

**Erection of stable block, and construction of manege. Kitchens, Cross  
Lane, Talbot Bridge, Bashall Eaves, Clitheroe BB7 3NA**

**Planning Statement**



**March 2023**

**Prepared by Hartley Planning and Development Associates Ltd**

## **Introduction**

The following proposal follows the dismissal on appeal of application no. 3/2021/0697 (appeal no. APP/T2350/W/21/32818360) on 25 January 2022.

The dismissed appeal was for 6 stables plus a tack room and also a feed/bedding store arranged in two banks and with a corridor down the middle, plus a manege. It also included a proposed sand paddock.

The current proposal is for 4 stables plus a tack room, a feed store plus a manege.

The current application is submitted, having addressed the reasons for the dismissal of the earlier appeal.

The proposed stable block is sited so as not to be directly opposite dwellings on the other side of the lane.

## **Planning history**

**3/2020/0482** for 7 stables plus a feed/bedding store arranged in two banks and with a corridor down the middle, plus a manege

Refused on 28 August 2020.

An appeal was not made within the time available.

**3/2021/0697** for the same proposed development

(Appeal no. APP/T2350/W/21/32818360) refused on 25 January 2022

## **The Main issues**

The main issues are the effect upon (i) the character and appearance of the area (ii) the biological heritage site, Braddup Wood South and (iii) the proposed means of access.

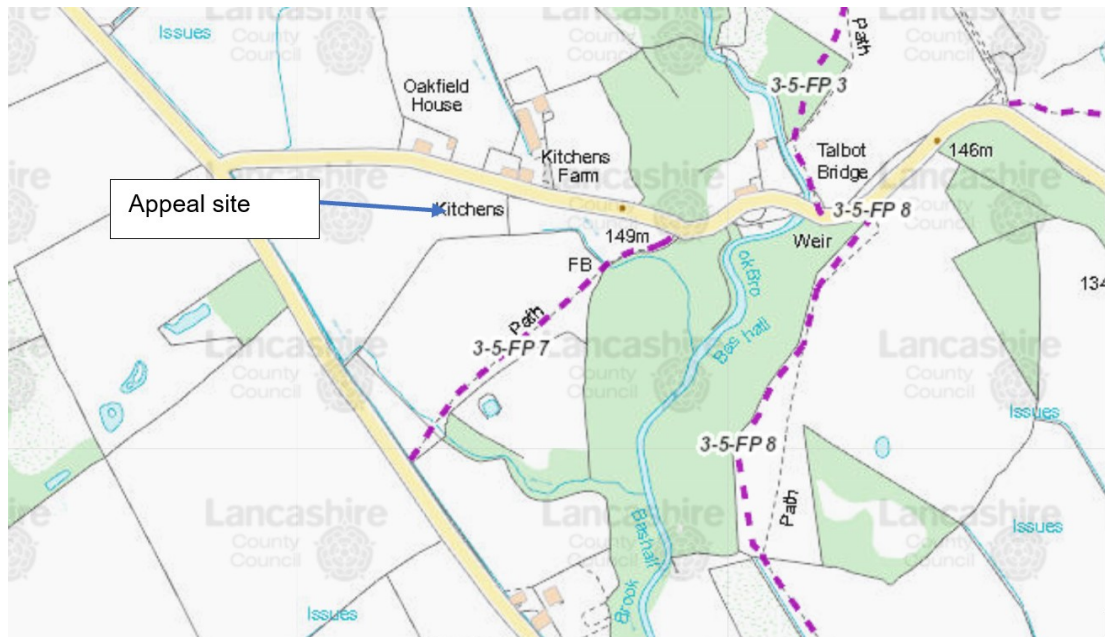
### *Character and appearance*

The proposed development would be sited in a field used for the grazing of horses and adjoining the public highway. The site lies within the Forest of Bowland Area of Outstanding Natural Beauty (AOANB). Mature hedging borders the field against the highway and the proposed development, by its limited height against the hedge, would have an insignificant effect on the character and appearance of the area when seen from the road.

