

Report to be read in conjunction with the Decision Notice.

Signed:	Officer:	SK	Date:	18.8.25	Manager:	NH	Date:	19.08.25
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Application Ref:	2025/0262			 Ribble Valley Borough Council <small>www.ribblevalley.gov.uk</small>
Date Inspected:	14.5.25	Site Notice:	14.5.25	
Officer:	Stephen Kilmartin			
DELEGATED ITEM FILE REPORT:				APPROVAL

Development Description:	Proposed five new dwellings on site of former Pack Horse Garage.
Site Address/Location:	Pack Horse Garage Mellor Brow Mellor BB2 7PL

CONSULTATIONS:	Parish/Town Council
No representations received in respect of the proposed development.	

CONSULTATIONS:	Highways/Water Authority/Other Bodies
LCC Highways:	
The Local Highways Authority have raised no objection to the proposed development subject to the imposition of conditions.	
United Utilities:	
No representations received in respect of the proposed development.	

CONSULTATIONS:	Additional Representations.
One letter of representation has been received stating the following:	
<ul style="list-style-type: none"> • The application is in keeping with the character of the village • Requests that construction working hours are restricted to 8am – 5pm Monday to Friday • Dust control and screening should be implemented during the construction phase. 	

RELEVANT POLICIES AND SITE PLANNING HISTORY:
<p>Ribble Valley Core Strategy:</p> <p>Key Statement DS1: Development Strategy Key Statement DS2: Sustainable Development Key Statement EN3: Sustainable Development and Climate Change Key Statement DMI2: Transport Considerations</p> <p>Policy DMG1: General Considerations Policy DMG2: Strategic Considerations Policy DMG3: Transport & Mobility Policy DME5: Renewable Energy Policy DME6: Water Management</p> <p>National Planning Policy Framework (NPPF)</p>
Relevant Planning History:

3/2023/0936:

Proposed five new dwellings on site of former Pack Horse Garage together with associated parking, landscaping and link bridge. (Withdrawn)

3/2022/0481:

Proposed five new dwellings on site of former Pack Horse Garage. (Refused)

3/2021/1127:

Variation of Condition 15 (approved plans) from planning consent 3/2016/0282 to allow alterations to retaining walls in the car park. (approved)

3/2018/0258:

Discharge of condition 4 (landscaping) from planning permission 3/2013/0306. (Approved)

3/2018/0241:

Non-material amendment to permission 3/2016/0282 for alterations to roof lines and floor levels. (Approved)

3/2016/0424:

Discharge of condition 13 (ecology survey) of planning permission 3/2016/0282. (Approved)

3/2016/0416:

Discharge of Condition 3 (levels), Condition 4 (landscaping), Condition 10 (land contamination), of planning application. (Undetermined)

3/2016/0396:

Discharge of condition(s) 3 (slab floor levels), 4 (landscaping), 10 (contaminated land assessment) of planning permission 3/2016/0282. (Approved)

3/2016/0282:

Application to vary condition 14 (renewable energy) of planning permission 3/2013/0306P. (approved)

3/2013/0306:

Application for the renewal of planning permission 3/2010/0180, for the demolition of existing commercial premises/site clearance and erection of 9 no. apartments plus access improvement and re-aligned stream to open culvert. (Amendment of permission 3/2002/0627). (Approved)

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

The application relates to an area of land within the defined settlement limits of Mellor Brook. The site is bounded to the north by Mellor Brow and to the south by land which currently accommodated on-going development relating to a number of extant planning permissions for residential development. The area is predominantly residential in character largely defined by two-storey detached and terraced dwellings of varying character and appearance.

The site benefits from an extant consent for the erection of 9 apartments pursuant to planning consent 3/2013/0306, as amended by Section 73 application 3/2016/0282 - which was subsequently amended by the approval of a non-material amendment application 3/2018/0241.

Proposed Development for which consent is sought:

The application seeks consent for the erection of five two-storey dwellings on the site of the former Pack Horse Garage, Mellor. The proposed dwellings will be of a three-bedroomed configuration with the dwellings being brought forward in the form of one pair of semi-detached dwellings and one terrace of three.

