


**Report to be read in conjunction with the Decision Notice.**

<b>Signed:</b>	<b>Officer:</b>	<b>SK</b>	<b>Date:</b>	<b>21.7.25</b>	<b>Manager:</b>	<b>LH</b>	<b>Date:</b>	<b>25.7.25</b>
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<b>Application Ref:</b>	2024/0020			 Ribble Valley Borough Council <small>www.ribbonvalley.gov.uk</small>
<b>Date Inspected:</b>	19.3.24	<b>Site Notice:</b>	19.3.24	
<b>Officer:</b>	Stephen Kilmartin			
<b>DELEGATED ITEM FILE REPORT:</b>				<b>APPROVAL</b>

<b>Development Description:</b>	Erection of proposed extension to the dairy warehouse; new staff parking, landscaping across the whole site and associated works.
<b>Site Address/Location:</b>	Alston Dairy Alston Lane Longridge PR3 3BL

<b>CONSULTATIONS:</b>	<b>Parish/Town Council</b>
The town council would like further information on the siting of the storage building which is not near the retail unit or café with associated access onto Pinfold Lane.	

<b>CONSULTATIONS:</b>	<b>Highways/Water Authority/Other Bodies</b>
<b>LCC Highways:</b>	

The Local Highways Authority have raised no objection to the proposal stating the following:

**Site access**

*The Pinfold Road access has been removed from the scheme. Preston Road is classified B6243 and subject to a 30mph speed limit. The existing site access will serve the proposed farm shop and café along, the extension to the dairy building, the individual customer and staff car parks and the new storage building. A 7day Automatic Traffic Counter was installed between the dates 19th April and 25th April 2024 at a location just to the south of the existing site access.*

*The observed 85%ile speeds are recorded at 37.2mph NB and 39.1mph SB which require splays of X2.4m by Y56m to the south and Y61m to the north. The splays lie within the adopted highway.*

*The proposed site access improvements on Preston Road shown on the drawing HWL drawing number PL-05 Rev R6 are agreed and we may request technical detail changes during the S278 agreement process.*

**Alston Dairy Production Trip Rates:**

*Manual classified turning counts were undertaken at the Alston Dairy entrance onto the B6243 Preston Road on Wednesday 24th April 2024 for the periods: 5:30am to 9:30am and 2pm to 6pm. In addition, car park occupancy surveys were also undertaken. The trips being generated by the Dairy are 16 two-way movements during the AM (06.45- 07.45), 8 two-way movements in the AM (07.45-08.45), 38 two-way movements during the PM (14.15-15.15) and 20 two-way movements during the PM (16.30-17.30). The total existing and anticipated trips generated by the Dairy extension are 27 two-way movements during the AM (06.45-07.45), 14 two-way movements in the AM (07.45- 08.45), 65 two-way movements during the PM (14.15-15.15) and 34 two-way movements during the PM (16.30-17.30).*

**Junction Capacity Assessment:**

*There is no junction assessment provided. The proposed improvements to the right turn lane provision will accommodate the increase in capacity to the site and an assessment is not considered necessary.*

**Parking for the staff at the Dairy:**

*Car park occupancy surveys were undertaken at the Dairy on Wednesday 24th April 2024 for the periods: 5:30am to 9:30am and 2pm to 6pm. The maximum parking demand in weekday AM is 23 and weekday PM is 20. No weekend working at the Dairy occurs. Data has been collected for the travel modes of the existing staff which shows that of the 32 production staff, 50% drive to work and 50% get dropped off/bus/walk. 100% of the 7 administration staff drive to work.*

*The additional 28 production staff and 2 administration staff can be anticipated to generate an additional 16 vehicles per weekday. Overall, the Dairy is anticipated to generate a maximum of 39 vehicles in the AM and 34 in the PM. As previously stated based upon the maximum standards based upon the floor area for a B2 building is 52 spaces, shortfall of 10.*

*However, the submitted data demonstrates that the proposed car parking area of 42 spaces is sufficient to accommodate the maximum demand of the Dairy which is 39 vehicles.*

### **Conclusion**

*Lancashire County Council acting as the Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the impact of the proposed development can be mitigated to ensure that there is no severe impact on highway safety, capacity or amenity in the immediate vicinity of the site.*

