

Report to be read in conjunction with the Decision Notice.

Signed:	Officer:	LH	Date:	1.9.26	Manager:	NH	Date:	02.09.26
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Application Ref:	2025/0100			 Ribble Valley Borough Council www.ribblevalley.gov.uk
Date Inspected:	21.3.25	Site Notice:	21.3.25	
Officer:	SK/LH			
DELEGATED ITEM FILE REPORT:				APPROVAL

Development Description:	Proposed hotel development comprising two-storey building (use class C1) with associated parking and landscaping, bin store, air conditioning units and new pedestrian access.
Site Address/Location:	Land at The Eagle at Barrow Clitheroe Road Whalley BB7 9AQ

CONSULTATIONS:	Parish/Town Council
Whalley Parish Council have raised no objection to the proposal stating the following: <i>The Parish Council would like to remind the applicant that there must be no changes to the existing Public Right of Way FP034050, located to the north of the hotel building.</i>	

CONSULTATIONS:	Highways/Water Authority/Other Bodies
LCC Highways:	
The Local Highways Authority have raised no objection to the proposal subject to the imposition of appropriate conditions.	
GMEU: No objection on nature conservation grounds. Mandatory BNG can be achieved.	
Lead Local Flood Authority (LLFA): Withdraws their objection subject to conditions.	
CONSULTATIONS:	Additional Representations.
Letters of representation from seven households have been received objecting to the proposal on the following grounds: • No play area for children • Increased traffic in the area • Will attract anti-social behaviour • Highways and pedestrian safety concerns • Inappropriate development for a residential area • No demonstrable need • Impact upon the character of the area • Concerns regarding the potential occupancy of the hotel • Concerns about electrical infrastructure being inadequate • Light pollution One letter of support has also been received in respect of the proposal.	

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 EC1: Business and Employment Development
Key Statement DMI1: Planning Obligations
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 DME5: Renewable Energy
Policy DME6: Water Management
Policy DMB1: Supporting Business Growth and the Local Economy
Policy DMB3: Recreation and Tourism Development

National Planning Policy Framework (NPPF)

Relevant Planning History:**3/2021/0887:**

Proposed holiday cottage within the residential curtilage of Bramley Croft (Resubmission of application 3/2021/0435). (Adjacent site) (Refused – appeal allowed)

3/2010/0639:

One illuminated fascia sign and one illuminated hanging sign. Re-submission. (Approved)

3/2010/0345:

Proposed 1no. fascia panel and 1no. projecting sign (both externally illuminated) and 4no. non-illuminated pole banner signs. (Refused)

3/2006/0691:

Outline application for proposed 34no. bedroom hotel with parking facilities (site area 0.26 hectares). (Withdrawn)

ASSESSMENT OF PROPOSED DEVELOPMENT:**Site Description and Surrounding Area:**

The application site relates to the car-parking area associated with 'The Eagle at Barrow' Public House, with a small area of greenfield land to south of the car-parking area also falling within the remit of the application extents. The northern extents of the application site lies within the defined settlement limits of Barrow, with the majority and remainder of the application site, including the location of the proposed hotel, being located to the south of and outside the defined settlement limits of Barrow.

The application site is bounded to the west by an area of established woodland with the site being bounded to the north by the outdoor seating area currently associated with 'The Eagle at Barrow' and to the south by an existing access point that serves a number of dwellings located to the west of 'The Eagle'.

The site is directly bounded to the east by Clitheroe Road, with the dwellings associated with 'Lamb Roe Gardens' being located on the opposing side of the road.

The areas of the site that currently accommodates the existing car-parking provision associated with The Eagle at Barrow would fall within the definition of Previously Developed Land as defined within the national planning Policy Framework with the definition reading as follows:

Previously Developed Land:

Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed.

Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed but where provision for restoration has been made through development management procedures (including development related to minerals extraction, waste disposal by landfill and renewable and low carbon energy development, where provision for restoration exists); land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Proposed Development for which consent is sought:

The application seeks consent for the erection of a two-storey 38-bedroom hotel with associated parking and landscaping, bin store, air conditioning units and formation of a new pedestrian access off the footway associated with Clitheroe Road to facilitate pedestrian access to the hotel.

The submitted details propose that the hotel will benefit from a footprint of approximately 40m by 14.9m with the building benefitting from an overall ridge height of 10.7m, measuring approximately 6.15m at eaves. The primary (east facing) elevation of the building will benefit from a twin gabled configuration with central pedestrian access under a covered canopy entry point with feature chimney stack detailing also being located on the building.