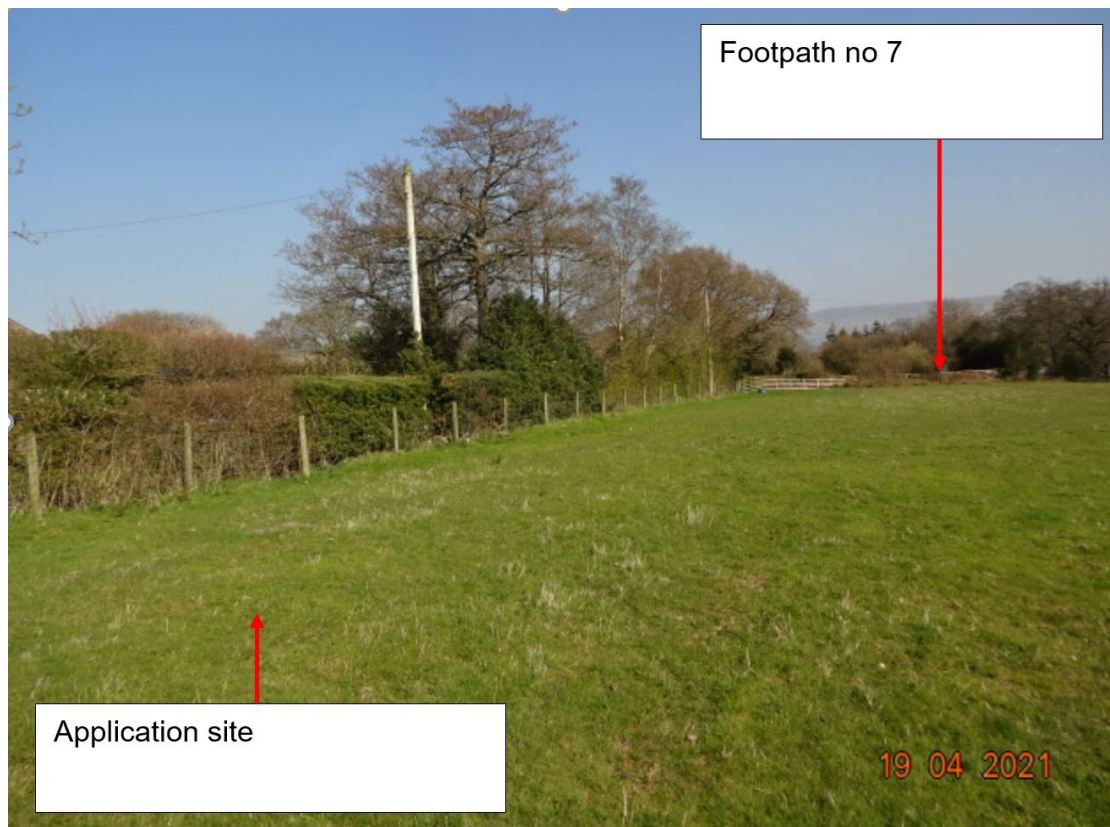
Photo of hedging against the road: -



The proposed development would have a limited visual impact when seen from public footpaths: -



Footpath No 7 is some way from the application site: -



In addition, maneges and stabling, as proposed, are a very common feature in rural areas, including within the AOANB ,and would not be regarded by the vast majority of people as either alien or incongruous in the landscape.

When determining the earlier appeal proposal, the inspector concluded as follows: -

*‘I have no reason to disagree with the Council that the proposed use would be befitting of a rural location and the use of natural materials to the building’s exterior would be acceptable. However, the appeal scheme would comprise a building of not insignificant scale and landtake. Notwithstanding boundary landscaping, and due to the strong open and undeveloped feel of the immediate landscape, the building would be read as a prominent and incongruous addition, reducing the spatial qualities of the area. Not only would this result in harm to the character and appearance of the countryside, but also the special qualities of the AONB’.*

The current proposal reduces the area of the stables by nearly half from that dismissed on appeal , and it reduces the height.

	<b>No of stables</b>	<b>Height to eaves Metres</b>	<b>Height to ridge Metres</b>	<b>Floor area of stable block.(M2)</b>
Proposal dismissed on appeal	6 stables plus tack plus feed/straw bedding store	3m	4.4	167 (external)
Current proposal	4 stables plus tack plus feed store	2.3	3.22	92.8(internal)  55% of the proposal dismissed on appeal

By its reduced floor area and height, it would not be a significant addition in the landscape and would be largely hidden behind the high hedging bordering the road.

Therefore, the proposed development would accord with policies DMG1 and DMG2 of the Ribble Valley Borough Core Strategy 2008 – 2028 (CS) which seek to ensure, amongst other things, good design and, within the open countryside, development is in keeping with the character of the landscape. It would also accord with Policy EN2 of the CS which aims to protect the landscape and character of the AONB and where development is expected to protect, conserve and enhance the natural beauty of the area. This echoes paragraph 176 of the National Planning Policy Framework 2021 (the Framework), which notes that great weight should be given to such conservation and enhancement, together with limiting the scale and extent of development within such areas.

