

November 2025



Planning, Design & Access Statement

Land at Pendleton Road, Wiswell
BB7 9BZ

Change of use from agricultural building
to single residential dwelling and
associated residential curtilage
together with hardstanding/parking.



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1.0 INTRODUCTION

- 1.1 This Planning and Design & Access Statement has been prepared by Urban Future Planning Consultancy Ltd on behalf of the Applicant, to accompany a full planning application (part-retrospective) for the change of use from agricultural building to single residential dwelling and associated residential curtilage together with hardstanding / parking area. This Statement should be read alongside the accompanying plans, the submitted forms and other supporting information.
- 1.2 The site is a parcel of land situated on the north-western edge of Wiswell. It consists of grassland, bounded by trees on all perimeters, with access provided by a gated field access from Pendleton Road.
- 1.3 A planning application was refused by the Council in January 2025 (LPA Ref: 3/2024/0615). Following this refusal, the Applicant has revised the proposal accordingly and has provided additional evidence in respect of highways matters. It is considered that the revisions and additional evidence overcome the Council's previous concerns.
- 1.4 This Statement describes the application site and its surroundings as well as the proposed development. The relevant local and national planning policy will then be set out before an assessment of the material planning considerations. The Statement concludes that the proposal comprises sustainable development that ought to be granted planning permission.

2.0 SITE & SURROUNDINGS

- 2.1 The application site is located on the north-western edge of Wiswell, and consists of an elongated strip of grassland bound by trees on all perimeters. The site is accessed via a gated field access with an area of tarmac and loose aggregate sited inside the access point.
- 2.2 An agricultural building occupies the site which was granted planning permission in March 2019 (LPA Ref: 3/2018/0989). The building is located towards the front of the site, on the southern boundary. An area of existing hardstanding is located at the entrance to the site, with an existing conservatory located in a central location within the site.
- 2.3 The existing agricultural barn measures 9.935 metres in width and 6.540 metres in depth. A metal unit housing a solar panel battery and inverter is sited to the side of the barn. The site is no longer feasible for agricultural use, and as such there is a real risk that the building and land will be left derelict unless a suitable alternative use is secured at the site.
- 2.4 The site is located just to the north of the village of Wiswell, and provides good access to the strategic road network via the A671, A59 and M65. The village offers a popular public house with rooms (Freemasons at Wiswell). The larger settlements of Whalley and Barrow are located a short distance away from the site (2.5km & 1.5km), which offer residents a greater range of services, facilities and amenities.
- 2.5 Whalley train station is one of just four train stations and provides direct services to the major settlements of Blackburn, Bolton and Manchester. To the north it also provides a service to Clitheroe which has a wide range of services to meet the needs of residents. Bus services are also available within the settlement.
- 2.6 In addition to the above, Whalley provides restaurants, public houses, takeaways, retail stores, convenience stores and a supermarket. Educational facilities in the settlement include nurseries, a primary school and a private day nursery, primary school and secondary school (Oakhill School and Nursery). Other amenities include a public gym, library, play and recreation space and some employment opportunities
- 2.7 Services in Barrow complement the above, and include public houses, takeaways, an Asda convenience store, petrol station and national fast

food retailers. The Barrow Brook Trade Park and Enterprise Park also provide employment opportunities for residents.

Planning History

- 3/2024/0615 - Proposed change of use from agricultural building to single residential dwelling and associated residential curtilage together with hardstanding/parking area (part retrospective). **Refused – January 2025.**
- Enforcement Notice served on 16/02/2024 – Alleged breach of conditions 2 and 4 of planning permission 3/2018/0989. **Complied with effect from 14/06/2024.**
- 3/2024/0252 - Regularisation of use of agricultural building as a dwellinghouse. **Withdrawn.**
- 3/2023/0746 – Certificate of Lawfulness for existing use of agricultural building as a dwellinghouse. **Refused.**
- Enforcement Notice served on 08/02/2023 – Alleged carrying out of engineering operations and other installations on the land. **Appeal dismissed. Complied with effect from 21/08/2024.**
- 3/2022/0345 – Discharge of conditions 3 (Materials) 7 (Replacement Trees) and 8 (Boundary Treatments) from planning permission 3/2018/0989. **Approved.**
- 3/2018/0989 - Proposed extension to existing agricultural building. Regularisation of the existing building. **Approved.**

