversified enterprises at Hawkshaw Farm already provide a tourist offering in the Ribble Valley. The proposed play barn will enhance the offering and encourage more people to visit the area.

POLICY DMG1: GENERAL CONSIDERATIONS

IN DETERMINING PLANNING APPLICATIONS, ALL DEVELOPMENT MUST:

DESIGN

- 1. BE OF A HIGH STANDARD OF BUILDING DESIGN WHICH CONSIDERS THE 8 BUILDING IN CONTEXT PRINCIPLES (FROM THE CABE/ENGLISH HERITAGE BUILDING ON CONTEXT TOOLKIT.*
- 2. BE SYMPATHETIC TO EXISTING AND PROPOSED LAND USES IN TERMS OF ITS SIZE, INTENSITY AND NATURE AS WELL AS SCALE, MASSING, STYLE, FEATURES AND BUILDING MATERIALS.*
- 3. CONSIDER THE DENSITY, LAYOUT AND RELATIONSHIP BETWEEN BUILDINGS, WHICH IS OF MAJOR IMPORTANCE. PARTICULAR EMPHASIS WILL BE PLACED ON VISUAL APPEARANCE AND THE RELATIONSHIP TO SURROUNDINGS, INCLUDING IMPACT ON LANDSCAPE CHARACTER, AS WELL AS THE EFFECTS OF DEVELOPMENT ON EXISTING AMENITIES.*
- 4. USE SUSTAINABLE CONSTRUCTION TECHNIQUES WHERE POSSIBLE AND PROVIDE EVIDENCE THAT ENERGY EFFICIENCY, AS DESCRIBED WITHIN POLICY DME5, HAS BEEN INCORPORATED INTO SCHEMES WHERE POSSIBLE.*
- 5. THE CODE FOR SUSTAINABLE HOMES AND LIFETIME HOMES, OR ANY SUBSEQUENT NATIONALLY RECOGNISED EQUIVALENT STANDARDS, SHOULD BE INCORPORATED INTO SCHEMES.*

ACCESS

- 1. CONSIDER THE POTENTIAL TRAFFIC AND CAR PARKING IMPLICATIONS.*
- 2. ENSURE SAFE ACCESS CAN BE PROVIDED WHICH IS SUITABLE TO ACCOMMODATE THE SCALE AND TYPE OF TRAFFIC LIKELY TO BE GENERATED.*
- 3. CONSIDER THE PROTECTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY AND ACCESS.*

AMENITY

- 1. NOT ADVERSELY AFFECT THE AMENITIES OF THE SURROUNDING AREA.*
- 2. PROVIDE ADEQUATE DAY LIGHTING AND PRIVACY DISTANCES.*
- 3. HAVE REGARD TO PUBLIC SAFETY AND SECURED BY DESIGN PRINCIPLES.*
- 4. CONSIDER AIR QUALITY AND MITIGATE ADVERSE IMPACTS WHERE POSSIBLE.*

ENVIRONMENT

- 1. CONSIDER THE ENVIRONMENTAL IMPLICATIONS SUCH AS SSSIS, COUNTY HERITAGE SITES, LOCAL NATURE RESERVES, BIODIVERSITY ACTION PLAN (BAP) HABITATS AND SPECIES, SPECIAL AREAS OF CONSERVATION AND SPECIAL PROTECTED AREAS, PROTECTED SPECIES, GREEN CORRIDORS AND OTHER SITES OF NATURE CONSERVATION.*
- 2. WITH REGARDS TO POSSIBLE EFFECTS UPON THE NATURAL ENVIRONMENT, THE COUNCIL PROPOSE THAT THE PRINCIPLES OF THE MITIGATION HIERARCHY BE FOLLOWED. THIS GIVES SEQUENTIAL PREFERENCE TO THE FOLLOWING:
 - 1) ENHANCE THE ENVIRONMENT*
 - 2) AVOID THE IMPACT*
 - 3) MINIMISE THE IMPACT*
 - 4) RESTORE THE DAMAGE*
 - 5) COMPENSATE FOR THE DAMAGE*
 - 6) OFFSET THE DAMAGE.**
- 3. ALL DEVELOPMENT MUST PROTECT AND ENHANCE HERITAGE ASSETS AND THEIR SETTINGS.*
- 4. ALL NEW DEVELOPMENT PROPOSALS WILL BE REQUIRED TO TAKE INTO ACCOUNT THE RISKS ARISING FROM FORMER COAL MINING AND, WHERE NECESSARY, INCORPORATE SUITABLE MITIGATION MEASURES TO ADDRESS THEM.*
- 5. ACHIEVE EFFICIENT LAND USE AND THE REUSE AND REMEDIATION OF PREVIOUSLY DEVELOPED SITES WHERE POSSIBLE. PREVIOUSLY DEVELOPED SITES SHOULD ALWAYS BE USED INSTEAD OF GREENFIELD SITES WHERE POSSIBLE*

