


Report to be read in conjunction with the Decision Notice.

Signed:	Officer:	SK	Date:	21.11.25	Manager:	LH	Date:	21.11.25
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Application Ref:	2025/0869			 Ribble Valley Borough Council www.ribblevalley.gov.uk
Date Inspected:	N/A	Site Notice:	N/A	
Officer:	SK			
DELEGATED ITEM FILE REPORT:				APPROVAL

Development Description:	Proposed residential development of a detached dwelling.
Site Address/Location:	Land opposite Ashbrook Ribblesdale Avenue Clitheroe BB7 2HZ

CONSULTATIONS:	Parish/Town Council
Clitheroe Town Council have raised no objections to the proposal.	

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

RELEVANT POLICIES AND SITE PLANNING HISTORY:
<p>Ribble Valley Core Strategy:</p> <p>Policy DMG1: General Considerations Policy DMG2: Strategic Considerations Policy DMG3: Transport & Mobility Policy DME3: Site and Species Protection and Conservation Policy DME6: Water Management</p> <p>National Planning Policy Framework (NPPF)</p>
<p>Relevant Planning History:</p> <p>3/2022/0990: Proposed residential development of a detached dwelling. (Approved)</p> <p>3/2022/0762: Re-submission of planning application 3/2021/1286 with minor design amendments for the erection of a detached dwelling, detached garage, garden, landscaping works, new access and associated drive (Approved)</p> <p>3/2021/1286:</p>

Proposed erection of a detached dwelling, detached garage, garden, landscaping works, new access and associated drive (Approved)

3/2020/0898:

Reserved matters for one two-storey dwelling following outline planning permission 3/2019/0193 including access, appearance, landscaping and scale. Resubmission of application 3/2020/0100 (Approved)

3/2020/0100:

Reserved matters for one two-storey dwelling following outline planning permission 3/2019/0193 including access, appearance, landscaping and scale (Refused)

3/2019/0193:

The proposal is to erect a detached house on site with an access off Ribblesdale Avenue (Approved)

ASSESSMENT OF PROPOSED DEVELOPMENT:

Site Description and Surrounding Area:

The application relates to a plot of land located off Ribblesdale Avenue, Clitheroe, with the site being located within the defined settlement limits of Clitheroe.

The land to which the application relates is bounded to the north by the garden area associated with the residential dwelling known as 'Lingmoor', with this site being bounded to the south by a residential dwelling known as 'Mulgrave House'. The area is predominantly residential in character, being typified by dwellings of varying character and configuration.

Proposed Development for which consent is sought:

The application seeks consent for the erection of a detached two storey residential dwelling with vehicular access being provided off Ribblesdale Avenue Clitheroe. The submitted details are identical to extant permission 3/2022/0990 (approved 13.01.23) with the current application representing a resubmission of the previously approved details.

However, the current submission now seeks consent for the dwelling to be erected as a 'self-build' dwelling for the purposes of the Self-build and Custom Housebuilding Act 2015, with the application being accompanied by a signed Unilateral Undertaking to ensure as such.

Principle of Development:

The application site is located within the defined settlement limits of Clitheroe (principal settlement), as such the principle of the development of the site for residential purposes, notwithstanding other development management considerations, is considered to be in broad alignment with the development strategy for the borough in terms of the locational aspirations for new housing growth within the borough, as embodied within Key Statement DS1 and Policy DMG2 of the Ribble Valley Core Strategy.

It is further noted that the application site currently benefits from an extant consent for the erection of a two-storey detached dwelling – Reference: 3/2022/0990 (Granted 13.01.25)

Impact Upon Residential Amenity:

The application is identical to extant permission 3/2022/0990 (approved 13.01.23) with the current application representing a resubmission of the previously approved details. In this respect, in determining the previous application the determining case officer stating the following:

'The South-eastern elevation of the proposed dwelling would be sited in close proximity to the North-eastern elevation of Mulgrave house however the application's proposed site plan shows that a satisfactory separation distance would be in place between each of these elevations. In addition, the sole first floor window on the South-eastern elevation of the proposed dwelling would serve a bathroom and as such would be obscure glazed which in turn would prevent any potential occurrences of overlooking towards Mulgrave House.

The windows forming the North-western elevation of the dwelling would face towards the rear garden of No. 12 Dun Croft Close however this elevation of the proposed dwelling would be set back almost 13 metres from No. 12's boundary and as such would not compromise the privacy of the opposite neighbouring property.

Five first floor windows are proposed for the North-eastern elevation of the dwelling which would serve an en-suite and dressing room. These windows have the potential to provide unrestricted elevated views into the rear garden of Lingmoor therefore it is considered necessary to impose a condition to ensure that these windows remain obscure glazed in perpetuity in order to safeguard the privacy of the adjacent neighbouring property'

Taking account of the above and taking account that there have been no changes in local adopted planning policy not the character of the area or adjacent site configuration(s), that would alter the previous recommendation or assessment. It is not considered that the proposal will result in any additional impacts upon residential amenity over and above that which already benefits from extant consent.