The dwellings will front Mellor brow, benefitting from front and rear garden areas. Vehicular parking provision will be accommodated to the south of the proposed dwellings adjacent existing parking areas associated with nearby already constructed residential development. Access will be provided via an existing vehicular access that serves 'Victoria Terrace'.

Principle of Development:

The application site lies within the defined settlement limits of Mellor Brook (Tier 1 Settlement). The site benefits from an extant consent for the erection of 9 apartments pursuant to planning consent 3/2013/0306, as amended by Section 73 application 3/2016/0282 which was subsequently amended by the approval of non-material amendment application 3/2018/0241.

As such, the principle for the development of the site for residential purposes has been established as being acceptable through the granting of consent 3/2013/0306 and subsequent Section 73 consent 3/2016/0282, both of which remain extant by virtue of the commencement of development within the requisite time-period imposed pursuant to planning permission 3/2013/0306. As such, the redevelopment of the site for residential purposes does not raise any significant over-riding conflicts with the development strategy for the borough in respect of the locational and spatial aspirations for new residential development within the borough.

As such and taking account of the above matters, it is not considered that the principle of the redevelopment of the site for residential purposes, notwithstanding other development management considerations, would result in any significant measurable adverse conflict with Policy DMG2 of the Ribble Valley Core Strategy. Particularly in relation to the locational and spatial aspirations for new housing growth within the borough.

Impact Upon Residential Amenity:

Given the application site lies within close proximity to existing residential receptors, consideration must be given in respect of the potential for the proposal to result in undue impacts upon the residential amenities of nearby residential occupiers.

In this respect, the proposed dwellings will be located to the south of a number of dwellings that currently front 'The Willows', which are located on the northern opposing side of Mellor Brow. With the garden areas associated with the existing dwellings backing on to Mellor Brow, with the dwellings and garden areas benefitting from being on a raised land level in relation to both Mellor Brow and the application site.

In respect of the proposed interface distances between the proposed and existing dwellings, the existing primary rear elevation to proposed front elevation interface distances will range between 20m to 21.7m. With the offset distances from the proposed dwellings to the southern extents of the garden areas associated with the dwellings to the north ranging between 10.4m to 12.9m.

With any perceived impacts resultant from the proposal likely to be further mitigated by the difference in land-levels between the proposal site and the existing dwellings, with the existing dwellings to the north benefitting from being located at a slightly higher land level than that of the application site.

As such, taking account of the difference in site-levels and the interface distances between the rear elevations of the existing dwellings and the front elevations of the proposed dwellings - whilst taking account of the first -floor outward aspect of the proposed dwellings in relation to the southern extents of the existing garden areas associated with the dwellings. It is not considered that the proposal will result in any significant measurable detrimental impact upon existing nearby residential amenity by virtue of a loss of light, loss of privacy nor direct overbearing impact that would warrant to the refusal to grant planning permission on these grounds.

Taking the above into account the proposal raises no measurable conflict with Policy DMG1 of the Ribble Valley Core Strategy which seeks to protect existing residential amenity and ensure adequate levels of residential amenity for future occupiers of proposed residential development(s).

Visual Amenity/External Appearance:

In respect of assessing any potential visual impacts upon the character or visual amenities of the area, Policy DMG1 is engaged insofar that the Policy sets out general Development Management considerations, with the policy providing an overarching series of considerations that the Local planning Authority have regard to in ensuring and securing high-quality and appropriate forms of development. With the Policy further seeking to protect against development proposals that will result in adverse impacts upon residential amenities or the character and visual amenities of the area.

In this respect the DMG1 states:

In determining planning applications, all development must:

DESIGN

- 1. Be of a high standard of building design which considers the 8 building in context principles (from the CABE/English Heritage building on context toolkit.*
- 2. Be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials.*
- 3. Consider the density, layout and relationship between buildings, which is of major importance. particular emphasis will be placed on visual appearance and the relationship to surroundings, including impact on landscape character, as well as the effects of development on existing amenities.*
- 4. Use sustainable construction techniques where possible and provide evidence that energy efficiency, as described within policy DME5, has been incorporated into schemes where possible.*
- 5. the code for sustainable homes and lifetime homes, or any subsequent nationally recognised equivalent standards, should be incorporated into schemes.*