INFRASTRUCTURE

1. NOT RESULT IN THE NET LOSS OF IMPORTANT OPEN SPACE, INCLUDING PUBLIC AND PRIVATE PLAYING FIELDS WITHOUT A ROBUST ASSESSMENT THAT THE SITES ARE SURPLUS TO NEED. IN ASSESSING THIS, REGARD MUST BE HAD TO THE LEVEL OF PROVISION AND STANDARD OF PUBLIC OPEN SPACE IN THE AREA, THE IMPORTANCE OF PLAYING FIELDS AND THE NEED TO PROTECT SCHOOL PLAYING FIELDS TO MEET FUTURE NEEDS. REGARD WILL ALSO BE HAD TO THE LANDSCAPE OR TOWNSCAPE OF AN AREA AND THE IMPORTANCE THE OPEN SPACE HAS ON THIS.
2. HAVE REGARD TO THE AVAILABILITY TO KEY INFRASTRUCTURE WITH CAPACITY. WHERE KEY INFRASTRUCTURE WITH CAPACITY IS NOT AVAILABLE IT MAY BE NECESSARY TO PHASE DEVELOPMENT TO ALLOW INFRASTRUCTURE ENHANCEMENTS TO TAKE PLACE.
3. CONSIDER THE POTENTIAL IMPACT ON SOCIAL INFRASTRUCTURE PROVISION.

OTHER

1. NOT PREJUDICE FUTURE DEVELOPMENT WHICH WOULD PROVIDE SIGNIFICANT ENVIRONMENTAL AND AMENITY IMPROVEMENTS.

The proposed building meets all of the above criteria as it has been designed to be in keeping with the location, it has access to public transport, it will be environmentally constructed to ensure there is no impact on the surrounding area and to reduce the energy and water consumption.

POLICY DMG2: STRATEGIC CONSIDERATIONS

DEVELOPMENT SHOULD BE IN ACCORDANCE WITH THE CORE STRATEGY DEVELOPMENT STRATEGY AND SHOULD SUPPORT THE SPATIAL VISION. WITHIN THE OPEN COUNTRYSIDE DEVELOPMENT WILL BE REQUIRED TO BE IN KEEPING WITH THE CHARACTER OF THE LANDSCAPE AND ACKNOWLEDGE THE SPECIAL QUALITIES OF THE AREA BY VIRTUE OF ITS SIZE, DESIGN, USE OF MATERIALS, LANDSCAPING AND SITING. WHERE POSSIBLE NEW DEVELOPMENT SHOULD BE ACCOMMODATED THROUGH THE RE-USE OF EXISTING BUILDINGS, WHICH IN MOST CASES IS MORE APPROPRIATE THAN NEW BUILD.

The building will be designed to ensure it is in keeping with the area and is aesthetically pleasing.