#### *Ecology and the Biological heritage site, Braddup Wood South*

The application site is an open field used for grazing purposes and is at some distance from the Braddup Wood South biological heritage site (BHS) (where its description as a wood denotes its very different character and location, away from the application site).

When determining the earlier appealed application, the Inspector concluded as follows: -

*'6. The appeal site lies close to the Braddup Wood South Biological Heritage Site (BHS), located further along Cross Lane. Policy EN4 of the Core Strategy states that proposals affecting such sites will only be permitted where the negative effects can be mitigated or compensated for and refers to the need for appropriate survey information in this regard.*

*7. It is acknowledged that the appeal site is detached from the BHS. However, a portion of hedgerow removal may be required to facilitate a safe access.*

*While this would impact a limited amount of the hedgerow it nonetheless could have the potential to result in habitat fragmentation or loss, impacting the BHS. Policy DMG2 of the Core Strategy is clear that in an AONB the most*

*important consideration in assessing proposals includes avoiding habitat fragmentation.*

*8. Due to the presence of the hedgerow, there are potential wildlife corridors between the BHS and the appeal site which may be impacted by the proposal. The appellant has stated that any impacts would be minimal but no assessment has been provided in this regard. The appeal documentation is therefore deficient in its assessment of any impacts that the proposal may have on the BHS and on how such impacts would be managed’.*

The current application is accompanied by an ecological report produced independently by Verity Webster BSc (Hons) MSc CEcol CMIEEM of Ecology Consultancy Services.

The report concludes that there would be no ecological harm by extending the existing opening into the site through the hedging bordering the highway from some 5 metres to 9 metres to improve sight lines and access.

Furthermore, the report recommends biological enhancements by further hedge laying within the land edged in blue upon the location plan and where we would accept such a condition.

The submitted ecology report recommends additions hedging in the following location: -



The ecology report adds, and with which we concur: -

*'However, the proposals will ensure planting of 155m of hedgerow along the southern boundary and reinforcement of 32m of the eastern boundary, creating 187m of hedgerow. The new hedgerow planted will be composed of a variety of species with an aim to produce a species rich hedgerow over the next 12 years.'*

Therefore, the proposal accords with Policy EN4 of the Core Strategy which seeks to conserve and enhance the area's biodiversity

*Means of access.*

The proposed access utilises the existing gate, as amended.

While the earliest of the two previous applications, ref 3/2020/0482 was refused on the basis of highway safety, this was not the opinion of the highway authority which raised *'no overriding objection to the principle of applicant proposals'* and recommended the inclusion of the following condition: -

*'The proposed access from the site to Kitchens Cross Lane shall be constructed to a (minimum) width of 5.5 metres and this width shall be maintained for a minimum distance of 10 metres measured back from the nearside edge of the carriageway.'*

*Reason: To enable towed vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users'.*

When determining the later appeal proposal, the Inspector concluded as follows: -

*'10. The appeal site would be accessed via the existing entrance point on Cross Lane. Although narrow, the approach to the site in both directions provides an ample stretch of largely straight road with adequate visibility of the road ahead.'*



*11. However, the presence of hedging along this section of Cross Lane would reduce the visibility of both the site entrance to road users on Cross Lane, and of passing traffic on Cross Lane to vehicles emerging from the site itself. In order to avoid conflict between these road users, the Council has recommended widening of the site access and the removal of some hedgerow. The appellant is amenable to this suggestion and, on the basis of my observations, I have no reason to disagree that this would adequately address the issue, ensuing that there would be no adverse impacts of the proposal on surrounding highway safety.*

*12. While the precise details of the amount of hedgerow to be removed has not been agreed between the parties, I consider that if the development had been acceptable in all other respects, this could have been addressed and made the subject of a condition’.*

We would accept the condition proposed by the Highway Authority under application ref 3/2020/0482 or modified so that the access should be 9m wide and as shown on the proposed site plan.

Therefore, the proposed development would accord with CS policy DMG1 which seeks to ensure that safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.

## **Conclusion**

The proposed development, by its limited size and height and the screening effects of border hedging, would have an insignificant impact upon the character and appearance of the AONB. Moreover, it would involve development which is common and accepted within a rural area and within the AOANB itself.

It would not have an adverse impact upon the ecology of the area and the BHS and where, in any event, biodiversity enhancements are included. .

The highway authority has previously indicated that it has not objection in principle to the proposed development and we would accept its previously

recommended condition or that the proposed development should be carried out in accordance with the submitted plans which show access improvements.

For all of the above reasons, we consider that the application should be approved.