2.8 Planning application reference 3/2024/0615 was refused by the Council in January for 4 reasons. In response to these reasons, the Applicant has revised the plans to provide a window to serve the bedroom, thus overcoming Reason for Refusal 2. Furthermore, additional plans and evidence have been provided in respect of the access arrangements, and therefore Reason for Refusal 4 has been overcome. Additional evidence and justification is provided through this Planning Statement to overcome the Council's previous concerns.

2.9 The previous refusal of the Council to issue a Certificate of Lawfulness for existing use as a dwellinghouse is not a material consideration for this application as they are different forms of applications.

3.0 PROPOSED DEVELOPMENT

- 3.1 This proposal seeks planning permission to convert the agricultural building into a one-bedroom residential dwelling. The living accommodation will be formed of an open-plan living, kitchen and dining room, with a bedroom and bathroom completing the accommodation provided. Decking measuring 2.35m in depth will be provided on the eastern elevation of the property.
- 3.2 Landscaping is proposed within the curtilage of the site to create a high-quality setting which complements the rural character of the site. Existing vegetation on the boundary of the site, as well as stone boundary walls, will be retained and where necessary improved, and a new post and wire fencing and native planting will clearly define the residential curtilage within the site.

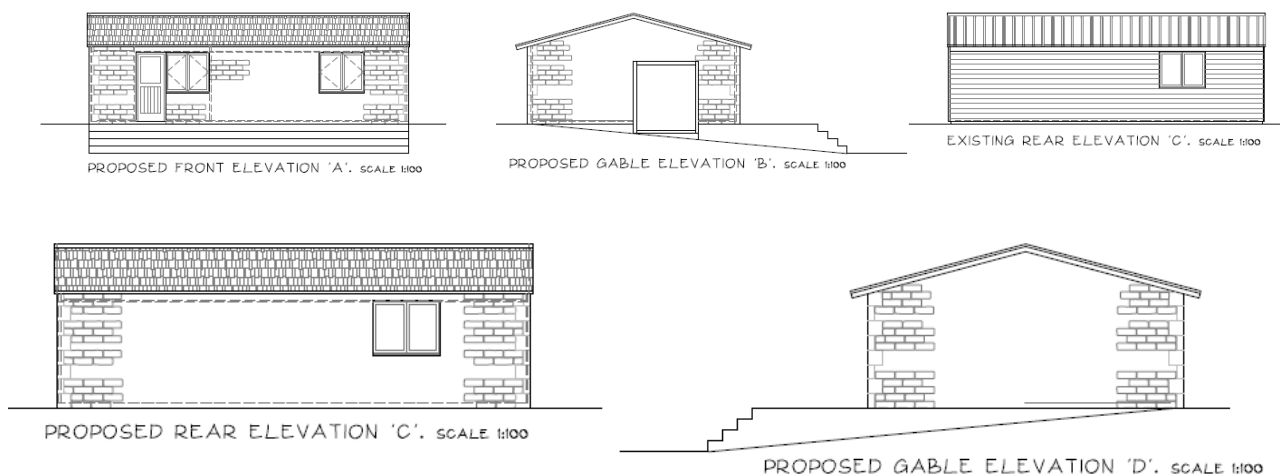


Figure 2. Proposed elevations (not to scale)

- 3.3 As previously stated, the Applicant has taken on board concerns raised by the Local Planning Authority in dismissing planning permission for a previous proposal at the site. Amendments to the proposal include the provision of a new window serving the bedroom, and additional evidence and plans relating to highways and access to the site.
- 3.4 Externally, natural stone will be used to provide a more appropriate material for the surrounding area.