POLICY DMG3: TRANSPORT AND MOBILITY

IN MAKING DECISIONS ON DEVELOPMENT PROPOSALS THE LOCAL PLANNING AUTHORITY WILL, IN ADDITION TO ASSESSING PROPOSALS WITHIN THE CONTEXT OF THE DEVELOPMENT STRATEGY, ATTACH CONSIDERABLE WEIGHT TO:

THE AVAILABILITY AND ADEQUACY OF PUBLIC TRANSPORT AND ASSOCIATED INFRASTRUCTURE TO SERVE THOSE MOVING TO AND FROM THE DEVELOPMENT -

1. THE RELATIONSHIP OF THE SITE TO THE PRIMARY ROUTE NETWORK AND THE STRATEGIC ROAD NETWORK.
2. THE PROVISION MADE FOR ACCESS TO THE DEVELOPMENT BY PEDESTRIAN, CYCLISTS AND THOSE WITH REDUCED MOBILITY.
3. PROPOSALS WHICH PROMOTE DEVELOPMENT WITHIN EXISTING DEVELOPED AREAS OR EXTENSIONS TO THEM AT LOCATIONS WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR.
4. PROPOSALS WHICH LOCATE MAJOR GENERATORS OF TRAVEL DEMAND IN EXISTING CENTRES WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR.

5. PROPOSALS WHICH STRENGTHEN EXISTING TOWN AND VILLAGE CENTRES WHICH OFFER A RANGE OF EVERYDAY COMMUNITY SHOPPING AND EMPLOYMENT OPPORTUNITIES BY PROTECTING AND ENHANCING THEIR VITALITY AND VIABILITY.

6. PROPOSALS WHICH LOCATE DEVELOPMENT IN AREAS WHICH MAINTAIN AND IMPROVE CHOICE FOR PEOPLE TO WALK, CYCLE OR CATCH PUBLIC TRANSPORT RATHER THAN DRIVE BETWEEN HOMES AND FACILITIES WHICH THEY NEED TO VISIT REGULARLY.

7. 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.

ALL MAJOR PROPOSALS SHOULD OFFER OPPORTUNITIES FOR INCREASED USE OF, OR THE IMPROVED PROVISION OF, BUS AND RAIL FACILITIES. ALL DEVELOPMENT PROPOSALS WILL BE REQUIRED TO PROVIDE ADEQUATE CAR PARKING AND SERVICING SPACE IN LINE WITH CURRENTLY APPROVED STANDARDS.

THE COUNCIL WILL PROTECT LAND CURRENTLY IDENTIFIED ON THE PROPOSALS MAP FROM INAPPROPRIATE DEVELOPMENT THAT MAY BE REQUIRED FOR THE OPENING OF STATIONS AT GISBURN AND CHATBURN. ANY PLANNING APPLICATION RELATING TO THESE SITES WILL BE ASSESSED HAVING REGARD TO THE LIKELIHOOD OF THE SITES BEING REQUIRED AND THE AMOUNT OF HARM THAT WILL BE CAUSED TO THE POSSIBLE IMPLEMENTATION OF SCHEMES.

THE COUNCIL WILL RESIST DEVELOPMENT THAT WILL RESULT IN THE LOSS OF OPPORTUNITIES TO TRANSPORT FREIGHT BY RAIL.

The site is accessible using public transport and has good access to the motorway network.

POLICY DMG3: TRANSPORT AND MOBILITY

IN MAKING DECISIONS ON DEVELOPMENT PROPOSALS THE LOCAL PLANNING AUTHORITY WILL, IN ADDITION TO ASSESSING PROPOSALS WITHIN THE CONTEXT OF THE DEVELOPMENT STRATEGY, ATTACH CONSIDERABLE WEIGHT TO: THE AVAILABILITY AND ADEQUACY OF PUBLIC TRANSPORT AND ASSOCIATED INFRASTRUCTURE TO SERVE THOSE MOVING TO AND FROM THE DEVELOPMENT –