It is proposed that the building will be faced in a mixture of render and random natural stone with stone quoin detailing. The northern elevation of the building will benefit from a large-glazed area serving a 'guest key' entrance. Each of the gables will benefit from 'porthole' or 'bulls-eye' detailing.

The site currently accommodated 111 car parking spaces that currently serves 'The Eagle', with the proposal resulting in this provision being reduced to 78 spaces which will be shared between the proposed hotel and the existing public house. The proposed car-parking provision will include 8 mobility parking bays and 2 electric vehicle charging bays.

The submitted details also propose the inclusion of small areas of amenity landscaping to the eastern extents of the site fronting Clitheroe Road, and to the southern extents of the site, with the submitted details proposing the planting of 16 trees, with hedge and ornamental shrub planting also being proposed.

Principle of Development:

The application relates to the proposed erection of a 38 bedroom hotel, with the majority of the application site being located outside of any defined settlement limits, upon land within the designated Open Countryside, as such key Statements EC1, EC3 and Policies DMG2 and DMB3 of the Ribble Valley Core Strategy are primarily engaged in respect of assessing the acceptability of the principle of the development and its alignment with the aims and objectives of the adopted development plan.

In this respect Key Statement EC1 sets out the strategic ambitions and locational aspirations for new business and employment development(s) within the borough stating that:

Key Statement EC1:

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.

Key Statement EC3:

With Key Statement EC3 setting out the strategic ambitions for proposals that would contribute to or result in development that would enhance the visitor economy within the borough, stating that:

'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'.

Policy DMB3:

Policy DMB3 sets out a number of general Development management criteria that are engaged and must be satisfied in respect of new 'recreation and tourism' development within the borough, with the policy stating the following:

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;*
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.*

In respect of the above, Key Statement EC3 and Policy DMB3 are generally supportive of the creation of new tourism accommodation. However, the first criterion of Policy DMB3 requires that not only should development proposals not result in conflict with the criterion inherent to the policy itself, but additionally should not result in any conflict with other policies within the adopted development plan.

As such, where such over-riding conflict with other policies within the development plan exists or is identified, the general support normally afforded by Policy DMB3 would be considered to be fully disengaged.

Policy DMB3 requires that development proposals 'be physically well related to an existing main settlement or village or to an existing group of buildings', that the proposal 'should not undermine the character, quality or visual amenities of the plan area by virtue of its scale, siting, materials or design'. Additionally, the Policy requires that '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' and 'the site should be large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas'.

In respect of the above, the authority considers that the site is well-related to both a Tier 1 and Principal settlement, being well related to the existing highways network, with the site being large enough to accommodate the necessary car-parking and servicing areas required.

As such, subject to their being no adverse impacts upon the 'character, quality or visual amenities' of the area, the proposal would align with the main thrust and the majority of the criterion inherent to Policy DMB3.

Policy DMG2:

Policy DMG2 of the Ribble Valley Core Strategy seeks to restrict development within the open countryside and Tier 2 Village settlements to that which meets a number of explicit criteria, with Key Statement DS1 also reaffirming these criteria and setting out the overall spatial aspirations for development within the Borough.

In respect of assessing the submitted proposal, Policy DMG2 remains fully engaged. Policy DMG2 is two-fold in its approach to guiding development. The primary part of the Policy DMG2(1) is engaged where development proposals are located 'in' principal and tier 1 settlements with the second part of the policy DMG2(2) being engaged when a proposed development is located 'outside' defined settlement areas or within tier 2 villages, with each part of the policy therefore being engaged in isolation and independent of the other dependant on the locational aspects of a proposal.

The mechanics and engagement of the policy are clear in this respect insofar that it contains explicit triggers as to when the former or latter criterion are applied and the triggers are purely locational and clearly based on a proposals relationship to defined settlement boundaries and whether, in this case, such a proposal is 'in' or 'outside' a defined settlement.