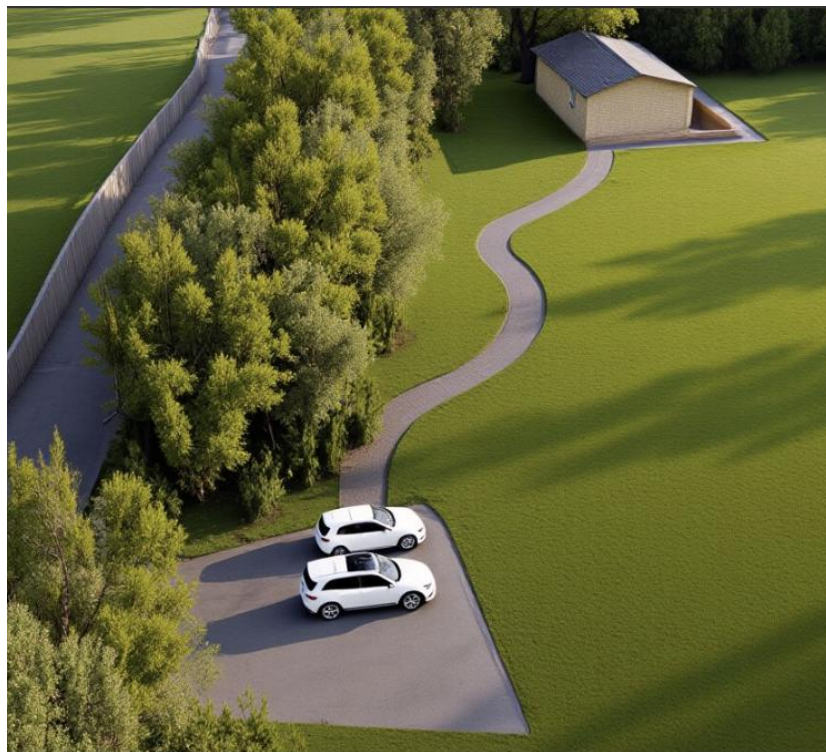


Figure 3. Proposed dwelling (not to scale)

- 3.5 In response to concerns previously raised by the Council, the proposal includes improvements to the existing access to the site to provide safe and convenient access for vehicles. Sufficient space will be provided within the site for vehicles to enter and exit in a forward facing gear,

avoiding the need for future occupants to reverse onto the highway. The adequacy of the proposed access and vehicle tracking is clearly provided within the supporting Transport Statement.

- 3.6 The building already benefits from sustainable energy generation through an on-site solar array. To further improve the sustainability of the proposal, covered cycle storage will be included, as will an EV charging point.
- 3.7 Please refer to the accompanying plans and supporting evidence for further details regarding the proposed scheme.

4.0 RELEVANT PLANNING POLICY

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.
- 4.2 The Ribble Valley Core Strategy was adopted by the Council on 16th December 2014. It forms part of the statutory development plan for the borough of Ribble Valley. Following the adoption of the Core Strategy in December 2014 the Council has prepared a Housing and Economic Development Development Plan Document (HED DPD). The HED DPD was adopted by the Council on 15th October 2019 and forms part of the development plan. The National Planning Policy Framework (NPPF) sets out the Government's planning agenda and is also of relevance.

Ribble Valley Core Strategy (December 2014)

- 4.3 The following policies are of relevance:
- **Key Statement DS1 Development Strategy** – The development strategy set out in the Core Strategy seeks to concentrate the majority of development within an identified strategic site to the south of Clitheroe and the main urban areas of the borough (Clitheroe, Longridge and Whalley). The policy goes on to state that development will be 'focused' towards Tier 1 Villages (which includes nearby Barrow), and that in Tier 2 Villages (including Wiswell), development will need to meet proven local needs or deliver regeneration benefits. The policy also states that development will be managed to reflect existing population size, the availability of, or the opportunity to provide facilities to support development and the extent to which development can be accommodated within the local area.
 - **Key Statement DS2 Presumption in Favour of Sustainable Development** – This policy provides many of the same considerations as paragraph 11 of the NPPF. It states that the Council will take a positive approach that reflects the presumption in favour of sustainable development, and that they will work proactively with applicants to find solutions which mean that proposals can be approved.