### **Conditions:**

Should consent be granted, the Local Highways Authority have requested that the following conditions be imposed:

1. *Within 3 months of commencement a scheme for the site access and off-site highway works shall be submitted to and approved by the Local Planning Authority. The works shall include the following and be implemented prior to the first trading of the development hereby permitted.
  - A. *Improvement works on Preston Road to include widening of right turn lane with new central refuges, new footway to the east side of Preston Road and footway clearance of vegetation on the west side.*
  - B. *Upgrade of 2 nearest bus stops on Preston Road.**

*Reason: To mitigate the impact of the development traffic on the highway network.*

2. *Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4 m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Preston Road to points measured 56m to both sides of the proposed access along the nearer edge of the carriageway of Preston Road, from the centre line of the access, in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority.*

*Reason: To ensure adequate visibility at the street junction or site access.*

3. *Prior to the first trading of the development hereby permitted parking and turning areas shall be constructed in a bound porous material and marked out and made available for use and maintained for that purpose for as long as the development is trading.*

*Reason: To ensure adequate parking provision is provided.*

4. *Prior to first trading of the development hereby permitted the secure cycle store shall be provided and maintained thereafter for that purpose for as long as the development is trading.*

*Reason: To support sustainable travel*

**Lead Local Flood Authority**

Following the receipt of revised information, the Lead Local Flood Authority have raised no objection to the proposal stating the following:

*The Lead Local Flood Authority wishes to withdraw its objection to the above application as further information has been made available that overcomes the previous objections. The above application will be acceptable subject to the inclusion of the below condition(s), in consultation with the Lead Local Flood Authority.*

**Condition 1 Final Surface Water Sustainable Drainage Strategy to be submitted:**

*No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.*

*The detailed surface water sustainable drainage strategy shall be based upon the sitespecific flood risk assessment (4th July 2025 / PN0259-PEL-FRA-01 / Pluviam) and indicative surface water sustainable drainage strategy (4th July 2025 / PN0259-PEL-DS01 / Pluviam) submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.*

*The details of the drainage strategy to be submitted for approval shall include, as a minimum;*

*a) Sustainable drainage calculations for peak flow control and volume control for the:*

- (i) 100% (1 in 1-year) annual exceedance probability event;*
- (ii) 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;*
- (iii) 1% (1 in 100-year) annual exceedance probability event + 50% climate change allowance, with an allowance for urban creep Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems.*

*b) Final sustainable drainage plans appropriately labelled to include, as a minimum:*

- (i) Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;*
- (ii) Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;*
- (iii) Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;*
- (iv) Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;*
- (v) Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;*
- (vi) Details of proposals to collect and mitigate surface water runoff from the development boundary;*

*(vii) Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components;*

- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltration rates and groundwater levels in accordance with BRE 365.*
- d) Evidence of an assessment of the existing on-site culverted watercourse to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.*
- e) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.*

*The sustainable drainage strategy shall be implemented in accordance with the approved details.*

*Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with Paragraphs 181 and 182 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.*

### **Condition 2 Construction Surface Water Management Plan**

*No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.*

*The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include for each phase, as a minimum:*

- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.*
- b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.*

*The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.*

*Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 181 of the National Planning Policy Framework.*

### **Condition 3 Sustainable Drainage System Operation and Maintenance Manual:**

*The commencement of use of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.*

*The details of the manual to be submitted for approval shall include, as a minimum:*

- a) A timetable for its implementation;*

- b) Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures, including all watercourses and their ownership;
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

*Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 182 of the National Planning Policy Framework.*

**Condition 4 Verification Report of Constructed Sustainable Drainage System:**

*The commencement of use of the development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.*

*The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.*

*Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 181 and 182 of the National Planning Policy Framework.*

**United Utilities:**

United Utilities have raised no objection to the proposal stating the following:

*Following our review of the submitted Drainage Strategy Report, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request the following condition is attached to any subsequent Decision Notice:*

1. *The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Drainage Strategy Report, ref: PN0107-PEL-DS-01, Revision 1.2 dated 14.12.2023. For the avoidance of doubt, no surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.*

*Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding*

**RVBC Environmental Health:**

RVBC Environmental Health have raised no objections to the proposal, requesting that should consent be granted, the following conditions be imposed:

1. *Prior to its installation in the development hereby approved, a detailed scheme for the control of cooking odours and attenuation of extraction fan noise shall be submitted to the local planning authority for approval in writing i.e. details of the noise produced once the fan has been attenuated by a silencer, silencer model and technical specifications. The mechanical ventilation scheme shall then be installed and maintained in accordance with the scheme and programme for the duration of the development.*

*Reason: In the interest of residential amenity*

2. *The applicant shall follow the mitigation measures in the E3P report Reference: 50-961-R1-4 Dated December 2023. As follows:*

- *Plant noise shall not exceed the limits in Table 4.4 of the above report.*
- *A 2.1m acoustic barrier shall be erected with a minimum mass of 10kg/m<sup>2</sup> either wood or brick the fence shall be free from holes sealed at the base of the fence. The location of the fence shall be placed as per Figure 4 of this report.*

3. *Site preparation and construction phase control of noise/dust/fumes/vibration: Measures shall be in place to prevent nuisance being caused to residents from dust, smoke and fumes arising from the preparatory building works prior to the commencement of development works, and shall be retained for the duration of the development. There shall be no burning on site of construction waste.*

4. *Site preparation and construction phase times of operation: Construction deliveries to and from the site and construction works, shall be restricted to between 0800 and 1800hrs Monday to Friday, 0900 to 1300hrs on Saturdays, and shall not take place on Sundays and Bank Holidays, unless otherwise prior agreed in writing with the local planning authority. All works will be undertaken in accordance with BS5228:2009.*

In respect of the above, it is noted that the acoustic barrier referred to in condition 2 relates to a structure that no longer forms part of the application, as such this mitigation is no longer considered to be required.

**RVBC Engineers:**

RVBC Engineers have raised no concerns in respect of the Phase 1 Environmental Assessment submitted in support of the application. In respect of the submitted report, the assessment concludes that:

*The historical activities of the southern end of the site as a farm (pre-1847 to 1999) and then a commercial Dairy since 1999 may have resulted in this southern area of the site containing a variable thickness of made ground that may contain harmful materials (e.g., ACMs). However, the proposed continued use of the site as a Dairy, with the building footprint and areas of hardstanding likely breaking any source-pathway-receptor linkages between the made ground soils and commercial site end users, indicates a Low risk to receptors.*

*Three above ground diesel tanks were recorded during the site walkover, however no visual or olfactory evidence of spills or leaks were observed. No other significant contaminant linkages were identified.*

*No assessment has been undertaken with respect to potential asbestos within the shallow soils.*

**Health and Safety Executive:**

The Health and Safety Executive have raised no objections in respect of the proposal.

**CONSULTATIONS:****Additional Representations.**

9 letters of representation have been received objecting to the proposal on the following grounds:

- Visual impact upon the area
- Highways impacts
- Increase in traffic in the area
- Impacts upon the exiting footpath
- Impact upon existing businesses within Longridge (retail element)
- Flood risk
- Increase in noise pollution
- Increase in carbon emissions

**RELEVANT POLICIES AND SITE PLANNING HISTORY:****Ribble Valley Core Strategy:**

Key Statement DS1: Development Strategy  
Key Statement DS2: Sustainable Development  
Key Statement EN3: Sustainable Development and Climate Change  
Key Statement EN4: Biodiversity and Geodiversity  
Key Statement EC1: Business and Employment Development  
Key Statement DMI2: Transport Considerations

Policy DMG1: General Considerations  
Policy DMG2: Strategic Considerations  
Policy DMG3: Transport & Mobility  
Policy DME1: Protecting Trees & Woodland  
Policy DME2: Landscape & Townscape Protection  
Policy DME3: Site and Species Protection and Conservation  
Policy DME6: Water Management  
Policy DMB1: Supporting Business Growth and the Local Economy

National Planning Policy Framework (NPPF)  
Longridge Neighbourhood Plan

**Relevant Planning History:****3/2022/0800:**

Removal of condition 7 (origin of the milk to be processed) from planning permission 3/1993/0009P to allow milk from other farms to be imported for business use. Permitted 20/09/2022.

**3/2017/0500:**

Proposed extension and relocated parking (parking started under planning permission 3/2016/0994). Permitted 19/07/2017.

**3/2016/0994:**

Proposed extension to existing dairy to provide new chill store and extension

to loading ramp, new car park for 16 vehicles. Permitted 19/12/2016.

