

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

<b>Signed:</b>	<b>Officer:</b>	<b>SK</b>	<b>Date:</b>	<b>1.12.25</b>	<b>Manager:</b>	<b>LH</b>	<b>Date:</b>	<b>16.1.26</b>
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<b>Application Ref:</b>	3/2025/0625	 <p>Ribble Valley Borough Council <a href="http://www.ribblevalley.gov.uk">www.ribblevalley.gov.uk</a></p>
<b>Date Inspected:</b>	N/A	
<b>Officer:</b>	SK	
<b>DELEGATED ITEM FILE REPORT:</b>		<b>APPROVAL</b>

<b>Development Description:</b>	Application to vary condition 62 (provision of vehicle, pedestrian and cycling accesses to the local retail centre) of planning permission 3/2015/0895 to allow the dwelling trigger to increase to 750 occupied dwellings.
<b>Site Address/Location:</b>	Land at Higher Standen Farm and Part Littlemoor Farm Clitheroe

<b>CONSULTATIONS:</b>	<b>Parish/Town Council</b>
No representations received in respect of the proposal.	

<b>CONSULTATIONS:</b>	<b>Highways/Water Authority/Other Bodies</b>
The Local Highways Authority have raised no objection to the proposal but have stated they do not agree with the approach taken by the applicant	
<b>CONSULTATIONS:</b>	<b>Additional Representations.</b>
N/A	

**RELEVANT POLICIES AND SITE PLANNING HISTORY:**

**Ribble Valley Core Strategy:**

Key Statement DS1: Development Strategy  
 Key Statement DS2: Sustainable Development  
 Key Statement DMI2: Transport Considerations  
 Key Statement EC1: Business and Employment Development

Policy DMG1: General Considerations  
 Policy DMG2: Strategic Considerations  
 Policy DMG3: Transport & Mobility  
 Policy DMB1: Supporting Business Growth and the Local Economy  
 Policy DMR1: Retail development in Clitheroe

National Planning Policy Framework (NPPF)

**Relevant Planning History:**

**3/2015/0895:**

Application to vary conditions 1 (Development to be carried out in accordance with approved details), 2 (Plan reference), 3 (Phasing), 4 (Design code), 8 (Phase 01 particulars), 12 (Reserved matters requirements), 21 (Buffer zone), 40 (Energy/Sustainability), 42 (Energy / Sustainability BREEAM), 59 (Pedestrian/Cycle linkages), 62 (Employment site), 63 (Retail centre), 64 (Roundabout /Highway Improvements) and removal of condition 41 (Code for Sustainable Homes) of previously approve

outline planning consent 3/2012/0942 (Erection of 1040 residential dwellings comprising: 728 market homes, 312 affordable homes, 156 of the total (1040) would be for elderly people (ie over 55 years of age) of which 78 would be affordable, 0.8ha to be reserved for retirement living within the total of 1040 homes, 0.5ha for local retail, service and community facilities (Classes A1 to A4, B1 and D1), 2.25 ha for employment (Class B1) accommodating up to a maximum gross floorspace of 5,575m<sup>2</sup>, 2.1 ha of land for a primary school site, public open space including green corridors and areas for tree planting and landscaping, an improved (roundabout) junction between Pendle Road the A59, new vehicular, pedestrian and cycle accesses onto Pendle Road and Littlemoor, new pedestrian and cycle accesses onto Worston Old Road, New pedestrian and cycle access from the end of Shays Drive, Roads, sewers, footpaths, cycleways, services and infrastructure including: A sustainable urban drainage system,; New services such as gas, electricity, water and telecommunications). (Approved)

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

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

The application relates to the Standen Strategic Housing Site located to the eastern extents of Clitheroe. The site is located off Pendle Road, being to the west of the A59/Pendle Road roundabout.

Condition 62 solely relates to the development parcel identified for use as 'Ancillary Retail and Community Uses' within the Parameters Plan and Masterplan approved pursuant to outline planning permission 3/2015/0895.

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

The application seeks consent for the variation of condition 62 of outline planning permission 3/2015/0895 to vary the residential occupation trigger-point, whereby the condition originally required that no more than 520 dwellings should be occupied until the vehicular, cycling and pedestrian access to the 'Local Centre' development parcel is provided and made available for use. In this respect condition 62 originally reads as follows:

- *No more than 520 dwellings shall be occupied until the local retail centre hereby permitted has been provided with vehicle, pedestrian and cycling accesses to adoptable standard and all three are available for public use.*

*Reason: to promote sustainable travel to comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.*

The applicant seeks to raise the occupational trigger-point to 750, with the suggested rewording of the condition being:

- *No more than 750 dwellings shall be occupied until the local retail centre hereby permitted has been provided with vehicle, pedestrian and cycling accesses to adoptable standard and all three are available for public use.*

*Reason: to promote sustainable travel to comply with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.*

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

The application seeks consent for the variation of condition 62 of outline planning permission 3/2015/0895 to vary the residential occupation trigger-point, whereby the condition originally required that no more than 520 dwellings should be occupied until the vehicular, cycling and pedestrian access

to the 'Local Centre' development parcel is provided and made available for use. The proposed variation seeks to raise the residential occupation trigger-point from that of 520 to that of 750 dwellings.