- **Key Statement EN2 Landscape** – This policy largely relates to development within Area of Outstanding Natural Beauty and the Green Belt, and the site is located outside of these designations.
- **Key Statement DMI2 Transport Considerations** – Key Statement DMI2 of the Core Strategy states that new development should be located to minimise the need to travel, and incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car.
- **Policy DMG1 General Considerations** – In determining planning applications, this Policy states that development must be of a high standard, be sympathetic to existing and proposed land uses, consider the density, layout and relationship between buildings, use sustainable construction techniques. With regards to access it states that development must consider the potential traffic and car parking implications, ensure safe access can be provided, and consider the protection and enhancement of public rights of way and access. For amenity, it requires that development provides adequate day lighting and privacy distances, and does not adversely affect the amenities of the surrounding area. The policy also requires consideration of environmental implications, effects on the natural environment and heritage assets and the need to achieve an efficient use of land, as well as having regard to the availability of key infrastructure with capacity.
- **Policy DMG2 Strategic Considerations** – This policy states that development outside of defined settlement boundaries must meet at least two of the following considerations:
 - The development should be essential to the local economy;
 - The development is needed for the purposes of forestry or agriculture;
 - The development is for local needs housing which meets an identified need and is secured as such;
 - The development is for small scale tourism or recreational developments;
 - The development is for small-scale uses appropriate to a rural area where a local need or benefit can be demonstrated;
 - The development is compatible with the enterprise zone designation.
- The policy also 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. It goes onto

recognise the importance of re-using buildings, which is more appropriate than new build.

- **Policy DMG3 Transport and Mobility** – This policy states that the Council will attach considerable weight to the availability and adequacy of public transport and associated infrastructure.
- **Policy DME2 Landscape and Townscape Protection** – This policy states that development proposals will be refused which significantly harm important landscape features.
- **Policy DMH4 The Conversion of Barns and Other Buildings to Dwellings** – Policy DMH4 permits the conversion of buildings to dwellings where:
 - The building is not isolated in the landscape.
 - There need be no unnecessary expenditure by public authorities and utilities.
 - There would be no materially damaging effect on the landscape qualities of the area or harm to nature conservations interests.
 - There would be no detrimental effect on the rural economy.
 - The proposals are consistent with the conservation of the natural beauty of the area.
 - That any existing nature conservation aspects of the existing structure are properly surveyed and where judged to be significant preserved or, if this is not possible, then any loss adequately mitigated.
- The policy goes onto state that the building to be converted must be structurally sound and capable of conversion, be of a sufficient size to provide the necessary living accommodation, the character of the building and materials are appropriate to its surroundings and the building is worthy of retention and the building has a genuine history of use for agriculture or another rural enterprise.

Housing and Economic Development DPD (HED DPD) & Policies Map

- 4.4 The HED DPD provides a small number of residential and employment allocations within the Borough. The Policies Map confirms that the site is not located within the AONB or a Conservation Area. The site is located outside of, but in very close proximity to the settlement boundary for Wiswell.

National Planning Policy Framework (NPPF)

- 4.5 The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role. According to the NPPF, planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. The NPPF also places an emphasis on the effective use of land by encouraging the reuse of land that has been previously developed.
- 4.6 The general perspective from the NPPF is that planning should proactively drive growth and support sustainable economic development. It also states that planning should make effective use of land by reusing land that has been previously developed and sets out a presumption in favour of sustainable development. The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth and this should be taken in to consideration when assessing the application proposal.
- 4.7 Paragraph 11 of the NPPF sets out that development proposals that accord with an up-to-date development plan should be approved without delay. It also states that where the most important policies for determining an application are ‘out-of-date’, planning permission should be granted unless the application of policies contained within the NPPF that protect areas or assets of particular importance provide a strong reason for refusing the development proposed, or any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the NPPF.
- 4.8 The NPPF at paragraph 61 confirms “the Government’s objective of significantly boosting the supply of homes”.
- 4.9 At paragraph 73 the NPPF recognises the importance that small and medium sized sites can make to meeting the housing requirement of an area, and that they are essential for Small and Medium Enterprise housebuilders. Similarly, owing to their small size they can often be built out relatively quickly. In this regard, the NPPF requires LPAs to identify land through their development plan and brownfield land registers to accommodate 10% of their housing requirement on sites no larger than one hectare.