The proposal is located outside of any defined settlement limits, in this respect, when assessing the locational aspects of development, Policy DMG2(2) remains engaged which states that:

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 wellbeing 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.*

In respect of the requirements of Policy DMG2, no detailed information has been provided which would demonstrate that the proposal is 'essential to the local economy or social wellbeing of the area'. However, in addressing this matter the applicant has provided a supporting 'Economic Justification' in support of the proposal with the justification statement concluding the following:

'The development of an accommodation offer at the hotel at the Eagle will help to support the Wedding Heaven Partnership by enhancing the existing facilities to be able to better accommodate wedding parties. Ribble Valley Wedding Heaven is a partnership between local wedding venues to ensure the promotion of the area as a hub for the UK wedding sector. Supported by the council, the group is a key element of the local tourism economy in terms of collaboration between strategic partners to deliver the best experience for wedding parties. The Eagle already hosts weddings and adding a hotel will enhance this ability to support more external parties from outside of the local area.

The ideas brought through the Response and Recovery Plans and updates have led into the development of the new Destination Management Plan (DMP) for the Ribble Valley, initially produced in 2022 and being refreshed in 20254. The DMP is designed to lead, influence and coordinate the management of all aspects of the Ribble Valley visitor economy. It outlines the strategic context, value and profile of tourism to the area before identifying actions to maximise the potential of the sector in the Ribble Valley. Two key priorities as part of the Draft Ribble Valley DMP 2024 are tourist accommodation and wedding tourism. A new hotel development at The Eagle will directly support the aspiration to deliver an increase in tourism accommodation and enhance the accessibility of the current wedding venue for larger parties, through the ability to accommodate guests on site.

The proposed development is estimated to generate a total of 29 gross onsite jobs once operational. When factoring in additionality and including indirect & induced jobs this results in 11 total net additional jobs to the local economy. The difference between the 29 gross jobs and the 11 net additional jobs is it excludes the employment that is a result of moving a worker from one job to another and excludes those jobs filled by someone living outside of the Ribble Valley. It also includes multiplier jobs, supported through business and employee expenditure in the local economy.

In addition, wedding tourism at The Eagle will have impacts greater than average visitor spending. As discussed previously the cost of a wedding is approximately £26,000 and approximately £18,200 of that spending occurs in the area where the wedding and reception takes place. With hotel facilities at The Eagle this will enhance its attractiveness as a venue for weddings due to the ability of guests to stay where the reception is held. Therefore, the spending on the wedding and additional spending by guests will

generate further economic impact for the area. The report to the Ribble Valley Economic Development Committee on Wedding Tourism notes that the full economic value of a wedding is hard to measure but that it will be significant’.

Notwithstanding the justification statement provided, the following is taken from recent appeal decision 6004430:-

‘Essential’ is not defined in the Core Strategy, but taking its ordinary objective meaning, in this case it would mean development which is absolutely necessary or extremely important to the local economy. To my mind, this establishes a high bar, which I would expect given the restraint typically given to development in the countryside.

Whilst it is clear the development would provide significant economic benefits and would contribute to the enhancement of the visitor economy and result in the widening of the spectrum of visitor accommodation in the borough, it is not considered to meet the high bar test of ‘essential’ in this case. Therefore, a conflict with Policy DMG2 is identified.

Further to the above matters, Policy DMG2 also requires that *‘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’*. The proposals compliance with this criteria will be considered below in respect of impacts upon the character and visual amenities of the area.

Policy DMG3:

Policy DMG3 is also engaged insofar that the policy requires that proposals are well related to the primary road network and can be accessed by sustainable methods of transport. The application site is well related to Clitheroe Road, within walkable distance of the settlement of Barrow (Tier 1) and the settlement of Whalley (Principal Settlement). With both settlements and the application site benefitting from good connection to public transport links, with a bus stop also being located to the east of ‘The Eagle’ on the opposing side of Clitheroe Road.

New NPPF:

As the development proposal is located outside of a settlement boundary, Policy S5 of the NPPF is engaged. Part 1 subsection d) allows for the redevelopment of previously developed land in such locations, unless the benefits of approving such development would be substantially outweighed by any adverse effects when assessed against the national decision-making policies in the NPPF. Part 2 goes on to state that the circumstances of which include, but are not restricted to, situations where the development proposal would fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances. Given that the majority of the site is PDL then the support to development offered by Policy S5 Part 1 is engaged.

Policy TC3 of the NPPF requires a sequential test to be applied to proposals for main town centre uses where these are neither in an existing centre nor in accordance with an allocation for that specific purpose in a development plan. Having regard to the sequential test, there are no sites within or on the edge of existing town centres in Whalley or Clitheroe that are suitable or available to accommodate the floorspace and parking requirements of this development. As such the development satisfies the sequential test. There is no requirement to consider the impact assessment outlies at Policy TC4.