#### **ASSESSMENT OF PROPOSED DEVELOPMENT:**

##### **Site Description and Surrounding Area:**

The site is located to the east of Preston Road (B6243), south of Pinfold Lane, and north of Alston Lane, on the outskirts of Longridge. The application site includes those parts of the site that will accommodate development. This includes the buildings associated with the dairy, its service yard and access road. The south of the site is occupied by the dairy, including a variety of agricultural 'shed' style buildings clustered towards Preston Road. Additionally, there is an electrical substation on the southwest corner of the site, and the remnants of a small stone cross within the northern field towards Pinfold Lane.

The remainder of the site is amenity grassland with low hedges and scattered trees, including around the site's boundary. The main vehicular access to the site is from Preston Road. There are two secondary access points from Alston Lane to the west and southwest of the dairy buildings. Ground levels are generally flat, with a gentle slope southwards across the site.

The area possesses a rural character, characterised by open spaces interspersed with existing built development. To the north, the settlement boundary of Longridge has expanded with recent planning permissions for residential-led development at Alston Grange and old Spout Farm.

##### **Proposed Development for which consent is sought:**

The proposed development comprises the extension of the existing Alston Dairy, together with car parking and servicing arrangements. The application incorporates both hard and soft landscaping. The original application sought the erection of a new storage building, and the provision of a farm shop and café however revised plans have been received, with the latter elements no longer forming part of the application.

The Planning Statement states that the extension to the dairy is required to facilitate an increased production area, with the submitted plans showing an extended Gross Internal Area (GIA) of 2,322 sqm. The extension is proposed to adjoin the existing dairy building, matching the existing shape, height (max 6.3m ridge), and agricultural style of the building. The proposed extension will be linked via the existing chill store. The materials proposed will provide elements of brickwork, metal sheeting, and cladding to match the existing building. Solar panels are proposed to be located on the south-facing slopes of the roof.

An additional parking area is proposed to the north of the proposed extension. The car parking area will provide for 45 car parking spaces and 2 electric vehicle charging bays with cycle storage also being provided. The car parking area will be accessed via a new access lane located off the existing access point. The car-parking area will benefit from intermediate amenity landscaping with additional landscaping also being proposed to the western extents of the site adjacent Preston Road to provide visual mitigation.

##### **Principle of Development:**

The proposed development represents the expansion of an existing commercial enterprise within an area that benefits from an open countryside designation, as such Key Statement EC1 and Policies DMG2 and DMB1 of the Ribble valley Core Strategy are primarily, but not solely, engaged in respect of assessing the compatibility of the proposal with the aims and objectives of the adopted development plan.

In this respect Key Statement EC1 is broadly supportive of the expansion of existing business/commercial enterprises stating that *'the expansion of existing businesses will, wherever appropriate, be considered favourably'*.

**Policy DMG2:**

Policy DMG2 seeks to protect the countryside character by limiting development to that which is considered appropriate in a rural location., with the Policy reading as follows:

*Development should be in accordance with the core strategy development strategy and should support the spatial vision:*

- 1. Development proposals in the principal settlements of Clitheroe, Longridge and Whalley and the tier 1 villages 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.*

*Within the tier 2 villages and outside the defined settlement areas development must meet at least one of the following considerations:*

- 1. The development should be essential to the local economy or social well-being of the area.*
- 2. The development is needed for the purposes of forestry or agriculture.*
- 3. The development is for local needs housing which meets an identified need and is secured as such.*
- 4. The development is for small scale tourism or recreational developments appropriate to a rural area.*
- 5. The development is for small-scale uses appropriate to a rural area where a local need or benefit can be demonstrated.*
- 6. The development is compatible with the enterprise zone designation.*

*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 supporting Planning statement submitted in support of the application states *'there are currently 39 employees, demonstrating how the success of the dairy has thrived to deliver jobs in excess of that anticipated in a previous application from 2017 (reference: 3/2017/0500). We understand from the Applicant that the production plant can no longer cope with the current output, and this is why the proposal is essential to the dairy's operation'*. The submitted information further states that the proposed extension will facilitate further employment opportunities increasing from 39 employees by 30 to a total of 69.