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- 4.10 Paragraphs 82 – 84 specifically address matters relating to new housing in rural areas, such as the application site. Paragraph 83 recognises that where there are groups of smaller settlements, development in one village may support services in a village nearby.
- 4.11 The NPPF also recognises that opportunities for sustainable transport connections vary between urban and rural locations. Paragraph 116 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 4.12 Section 11 of the NPPF encourages the planning system to make an effective use of land. At paragraph 125d) the NPPF states that planning decisions should promote and support the development of under-utilised land and buildings.
- 4.13 Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It goes on to state that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 135(f) of the NPPF states that development should ensure that it creates places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Nationally Described Space Standards as set out within Technical Housing Standards

- 4.14 The nationally described space standards introduced a consistent standard across the Country relating to the internal size of housing proposals. The table overleaf sets out the minimum internal floor areas. In addition, the standards set out other relevant guidance such as minimum room widths and storage requirements.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Figure 4. Source: Department for Communities and Local Government (2015)

The emerging Local Plan Review

- 4.15 In May 2022, the Council consulted on a revised local plan and consulted with residents and other stakeholders on the strategic issues to consider as part of the new local plan. This was the first consultation stage (Regulation 18) which is generally considered to be a very early stage in the plan making process. The Council's Local Development Scheme (LDS) published at the time envisaged that the revised plan would be adopted by December 2023, however the emerging plan has not progressed further since May 2022.
- 4.16 A revised LDS was published by the Council in March 2025 which identified that the Council would consult on a second regulation 18 consultation in Autumn 2025. However, at the time of writing no consultation has commenced. Similarly, the timescales included within the latter stages of the plan-making process appear to be challenging and unrealistic, placing great doubt on the robustness of the LDS timetable. In these circumstances, no weight should be afforded to the emerging Local Plan.

5.0 PLANNING APPRAISAL

5.1 The purpose of this section of the Statement is to identify and assess the main planning considerations raised by the application proposals in the context of relevant national and local planning policy and guidance. The key issues are;

- the principle of the development;
- the effect of development on residential amenity;
- the effect of development on the character and appearance of the area; and
- the effect of development on the local highway network.

5.2 Each of these matters is considered in turn below.

Principle of development

5.3 The application site is located on the northern edge of Wiswell. Whilst the site is located outside of a settlement boundary, it is noted that it is in very close proximity to the settlement boundary for Wiswell. Whilst the village of Wiswell provides only a limited number of services and facilities, the larger settlements of Whalley and Barrow are easily accessible. Taken together these settlements provide residents with a wide range of services, which will reduce the need for residents to travel long distances by private motor cars. Similarly, the site is well connected to the strategic road network, and Whalley Train Station provides regular connections to larger settlements including Manchester, Blackburn and Bolton.

5.4 National planning policy is clear that the Government's objective is to significantly boost the supply of homes, and this proposal would accommodate this objective. Similarly, the NPPF also encourages the provision of small and medium sites such as this which are often built out reasonably quickly and are well-suited to small and medium enterprise builders.

5.5 Key Statement DS1 and Policies DMG2 and DMH4 of the Core Strategy are clear that development can be permitted in locations outside of settlement boundaries. Similarly, the NPPF recognises that access to sustainable modes of transport can be more limited in rural locations.