Taking account of the above, given there have been no changes in local adopted planning policy, nor material changes to the character of the area or adjacent site configuration(s), that would alter the previous recommendation or assessment, it is not considered that the proposal will result in any additional adverse impacts upon nearby affected residential amenities over and above that of the current extant permission.

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:

In respect of the visual impact of the proposed dwelling, consideration must be given in respect of the potential for the proposals to result in undue impacts upon the character or visual amenities of the area.

In this respect, Policy DMG1 is primarily engaged, particularly insofar that the policy sets out general Development Management considerations, with the policy having a number of inherent criterion that are relevant to the assessment of the current proposal, which state the following:

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.*

AMENITY

1. *Not adversely affect the amenities of the surrounding area.*
2. *Provide adequate day lighting and privacy distances.*

ENVIRONMENT

3. *All development must protect and enhance heritage assets and their settings.*

Assessment of Proposed Replacement Garage Structure:

The submitted details are identical to those submitted pursuant to extant permission 3/2022/0990 (approved 13.01.23) with the current application representing a resubmission of the previously approved details. In this respect, in determining the previous application the determining case officer stating the following:

'The proposed dwelling would be a two-storey building comprised of an L-shaped footprint and hipped roof design with its integral garage element set at single storey level and would therefore be largely reflective of the directly adjacent neighbouring properties of Mulgrave House and Lingmoor in terms of its overall size, design and solar orientation.

In addition, desktop analysis shows that the proposed dwelling would be similar to the other dwellings within the locality in terms of its footprint, height and overall cubic volume. The surrounding area primarily comprises an array of detached dwellings, several of which comprise rendered elevations, slate roof profiles and various types of window and doors therefore the rendered elevations, slate roof profile and aluminium window frames of the proposed dwelling would assimilate well within the existing street scene.

Taking account of the above, it is not considered that the proposed development would be harmful to the visual amenities of the immediate or wider area'.

Taking account of the above, given there have been no changes in local adopted planning policy, nor material changes to the character of the area or adjacent site configuration(s), that would alter the previous recommendation or assessment, it is not considered that the proposal will result in any additional adverse impacts upon the character or visual amenities of the area over - and above that which already benefits from consent.

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.

Highways and Parking:

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

Site Access The LHA have reviewed drawing number PL.03 Rev A titled Proposed Site and Roof Plan and are aware that the proposed access is similar to the previously approved scheme under planning application 3/2022/0990. The site will be accessed from a new access onto Ribblesdale Avenue, which is

an unclassified road, subject to a 20mph speed limit. The width of the proposed access complies with the LHAs guidance and to ensure adequate intervisibility between highway users at a new access a visibility splay set 2.4 metres back from the near edge of the carriageway and extending 25 metres along the nearside carriageway edge in both directions should be provided. (The site line requirement is based on table 7.1 from Manual for Streets).

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay of the proposed access.

The applicant has provided a visibility splay drawn within the site plan which shows that acceptable visibility can be achieved in the North/East direction. The visibility splay drawn in the opposite direction, South/West, is approximately 20m long, however given the straight nature of Ribblesdale Avenue it is likely that the additional 5m can be achieved.

The new site access will require the applicant to enter into a Section 278 agreement to create the access due to the presence of a gully located adjacent to the access, which may need to be relocated.

Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Internal Layout

The recommended minimum internal dimensions for a single garage size is 6m in length and 3m wide. A double garage recommended internal dimensions is 6m in length and 6m wide. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm). As the proposed garage is smaller than the recommended minimum internal dimension of 6m in length, it should not be counted as a parking space.

A 3-bedroom dwelling should have 2 off street parking spaces to comply with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. These spaces should measure 2.4m x 5m, where they are adjacent to a fence or similar obstruction an additional width of 0.6m should be provided. Where the driveway is shared pedestrian access an additional 0.8m should be provided. The LHA has reviewed drawing number PL.03 Rev A titled Proposed Site and Roof Plan and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan, as 2 off-street parking spaces can be catered for within the proposed driveway.

Sustainability

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. Therefore, the development shall include covered secure cycle storage for two bicycle space to ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport. This could be provided within the proposed garage.

Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles is included in the development to promote sustainable modes of transport. The DfT guidance regarding Electric Vehicle Charging in Residential and Nonresidential buildings states that charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles

Conditions:

1. *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.*
- *Wheel washing facilities.*
- *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.

2. *For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.*

Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

3. *No part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.*

Reasons: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

4. *No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number PL.03 Rev A have been implemented in full.*

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework.

5. *No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2 metres by 25 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.*

Reason: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework.

6. *The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with drawing number PL.03 Rev A. Thereafter the onsite parking provision shall be so maintained in perpetuity.*

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework.

7. *Secure covered cycle storage suitable for 2 bicycles shall be provided within the development.*

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

8. *The surface water from the approved access should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.*

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

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 proposal is exempt from the mandatory Biodiversity Requirements imposed pursuant to Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) given that the application seeks consent for a 'self-build' dwelling.

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.