In respect of the above, in that the Applicant advises that the production plant can no longer cope with the current output and considers the proposal to be essential to the dairy's continued commercial operations. The proposed extension and the expansion of the existing commercial facilities are considered to satisfy the requirements of Policy DMG2(1) insofar that the proposal is deemed as being *'essential to the local economy'*.

**Policy DMB1:**

Policy DMB1 is engaged in concert with key Statement EC1 and Policy DMG Policy, insofar that the policy relates to proposals which support business growth and the local economy, with the policy reading as follows:

*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 council in accord with its vision and key statements wishes to create the right environment for business growth whilst ensuring development is sustainable.*

Taking account of the above Policy criterion, should over-riding conflict be found with the inherent criterion of Policy DMG1, Policy DMG2 or other policies within the adopted development plan, then the support normally afforded by Policy DMB1, which would normally support development that contributes towards or enhance Business Growth and the Local Economy, would in this instance be fully disengaged.

#### **Compatibility with the Ribble Valley Core Strategy:**

Taking account of the above matters, in that the proposal satisfies the requirements of Policy DMG2(1) insofar that the proposal is deemed as being 'essential to the local economy', and taking account that the proposal would align with Key Statement EC1 and Policy DMB1 in that it would support business growth and the local economy, the principle of the development is considered to be in broad alignment with the aims and objectives of the adopted development plan.

In this respect, notwithstanding other development management considerations, the principle of the development raises no significant measurable nor quantifiable direct conflicts with the aims and objectives of Key Statements EC1 nor Policies DMB1 or DMG2 of the Ribble Valley Core Strategy.

#### **Longridge Neighbourhood Plan:**

The site to which the application relates is located within the defined Longridge neighbourhood Plan Area, as such the Longridge Neighbourhood Plan remains a material consideration in the determination of the application. In this respect the Neighbourhood Plan (Objective 6) seeks to protect and enhance local employment opportunities with Policy LNDP14 seeking to further protect local employment sites.

As such, given the proposal seeks to extend commercial floor space associated with a well-established employer within the plan area of the Longridge neighbourhood plan. The proposal is considered to be in broad alignment with LNDP14 insofar that it will safeguard, enhance and protect existing local employment opportunities.

#### **National Planning Policy Framework:**

Paragraph 85 of the National Planning Policy Framework states that *'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt'*. With paragraph 88(a) of the Framework stating that decision should enable *'the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings'*. In this respect, the proposal would align with the aims and objectives of the Framework in that that proposed increase in commercial floorspace will result in the creation of further employment opportunities increasing the number of employees from 39 employees by 30 to a total of 69.

#### **Impact Upon Residential Amenity:**

The application site lies within the defined open countryside, being located on the eastern side of the B6243 (Preston Road). Given the application relates to an increase in commercial floorspace and additional dedicated vehicular parking provision, consideration must be given in respect for the potential of the proposal to result in undue impacts upon existing residential amenities.

In this respect, the proposed extension and car-parking area will be located to the north of the existing buildings on-site, being set back from Preston Road. The nearest residential receptors that will be affected by the proposed development are 240 and 242 Preston Road which are located on the western side of Preston Road, being located approximately 85m from the western extents of the proposed extension.

Whilst it is accepted that the proposed extension will be visible to the occupiers of the aforementioned affected dwellings, the extent of the spatial offset from the dwellings and that of the extension will ensure that there will be no measurable detrimental effects upon the occupiers of the dwellings by virtue of a loss of light, loss of privacy or direct overbearing impact.

Whilst it is accepted that the proposed extension may result in an increase in vehicular movements to and from the site, taking account of the high-level of vehicular movements already present on Preston Road, it is not considered that the proposed increase in vehicular activity will result in any significant measurable adverse impacts upon residential amenities over and above that of the current situation.

Taking account of the above, the proposal raises no measurable conflict with Policy DMG1 of the Ribble Valley Core Strategy which seeks to protect existing residential amenity and protect against development which would result in adverse impacts upon existing and future residential amenities.

#### **Visual Amenity/External Appearance:**

The application site lies within the designated open countryside, benefitting from a location that is afforded a significant level of visibility upon approach, particularly on approach from the north along Preston Road. As such, consideration must be given in regard of the proposals visual compatibility with the inherent character of the area and the wider landscape setting.

In this respect, Policy DMG2 states that *'development 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'*.