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- 5.6 Criterion 2 of Policy DMH3 specifically allows for the conversion of buildings to dwellings provided they are suitably located and their form and general design is in keeping with the area, and that they are structurally sound and capable of conversion without the need for complete or substantial reconstruction.
- 5.7 The agricultural building has been in situ for a number of years and was in situ when the Applicant purchased the site, and in 2018 an application was submitted to extend the building. The building is structurally sound, and is fully insulated, and has had electricity and water connections since the Applicant purchased the site. A couple of years ago a standalone solar array was introduced onto the site to provide power to the cabin. The provision of new windows and doors are limited to those that are required to provide an acceptable standard of living within the proposed dwelling. Having regard to the above, it is considered that the building is structurally sound and capable of conversion and therefore complies with Criterion 2 of Policy DMH3. The Officer's Report for application 3/2024/0615 confirms that the site is in an acceptable location for a conversion of a building in accordance with Policy DMH3.
- 5.8 Policy DMH4 of the Core Strategy also addresses the conversion of buildings to dwellings. The application site is located in close proximity to four residential properties, and is therefore not considered to be an isolated feature in the landscape, and therefore complying with Policy DMH4(1). As stated above, the site is already served by a private septic tank, and electricity is provided via a solar array. Therefore, it complies with Policy DMH4(2).
- 5.9 In respect of the landscape impacts of the proposal (Criterion 3 and 5 of DMH4), this is explored later in this statement. In short, owing to a lack of extensions or significant alterations to the building and plot, it is not considered that the proposal causes a negative impact on the landscape in the area. It is also noted that the site is not located within the Green Belt or AONB.
- 5.10 Criterion 4 of Policy DMH4 requires that proposals do not cause a detrimental effect on the rural economy. Owing to the small size of the proposal, it is not considered that it causes harm to the rural economy and is therefore considered to be acceptable in this regard.

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- 5.11 Policy DMH4 also requires that the building has a genuine history of use for agriculture or another rural enterprise. The term “genuine history” is not defined within the Local Plan, nor is any additional guidance provided in the form of an SPD. It is understood that the site itself has been in agricultural use, with a building in situ, since the 1960s, and planning permission was granted for an agricultural building in 2018. Given a lack of guidance on the matter it is considered that there is a genuine history of agricultural use.
- 5.12 Part 3 of the policy also requires that the character of the building and its materials are appropriate to its surroundings. We note that the building, and an extension to it, was permitted by the Council in 2019. This confirms that the materials, as well as the scale, massing and siting of the building is appropriate for its surroundings. Notwithstanding this, following concerns previously raised by the Council, the Applicant has revised the plans to include the provision of natural stone walling and a tiled roof. It is considered that these materials are more in keeping with the character of the area. New openings are limited, ensuring that the proposal will provide a building that appears rural in its design.
- 5.13 Policy DMG2 of the Core Strategy specifically recognises the benefits of re-using existing buildings, which this proposal seeks to achieve.
- 5.14 The decision of a Planning Inspector at Further Lane, Mellor (Appeal ref: APP/T2350/W/24/339770) is considered to be relevant to the determination of this application. The proposal at Further Lane is located outside of a defined settlement boundary, and is much more isolated from services and amenities when compared to this application site. Whilst the Inspector identified that future occupants would be likely to drive to meet the majority of their day to day needs, the Inspector states at paragraph 65 that:

“...given the existence of a number of other dwellings in the immediate vicinity, all of which exist in the same transport context, and indeed, the current use of the site for equestrian purposes with an unknown (and apparently unknowable) number of vehicle movements, I do not find this issue fatal to the proposal. It would not necessarily be any less sustainable, in terms of reliance on the private car than the existing situation. The proposal would not therefore conflict with Policy DMG3 of the Core Strategy.”