Impact Upon Residential Amenity:

The application site is bounded to the west by an area of established woodland with the site being bounded to the north by the outdoor seating area currently associated with ‘The Eagle at Barrow’ and to the south by an existing access point that serves a number of dwellings located to the west of ‘The Eagle’.

The site is directly bounded to the east by Clitheroe Road, with the dwellings associated with 'Lamb Roe Gardens' being located on the opposing side of the road.

The nearest residential receptors to the proposed hotel would be numbers 1 and 8 Lamb Roe Gardens, with the side elevation of number 8 Lamb Roe gardens being located approximately 35m from the east facing (primary) elevation of the proposed hotel at its closest point, with no other direct relationship with any nearby residential receptors.

It is noted that a holiday cottage has been recently constructed to the west of the application site pursuant to planning permission 3/2021/0887 granted permission at appeal (APP/T2350/W/22/3291087). However, given the building is to be used as holiday accommodation and not that of permanent residential occupation, it is not considered that the authority need assess the impacts upon the amenities of temporary occupiers of the building.

As such and taking account of the resultant offset distance from the nearest residential dwelling, it is not considered the proposed development will result in any measurable impacts upon nearby residential amenities as a result of a loss of light, overbearing impact or loss of privacy.

As such, and taking account of the above matters, the proposal does not raise any significant direct conflicts with Policy DMG1 which seeks to ensure of adequate standards of residential amenity and protect against development(s) that would result in measurable detrimental impact(s) upon nearby existing residential amenities.

Visual Amenity/External Appearance:

Given the majority of the application site lies outside of any defined settlement limits, with the proposed hotel also being in a location outside of any defined settlement limits, being located within an area that benefits from an open countryside designation, Policy DMG2 is engaged which states that '*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*'.

Policy DMG1 is engaged in parallel with Policy DMG2 insofar that the Policy sets out general Development Management considerations and provides an overarching series of considerations that the Local planning Authority will have regard to in ensuring and securing high-quality development. In this respect the DMG1 states:

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.*

ENVIRONMENT

1. *Consider the environmental implications such as SSSI's, 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.*

Assessment of Visual Impact(s):

The submitted details propose that the hotel will benefit from a footprint of approximately 40m by 14.9m with the building benefitting from an overall ridge height of 10.7m, measuring approximately 6.15m at eaves. The primary (east facing) elevation of the building will benefit from a twin gabled configuration

with central pedestrian access under a covered canopy entry point with feature chimney stack detailing also being located on the building.

It is proposed that the building will be faced in a mixture of render and random natural stone with stone quoin detailing and natural blue slate roofing. The northern elevation of the building will benefit from a large-glazed area serving a 'guest key' entrance. Each of the gables will benefit from 'porthole' or 'bullseye' detailing.

In respect of the visual compatibility of the proposed hotel with the character and visual amenities of area, the proposed hotel adopts an overall gabled form running north to south with two feature gables being located at the northern and southern extents of the building. The proposed hotel will be taller than the single-storey bungalow structures associated with Lamb Roe Gardens to the east, with the overall ridge height of the hotel being lower than that of 'The Eagle' building to the north, in this respect and taking account that the hotel building will largely be read in context with the existing public house, it is not considered that the overall scale of the building would be read as being unsympathetic nor discordant.

In respect of the architectural language of the building, the hotel employs archetypes and features that are not uncommon in the area, with the elevational language, proposed materials and fenestrational detailing clearly taking 'visual cues' from the elevational language of 'The Eagle'. In this respect it is not considered that the elevational language of the building will be read as being anomalous nor discordant nor will it result in the undermining of the character or visual amenities of the immediate streetscene.

As such it is not considered that the proposal will result in any direct conflict with the aims and objectives of Policy DMG1 or DMG2 which seek to protect against development which would be of detriment to the character or visual amenities of the area or be of detriment to the character and visual amenities of the designated open countryside.

Highways and Parking:

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

Subject to the provision of a traffic calming scheme of enhanced signing and lining and the provision of a central pedestrian refuge alongside the Hotel frontage we would anticipate that vehicle speeds would be reduced sufficiently to comply with the proposed visibility splay for a 30mph speed limit.