1. THE RELATIONSHIP OF THE SITE TO THE PRIMARY ROUTE NETWORK AND THE STRATEGIC ROAD NETWORK.
2. THE PROVISION MADE FOR ACCESS TO THE DEVELOPMENT BY PEDESTRIAN, CYCLISTS AND THOSE WITH REDUCED MOBILITY.
3. PROPOSALS WHICH PROMOTE DEVELOPMENT WITHIN EXISTING DEVELOPED AREAS OR EXTENSIONS TO THEM AT LOCATIONS WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR.
4. PROPOSALS WHICH LOCATE MAJOR GENERATORS OF TRAVEL DEMAND IN EXISTING CENTRES WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR.
5. PROPOSALS WHICH STRENGTHEN EXISTING TOWN AND VILLAGE CENTRES WHICH OFFER A RANGE OF EVERYDAY COMMUNITY SHOPPING AND EMPLOYMENT OPPORTUNITIES BY PROTECTING AND ENHANCING THEIR VITALITY AND VIABILITY.
6. PROPOSALS WHICH LOCATE DEVELOPMENT IN AREAS WHICH MAINTAIN AND IMPROVE CHOICE FOR PEOPLE TO WALK, CYCLE OR CATCH PUBLIC TRANSPORT RATHER THAN DRIVE BETWEEN HOMES AND FACILITIES WHICH THEY NEED TO VISIT REGULARLY.
7. 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.

ALL MAJOR PROPOSALS SHOULD OFFER OPPORTUNITIES FOR INCREASED USE OF, OR THE IMPROVED PROVISION OF, BUS AND RAIL FACILITIES.

ALL DEVELOPMENT PROPOSALS WILL BE REQUIRED TO PROVIDE ADEQUATE CAR PARKING AND SERVICING SPACE IN LINE WITH CURRENTLY APPROVED STANDARDS.

THE COUNCIL WILL PROTECT LAND CURRENTLY IDENTIFIED ON THE PROPOSALS MAP FROM INAPPROPRIATE DEVELOPMENT THAT MAY BE REQUIRED FOR THE OPENING OF STATIONS AT GISBURN AND CHATBURN. ANY PLANNING APPLICATION RELATING TO THESE SITES WILL BE ASSESSED HAVING REGARD TO THE LIKELIHOOD OF THE SITES BEING REQUIRED AND THE AMOUNT OF HARM THAT WILL BE CAUSED TO THE POSSIBLE IMPLEMENTATION OF SCHEMES.

THE COUNCIL WILL RESIST DEVELOPMENT THAT WILL RESULT IN THE LOSS OF OPPORTUNITIES TO TRANSPORT FREIGHT BY RAIL.

The proposal fits with the above policy as it is well related to the surrounding road network as well as being accessible by public transport, on foot and by cyclists. Hawkshaw Farm is easily accessible from all of the surrounding towns and villages.

POLICY DME2: LANDSCAPE AND TOWNSCAPE PROTECTION

DEVELOPMENT PROPOSALS WILL BE REFUSED WHICH SIGNIFICANTLY HARM IMPORTANT LANDSCAPE OR LANDSCAPE FEATURES INCLUDING:

- 1. TRADITIONAL STONE WALLS.*
- 2. PONDS.*
- 3. CHARACTERISTIC HERB RICH MEADOWS AND PASTURES.*
- 4. WOODLANDS.*
- 5. COPSES.*
- 6. HEDGEROWS AND INDIVIDUAL TREES (OTHER THAN IN EXCEPTIONAL CIRCUMSTANCES WHERE SATISFACTORY WORKS OF MITIGATION OR ENHANCEMENT WOULD BE ACHIEVED, INCLUDING REBUILDING, REPLANTING AND LANDSCAPE MANAGEMENT).*
- 7. TOWNSCAPE ELEMENTS SUCH AS THE SCALE, FORM, AND MATERIALS THAT CONTRIBUTE TO THE CHARACTERISTIC TOWNSCAPES OF THE AREA.*
- 8. UPLAND LANDSCAPES AND ASSOCIATED HABITATS SUCH AS BLANKET BOG.*
- 9. BOTANICALLY RICH ROADSIDE VERGES (THAT ARE WORTHY OF PROTECTION).*

The proposal will be built within the existing farm park against the backdrop of the farm buildings. All existing hedgerows will be retained as they provide natural screening for the proposed building.