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- 5.15 Given the existing lawful agricultural use of the building and land we consider that the same conclusion should be reached here.
- 5.16 The Applicant is seeking to convert the building for their own residential use, as they are unable to rent or buy alternative accommodation on the open market. Therefore, the site will fulfil a local need for low cost accommodation, which may otherwise require support from the Council in the form of affordable housing. Furthermore, as the dwelling will be for the Applicants own use it will provide a form of self-build development, which the Government is keen to promote.
- 5.17 Having regard to the above, it is considered that the principle of development accords with Policy DMG2, DHM3 & DHM4 of the Core Strategy and the relevant provisions of the NPPF.

The effect of the development on the character and appearance of the area

- 5.18 Policy DMG1 of the Ribble Valley Core Strategy states that development must be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing and style.
- 5.19 As illustrated by the submitted planning drawings, the building will not be increased in size. By granting planning permission for it, and its subsequent extension, the Council would have confirmed that the building is of an appropriate size, scale, massing and style for its surrounding area. Given that the proposal does not increase the size of the building it is considered that the same conclusion should be reached here.
- 5.20 Furthermore, this revised proposal incorporates the use of new high-quality external materials which are considered to be more in keeping with the surrounding area.
- 5.21 We note the decision of a Planning Inspector in allowing a new residential dwelling at Land adjacent to Further Lane, Mellor, Blackburn within the Ribble Valley Borough Council area (Appeal ref: APP/T2350/W/3339770). At paragraph 43 the Inspector states that whilst the proposal may be visible, *“I do not find the simple fact of its visibility could be considered harmful to the visual amenity of the area, particularly in comparison to the existing character and appearance of the site within the wider landscape”*. We consider that the same

conclusion should be reached here as the building is minimal in scale, massing and height, and the external materials will be suitable for the sites rural setting.

- 5.22 Furthermore, we also note that the proposal at Further Lane included a large residential curtilage which was deemed to be acceptable by the Planning Inspector.

The effect of development on residential amenity

- 5.23 Paragraph 135(f) of the NPPF requires that development proposals ensure that a high standard of living is provided for existing and future users. Similar provisions are provided by Policy DMG1 of the Core Strategy which requires all proposals to consider the effect of development upon existing amenities whilst providing adequate day lighting and privacy distances.
- 5.24 The existing agricultural building has been in situ for a number of years, and owing to its small scale and limited height does not result in any loss of daylight or sunlight for neighbouring residential properties. Furthermore, the existence of trees and hedging further screens the site from neighbouring properties, ensuring that privacy is maintained.
- 5.25 The application building is located approximately 13 metres away from the nearest residential dwelling (No. 2 Tithe Barn Cottages). As illustrated by the submitted planning drawings, the proposal does not provide any openings on the side elevation of the building facing Tithe Barn Cottages. As such, the proposal would not provide a negative impact on the residential amenity of neighbouring properties.
- 5.26 In respect of the residential amenity of future occupants, the proposal has been revised from a previously refused application to improve living conditions for occupants. The Officer's Report for the previous application at the site raised concerns with the level of natural daylight provided to the residential dwelling. Following these concerns, an additional window is proposed to serve the bedroom at the property, which is considered to be of an appropriate size and location to serve this room. The open plan kitchen and dining room would be served by an existing window and door.