The proposed provision of 78 spaces at the site for both the 38-bed Hotel and the Public House is anticipated to be suitable based upon the existing demand demonstrated by the survey data. There are 8 disabled parking spaces and 2 electric vehicle charging spaces proposed, these should be 10% of the overall provision. There are 6 bicycle parking spaces proposed and these stands will need to be covered and secure and increased to 10% of the car parking provision. Motorcycle parking is required at 4% of the car parking provision. This can be dealt with by condition.

To mitigate the impact of the development on the highway network the assessment for the off-site highway works required is as follows and this is agreed with the applicant:-

1. The upgrade/provision of 2 quality bus stops on Clitheroe Road to support all users to travel to/from site sustainably.
2. Traffic calming measures, signing and lining and a new central pedestrian island on Clitheroe Road to provide an uncontrolled crossing point on Clitheroe Road to link the site to the southbound bus stop.
3. Cycling infrastructure upgrade to allow cyclists to enter Hotel via shared pedestrian/cycle access on Clitheroe Road.
4. Tactile paving on the site access dropped crossing points.

S278 agreement required to secure the site access and off-site highway works and a number of conditions recommended.

As such, taking account that no objection has been raised by the Local Highways Authority, it is not considered that the proposal will result in any measurable conflict(s) with Key Statement DMI2 or Policy DMG3 which seek to ensure the continued safe operation of the highways network and to ensure adequate pedestrian infrastructure and vehicular parking provision is brought forward to accommodate development.

Landscape/Ecology:

The submitted details propose the inclusion of small areas of amenity landscaping to the eastern extents of the site fronting Clitheroe Road, and to the southern extents of the site, with the submitted details proposing the planting of 16 trees, with hedge and ornamental shrub planting also being proposed.

To satisfy the mandatory Biodiversity Net Gain requirements pursuant to Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) the application has been accompanied by a Biodiversity Net Gain Assessment. The authority has consulted the Greater Manchester Ecology Unit in respect of the submitted assessment, with the response provided reading as follows:

The application site is dominated by a large existing surfaced car park and a small area of modified grassland, of limited nature conservation value. The development will not affect any designated nature conservation sites or any notable habitats and species. I therefore have no objections to the proposals on nature conservation grounds.

Biodiversity Net Gain

I am satisfied that the development could achieve at least a required 10% gain in biodiversity, predominantly through on-site landscaping. Since I would not regard the habitats to be created as significant, the new landscaping could be secured by a standard Landscaping Condition.

It is noted that a very small length of watercourse will need to be enhanced to meet the biodiversity net gain trading rules, and that this watercourse enhancement will need to be achieved off-site. Given the small habitat gain required, I am confident that this off-site provision could be secured by, for example, the purchase of suitable biodiversity units from a habitat bank. Full details of the provision of off-site watercourse biodiversity gain should be provided pre-commencement in information required by the statutory Biodiversity Gain Condition, which will need to be applied to any permission which may be granted to the proposals.

As such and taking account of the above, the proposal does not raise any significant measurable conflict(s) with Policies DME1, DME2 nor DME3 of the Ribble Valley Core Strategy which seek to protect against adverse impacts upon habitat, biodiversity, ecology or protected species and species of conservation concern.

Flood Risk / Drainage:

The LLFA has removed its objection and considers that a satisfactory drainage strategy can be provided to be secured by conditions.

Observations/Consideration of Matters Raised/Conclusion:

Policy S5 of the new NPPF is engaged and there is a requirement for the Local Planning Authority to undertake the balancing exercise set out within that policy.

In favour of the proposal, weight is afforded to the site being located adjacent to a Tier 1 (more sustainable) Settlement and being within reasonable walking distance of the Principal Settlement of Whalley, with the majority of the site also being considered to fall within the definition of being 'Previously Development Land'. Weight is also afforded to the 'Economic Justification' and economic and employment benefits associated with the proposal. With the proposed hotel also being physically associated with, and will result in the enhancement of, an existing well-established business within the area by virtue of inevitable direct additional footfall.

Against the proposal, is the conflict with Policy DMG2, in that it has not been demonstrated that the proposal is 'essential' to the local economy.

When assessed against Policy S5, the Local Planning Authority considers that the adverse impacts of the development would not substantially outweigh its benefits when assessed against the Framework's decision-making policies and having regard to the development plan.

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

RECOMMENDATION:	
That planning consent be granted subject to the imposition of conditions.	