In respect of the proposed variation, the raising of the residential trigger-point would result in the access provision to the 'Local Centre' development parcel being delivered at a later stage than first anticipated. However, this in this in isolation would not be a reason to withhold the granting of consent to raise the occupational trigger-point of condition 62, particularly insofar that the raising of the trigger-point will still, in the long-term, not preclude the ability for the 'Local Centre' development parcel to be delivered.

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

Given the variation of condition 62 solely relates to the varying of a residential occupation trigger-point it is not considered that the proposed variation raised any material matters in respect of potential resultant impacts upon residential amenity.

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 variation of condition 62 solely relates to the varying of a residential occupation trigger-point it is not considered that the proposed variation raises any material matters in respect of potential resultant impacts upon the character or visual amenities of the area.

As such and taking account of the above, it is not considered that the proposal will result in any direct conflict with the aims and objectives of Policy DMG1 which seeks to protect against development which would be of detriment to the character or visual amenities of the area nor 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 but have questioned the approach taken by the applicant – with the following observations being made:

*The application proposes to vary the wording of condition 62 to increase the number of dwellings from 520 to 750 which can be occupied prior to the local retail centre being provided. The Highway Authority disagrees with the view that without end users that the retail centre access cannot be designed. It is commonplace for small starter/speculative employment sites to be designed and built.*

*The requirements for customer, staff, service and delivery vehicles can be anticipated and designed accordingly. The provision of facilities within walking and cycling distance of the site at the earliest time are supported before patterns are established by residents with reliance on the private car to travel to facilities off site.*

In respect of the above, whilst it is accepted that the Local Highways Authority which to see the delivery of the 'Local Centre' site at an early stage in the development, the applicant has offered the following supporting information:

*The proposed change is required to enable the Applicant to proceed with the approved residential development for Phases 2, 3 and 4, before an access point is granted off the Spine Road and into the local centre. The local centre land falls outside of the Applicant's control and will be delivered by the landowner. Following discussions with the landowner, the applicant has been advised that there is no end user identified currently for the local centre. On this basis it is not possible to establish where an appropriate access point should be sited as this will be dependent on the end users requirement and masterplan for the local centre.*

*The applicant is currently on site and delivering the approved housing and as such it is necessary to amend the trigger for this condition, to allow sufficient time for an end user to be identified for the local centre, whilst also ensuring that the delivery of the much-needed housing isn't stalled on the wider site.*

*The proposed variation does not affect the delivery of the site in any way and would in fact contribute positively towards key policies within the Local Development Plan, as it will allow the Applicant to proceed with the delivery of the approved residential development at the site, which is a strategic housing allocation.*

*In summary, the proposed amendment to Condition 62 is required to enable the Applicant to proceed with the delivery of approved residential development across this strategic site, whilst the landowner of the local centre has the opportunity to prepare any required marketing to attempt to deliver the local centre site. The proposed development is therefore in accordance with Key Statement DS1, Key Statement DS2, Key Statement H1, Key Statement H2, Policy DMG1, Policy DMG3 and Paragraphs 131, 135 of the NPPF (December 2024).*

Taking account of the above it is considered that the variation of the trigger-point will not impair or preclude the ability for the 'Local Centre' development to be delivered. Whilst it is accepted that the proposed variation would result in the access provision to the 'Local Centre' development parcel being delivered at a later stage than first anticipated, this in isolation would not be a reason to withhold the granting of consent to vary the trigger-point of condition 62. Particularly insofar that the variation of condition 62 will not result in any significant adverse impacts upon the safe operation of the immediate highways network.

As such, taking account of the above, 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:**

Given the variation of condition 62 solely relates to the varying of a residential occupation trigger-point it is not considered that the proposed variation raises any material matters in respect of potential resultant impacts upon protected species, habitat or species of conservation concern.

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.

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

It is for the above reasons and having regard to all material considerations and matters raised that the variation of condition 62 of planning permission 3/2015/0895 be approved.

The S106 secured at the time of the 3/2015/0895 permission is binding on subsequent s73 applications like this, as such a linking agreement is not required for this application.

**RECOMMENDATION:**

That the variation of condition 62 be approved.