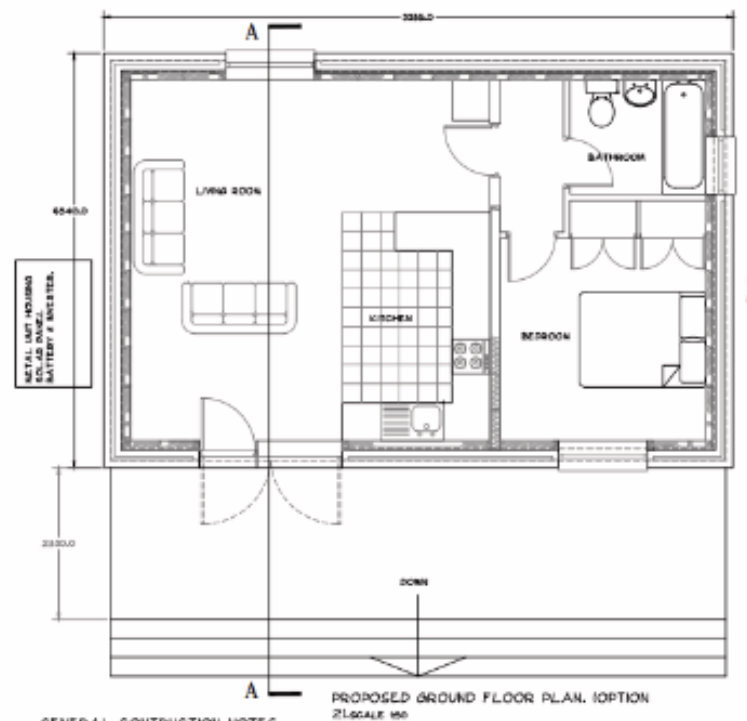


Figure 5: Proposed floorplan

5.27 The internal layout of the proposal would ensure that future occupants are provided with a high standard of living, with the layout and orientation of the building making best use of the space and views of the surrounding countryside. The space provided exceeds the requirements of the Government's NDSS.

The effect of development on the local highway network

5.28 Policy DMI2 of the Core Strategy states that development should be located to minimise the need to travel, particularly by private car, and should provide safe and convenient access for all users. Policy DMG1 of the Core Strategy requires that development ensures safe and suitable access for all users, minimises potential adverse impacts on neighbouring uses, and provide appropriate parking and servicing arrangements.

5.29 As previously stated, the previous application was refused by the Council in part owing to concerns in respect of the sightlines and access arrangements. Following this decision, the Applicant has commissioned a Transport Statement produced by Nene Valley Transport Planning and revised the plans accordingly.

- 5.30 The plans and evidence contained within the Transport Statement clearly illustrate that the Council's previous concerns have been overcome. This includes the provision of suitable access splays, swept-path analysis demonstrating in forward-gear manoeuvring is achievable.
- 5.31 Owing to the small-scale nature of the proposal, the impact on highways capacity is considered to be negligible. Whilst there is no formal footway provision or street lighting along Pendleton Road, the Transport Statement confirms that traffic levels are low and vehicle speeds are moderated by the nature of the road. In this context, short sections of pedestrian and cyclist activity is considered to be acceptable. This ensures that residents can freely access Wiswell village, as well as make the short journey to larger settlements nearby.
- 5.32 Having regard to the supporting evidence it is considered that the proposal complies with the Ribble Valley Core Strategy, the NPPF and Lancashire County Council's transport objectives. As such, there are no transport-related reasons to withhold planning permission.

6.0 CONCLUSION

- 6.1 This Statement has justified the merits and acceptability of the proposed change of use from agricultural building to single residential dwelling and associated residential curtilage together with hardstanding/parking.
- 6.2 The siting, scale and massing of the existing agricultural barn has been found to be acceptable by the Council through issuing planning permission for agricultural purposes.
- 6.3 As set out through this Statement and the supporting plans and evidence, the Applicant has revised the proposal to overcome the concerns previously raised by the Council. This includes the use of high-quality external materials which complement the rural character of the area. Additional highways evidence, and revised plans have been submitted to overcome the Council's concerns in relation to access and manoeuvrability within the site. Therefore, there are no justifiable highways reasons to resist this proposal.
- 6.4 The NPPF states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. It goes on to state that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.
- 6.5 The proposal provides a number of tangible benefits which act as material considerations for granting planning permission. The NPPF is clear of the need to significantly boost the supply of housing, and this proposal will provide a single residential dwelling, which can be built out relatively quickly. Whilst the site is in a rural location, as recognised by the NPPF, development in this location can support other villages nearby. Furthermore, the proposal also ensures that land is used in an efficient manner.
- 6.6 In addition to the above, the building is currently served by a solar array and battery system which will be utilised for the residential dwelling. This significantly reduces the carbon footprint of the proposal, and serves as a significant benefit.
- 6.7 Should the LPA require any additional information; it is asked that contact is made with the Agent.