POLICY DME6: WATER MANAGEMENT

DEVELOPMENT WILL NOT BE PERMITTED WHERE THE PROPOSAL WOULD BE AT AN UNACCEPTABLE RISK OF FLOODING OR EXACERBATE FLOODING ELSEWHERE. APPLICATIONS FOR DEVELOPMENT SHOULD INCLUDE APPROPRIATE MEASURES FOR THE CONSERVATION, PROTECTION AND MANAGEMENT OF WATER SUCH THAT DEVELOPMENT CONTRIBUTES TO:

- 1. PREVENTING POLLUTION OF SURFACE AND / OR GROUNDWATER*
- 2. REDUCING WATER CONSUMPTION*
- 3. REDUCING THE RISK OF SURFACE WATER FLOODING (FOR EXAMPLE THE USE OF SUSTAINABLE DRAINAGE SYSTEMS (SUDS)) AS A PART OF THE CONSIDERATION OF WATER MANAGEMENT ISSUES, AND IN PARALLEL WITH FLOOD MANAGEMENT OBJECTIVES, THE AUTHORITY WILL ALSO SEEK THE PROTECTION OF THE BOROUGH'S WATER COURSES FOR THEIR BIODIVERSITY VALUE.*

ALL APPLICATIONS FOR PLANNING PERMISSION SHOULD INCLUDE DETAILS FOR SURFACE WATER DRAINAGE AND MEANS OF DISPOSAL BASED ON SUSTAINABLE DRAINAGE PRINCIPLES. THE USE OF THE PUBLIC SEWERAGE SYSTEM IS THE LEAST SUSTAINABLE FORM OF SURFACE WATER DRAINAGE AND THEREFORE DEVELOPMENT PROPOSALS WILL BE EXPECTED TO INVESTIGATE AND IDENTIFY MORE SUSTAINABLE ALTERNATIVES TO HELP REDUCE THE RISK OF SURFACE WATER FLOODING AND ENVIRONMENTAL IMPACT.

A foul water treatment plant will be installed to EA standards to ensure there is no pollution of surface or ground water. Roof water will be collected to be

used to flush toilets to reduce the overall water consumption of the site. Any other surface water will be diverted to existing field drains.

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. DEVELOPMENT PROPOSALS WILL BE DETERMINED IN ACCORD WITH THE CORE STRATEGY AND DETAILED POLICIES OF THE LDF AS APPROPRIATE.

THE BOROUGH COUNCIL MAY REQUEST THE SUBMISSION OF SUPPORTING INFORMATION FOR FARM DIVERSIFICATION WHERE APPROPRIATE.

THE EXPANSION OF EXISTING FIRMS WITHIN SETTLEMENTS WILL BE PERMITTED ON LAND WITHIN OR ADJACENT TO THEIR EXISTING SITES, PROVIDED NO SIGNIFICANT ENVIRONMENTAL PROBLEMS ARE CAUSED AND THE EXTENSION CONFORMS TO THE OTHER PLAN POLICIES OF THE LDF.

THE EXPANSION OF ESTABLISHED FIRMS ON LAND OUTSIDE SETTLEMENTS WILL BE ALLOWED PROVIDED IT IS ESSENTIAL TO MAINTAIN THE EXISTING SOURCE OF EMPLOYMENT AND CAN BE ASSIMILATED WITHIN THE LOCAL LANDSCAPE. THERE MAY BE OCCASIONS WHERE DUE TO THE SCALE OF THE PROPOSAL RELOCATION TO AN ALTERNATIVE SITE IS PREFERABLE.

PROPOSALS FOR THE DEVELOPMENT, REDEVELOPMENT OR CONVERSION OF SITES WITH EMPLOYMENT GENERATING POTENTIAL IN THE PLAN AREA FOR ALTERNATIVE USES WILL BE ASSESSED WITH REGARD TO THE FOLLOWING CRITERIA:

- 1. THE PROVISIONS OF POLICY DMG1, AND*
- 2. THE COMPATIBILITY OF THE PROPOSAL WITH OTHER PLAN POLICIES OF THE LDF, AND*
- 3. THE ENVIRONMENTAL BENEFITS TO BE GAINED BY THE COMMUNITY, AND*
- 4. THE ECONOMIC AND SOCIAL IMPACT CAUSED BY LOSS OF EMPLOYMENT OPPORTUNITIES TO THE BOROUGH, AND*
- 5. ANY ATTEMPTS THAT HAVE BEEN MADE TO SECURE AN ALTERNATIVE EMPLOYMENT GENERATING USE FOR THE SITE (MUST BE SUPPORTED BY EVIDENCE (SUCH AS PROPERTY AGENTS DETAILS INCLUDING PERIODS OF MARKETING AND RESPONSE) THAT THE PROPERTY/ BUSINESS HAS BEEN MARKETED FOR BUSINESS USE FOR A MINIMUM PERIOD OF SIX MONTHS OR INFORMATION THAT DEMONSTRATES TO THE COUNCIL'S SATISFACTION THAT THE CURRENT USE IS NOT VIABLE FOR EMPLOYMENT PURPOSES.)*