ACCESS

- 1. Consider the potential traffic and car parking implications.*
- 2. Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.*
- 3. Consider the protection and enhancement of public rights of way and access.*

AMENITY

- 1. Not adversely affect the amenities of the surrounding area.*
- 2. Provide adequate day lighting and privacy distances.*
- 3. Have regard to public safety and secured by design principles.*
- 4. Consider air quality and mitigate adverse impacts where possible.*

ENVIRONMENT

1. Consider the environmental implications such as 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 Impacts:

The immediate surrounding area is largely typified by existing dwellings of a scale and footprint that is commensurate with that of the proposed dwellings. Whilst the area is largely benefits from being characterised by residential built-form of varying appearance and elevations language, consideration must be given in respect of how the proposed development will be read in context with the immediate and wider streetscene.

Following officer concerns in relation to the external appearance of the dwellings as originally proposed, the applicant has submitted revised details, with the primary elevations of the dwellings now benefitting from being faced in 'reconstituted stone' with chimney detailing also being proposed to ensure the proposal benefits from adequate roofscape animation. With the proposal now considered to be of an external appearance that will respond more positively to the inherent character of the immediate streetscene.

Taking account of the above matters, the proposal raises no significant measurable conflict with Policy DMG1 the Ribble Valley Core Strategy which seeks to protect against development that will result in adverse impacts upon the character or visual amenities of the immediate or wider area.

Highways and Parking:

The Local Highways Authority have raised no objection to the proposal subject to the imposition of the following conditions and informatives:

1. *No part of the development hereby approved shall commence until a scheme for the construction of the off-site works of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority, namely:*
 - *Footway and kerbing provisions have been implemented along the site frontage*
 - *The existing access shall be physically and permanently closed, and a footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads.*

Reason: To limit the number of access points to, and to maintain the proper construction of the highway.

2. *Prior to commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority for a highway surface water drainage scheme. The development should be undertaken in accordance with the agreed details and the scheme shown on the approved drawing shall be constructed in accordance with the approved details.*

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

3. *No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development, including written confirmation that it will not be offered to the highway authority for adoption, have been submitted to and approved by the local planning authority. The streets shall be maintained in accordance with the approved management and maintenance details thereafter.*

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the street infrastructure serving the approved development; and to safeguard the users of the street and visual amenities of the locality.

4. *No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:*

- *24 Hour emergency contact number.*
- *Details of the parking of vehicles of site operatives and visitors.*
- *Details of loading and unloading of plant and materials.*
- *Measures to protect vulnerable road users (pedestrians and cyclists).*
- *The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.*
- *Wheel washing facilities.*
- *Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.*
- *Measures to control the emission of dust and dirt during construction.*
- *Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.*
- *Delivery, demolition, and construction working hours.*

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

- 5. All dwellings shall include provision of an electrical supply suitable for charging an electric motor vehicle.*

Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

- 6. All dwellings shall provide secure cycle storage suitable for 2 bicycles*

Reason: to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

- 7. No part of the development hereby approved shall be occupied until the approved scheme referred to in Condition 1 have been constructed and completed in accordance with scheme details.*

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

Informative Note(s):

- The works referred to in Condition 1 will require the applicant to enter into a Section 278 highway agreement with Lancashire County Council as Highway Authority.*
- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Control Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.*
- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.*
- There must be no storage of materials in the public highway at any time.*
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.*
- Vehicles must only access the site using a designated vehicular access point.*
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.*
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk*
- All references to public highway include footway, carriageway, and verge.*

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 seek to ensure the continued safe operation of the immediate highway network and seek to ensure that adequate highway/pedestrian infrastructure is brought forward to adequately serve the development proposed.

Landscape/Ecology:

The application solely relates to existing hard-surfaced and gravelled areas following the demolition of the previously existing building and adjacent nearby construction, with no impacts upon existing trees or hedgerow of high landscape amenity value being resultant.

In respect of the mandatory requirements in relation to Biodiversity Net gain, pursuant to Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). The proposal would meet the 'de-minimis' exception insofar that it would not impact upon an area of or above 25 square metres of on-site habitat.

As such and taking account of the above matters the proposal raises no direct conflict 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.

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.

RECOMMENDATION:

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