With Policy DMG1 also being engaged insofar that the policy sets out a number of Development Management considerations that are relevant to the proposal, with the Policy stating:

**Policy DMG1:**

*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 in 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.*

The proposed extension will be located to the north of and adjoin the existing 'chill store' at its northern extents. The extension will benefit from a footprint of circa 2320 Sqm, benefitting from a ridge height of approximately 6.7m and an eaves height of 5m. The submitted details propose the extension will be of a shallow sloped twin-gabled appearance, being clad in 'Goosewing Grey' profiled metal cladding with a profiled metal roof of the same colour.

The extension will be of a typical commercial appearance, of a similar overall form and appearance of the existing structures on site, as such it is not considered the proposed extension will be read as being an anomalous introduction in the landscape by vesture of being read in direct context with existing buildings of a similar appearance.

The submitted details also propose the creation of an additional staff parking area to the north of the proposed extension. The car parking area will provide for 45 car parking spaces and 2 electric vehicle charging bays with cycle storage also being provided. The car parking area will be accessed via a new access lane located off the existing access point. The car-parking area will benefit from intermediate amenity landscaping with additional landscaping also being proposed to the western extents of the site adjacent Preston Road to provide visual mitigation.

Taking account of the setback of the car-parking area from Preston Road and taking into account the commercial character of the site, it is not considered the car-parking area, or associated parked motor-vehicles, will result in significant undue impacts upon the character or visual amenities of the area.

As such and taking account of the above matters, the proposal raises no measurable conflict with Policies DMG1 or DMG2 of the Ribble Valley Core Strategy which seek to protect against development that will result in adverse impacts upon the character or visual amenities of the area and the character and visual amenities of the defined open countryside.

**Highways and Parking:**

The Local Highways authority have raised no objection to the proposal stating that it is not considered that the proposed development will result in any significant impact(s) on highway safety, capacity or amenity in the immediate vicinity of the site subject to the imposition and adherence to a number of planning conditions.

As such, and in the absence of any objection being raised by the Local Highways Authority, the proposed development raises no significant direct conflict(s) with Key Statement DMI2 or Policy DMG3 which seeks to ensure the continued safe operation of the immediate highway network and to ensure that adequate highway/pedestrian infrastructure is brought forward to serve future development proposals.

**Landscape/Ecology:**

The application has been accompanied by the submission of an Ecological Impact Assessment and details in respect of an Arboricultural Impact(s) and methodology for works affecting existing trees/hedgerow(s).

**Ecological Survey and Assessment:**

The submitted ecological assessment concludes that no priority habitats, species of conservation concern or protected species will be directly affected by the development. The development is exempt from the mandatory BNG requirement as the application was made prior to the 12<sup>th</sup> February 2024.

**Arboricultural Impact Assessment:**

The submitted Arboricultural Impact Assessment proposes that a number of trees and areas of hedgerow on site will need to be removed to facilitate the construction of elements of the development. The trees to be removed are largely amenity landscaping within the main body of the site within mitigation for the proposed losses being contained within the submitted proposed landscaping proposals.

**Landscaping Proposals:**

The submitted landscaping details propose replacement tree-planting to mitigate the trees to be lost to facilitate the construction of the development, with additional tree, hedgerow and amenity shrub planting being also proposed to mitigate the visual impact of the car-parking area. Taking account of the quantum and configuration of the proposed landscaping, it is considered the submitted proposals provide for adequate mitigation to offset the loss of on-site existing tree and hedgerow planting to facilitate the development.

As such and taking account of the above matters and proposed landscaping provision, the proposal is considered to align with the aims and objectives of Key Statement EN4 and Policies DME1, DME2 and DME3 of the Ribble Valley Core Strategy which seek, amongst other matters, to ensure there are no adverse impacts upon habitats/protected species resultant from development. Further seeking to ensure that than any losses of habitat/biodiversity should be compensated for, with such compensation resulting in net gain in biodiversity/ecological value and ensuring the enhancement of ecological networks and green infrastructure within the plan area.

**Observations/Consideration of Matters Raised/Conclusion:**

As such, for the above reasons and having regard to all material considerations and matters raised that the application is recommended for approval.

<b>RECOMMENDATION:</b>	
That planning consent be granted subject to the imposition of conditions.	