The proposal supports the growth of the family business at Hawkshaw Farm and will be sited on land within the existing farm park visitor centre. The project will lead to the creation of additional jobs and will bring additional visitors to the area, thus benefiting other local businesses.

POLICY DMB3: RECREATION AND TOURISM DEVELOPMENT

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT PROPOSALS THAT EXTEND THE RANGE OF TOURISM AND VISITOR FACILITIES IN THE BOROUGH. THIS IS SUBJECT TO THE FOLLOWING CRITERIA BEING MET:

- 1. THE PROPOSAL MUST NOT CONFLICT WITH OTHER POLICIES OF THIS PLAN;*
- 2. THE PROPOSAL MUST BE PHYSICALLY WELL RELATED TO AN EXISTING MAIN SETTLEMENT OR VILLAGE OR TO AN EXISTING GROUP OF BUILDINGS, EXCEPT WHERE THE PROPOSED FACILITIES ARE REQUIRED IN CONJUNCTION WITH A PARTICULAR COUNTRYSIDE ATTRACTION AND THERE ARE NO SUITABLE EXISTING BUILDINGS OR DEVELOPED SITES AVAILABLE;*
- 3. THE DEVELOPMENT SHOULD NOT UNDERMINE THE CHARACTER, QUALITY OR VISUAL AMENITIES OF THE PLAN AREA BY VIRTUE OF ITS SCALE, SITING, MATERIALS OR DESIGN;*

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4. THE PROPOSALS SHOULD BE WELL RELATED TO THE EXISTING HIGHWAY NETWORK. IT SHOULD NOT GENERATE ADDITIONAL TRAFFIC MOVEMENTS OF A SCALE AND TYPE LIKELY TO CAUSE UNDUE PROBLEMS OR DISTURBANCE. WHERE POSSIBLE THE PROPOSALS SHOULD BE WELL RELATED TO THE PUBLIC TRANSPORT NETWORK;
5. THE SITE SHOULD BE LARGE ENOUGH TO ACCOMMODATE THE NECESSARY CAR PARKING, SERVICE AREAS AND APPROPRIATE LANDSCAPED AREAS; AND
6. THE PROPOSAL MUST TAKE INTO ACCOUNT ANY NATURE CONSERVATION IMPACTS USING SUITABLE SURVEY INFORMATION AND WHERE POSSIBLE SEEK TO INCORPORATE ANY IMPORTANT EXISTING ASSOCIATIONS WITHIN THE DEVELOPMENT. FAILING THIS THEN ADEQUATE MITIGATION WILL BE SOUGHT.

The proposal enhances the tourism offering at Hawkshaw Farm and within the Ribble Valley

6.0 Determining issues

It is considered that the determining issues in the case of this application are:-

- a) The justification for a new building for tourism at Hawkshaw Farm
- b) The visual impact of the proposal on the open countryside
- c) The impact of the development on the amenity of the local residents

7.0 Assessment of the determining issues

- a) The Dowson Family have already demonstrated that they have the skills to operate and manage diversified farm enterprises. They have won many awards for the farm park, the ice cream production and the Scare Kingdom tourist attraction.
- b) The building has been designed to fit within the surroundings to minimise the visual impact. The structure will be well screened by the existing hedgerow alongside Longsight Rd. The existing farm buildings will form a backdrop to the proposed building, hence the design to appear as an agricultural building.
- c) The attraction will only be open to visitors during the working day so as not to have a detrimental impact on local residents.

8.0 Conclusion

This proposal fits within planning policies and supports the need for additional tourism attractions within the Ribble Valley.