

A V Town Planning Ltd

Unit 3, 31-33 Kenyon Road, Lomeshaye, Nelson, Lancashire BB9 5SP
Telephone No.: 01282 691744

Statement of Case

On behalf of Reedley Leisure Ltd

In respect of a Permission in Principle Application for the
Development of up to 9 Bungalows for the Over 55 Age Group

Land to the South of Elker Meadows, Elker Lane, Billington
BB7 9YB

July 2026

Alan Kinder – Director

Valerie Kinder – Director

Company No.
07852064

1. Introduction

1.1 A V Town Planning Ltd have been retained by the applicant Reedley Leisure Ltd to submit a written representation appeal in relation to the Refusal of Permission in Principle for the development of up to 9 bungalows for the over 55 age group on land to the South of Elker Meadows, Elker Lane, Billington BB7 9YB.

1.2 The application was lodged under reference 3/2026/0074 on the 30th January 2026 and subsequently determined by Ribble Valley Borough Council utilising the Officer Delegation Scheme on the 6th March 2026 with a single reason for refusal.

1.3 The decision notice cites the single reason for refusal as follows:

1. The proposal is considered to be in direct conflict with Key Statement DM12 and Policy DMG3 of the Ribble Valley Core Strategy and the overarching objectives of the National Planning Policy Framework (NPPF) in so far that approval would lead to the creation of up to 9 residential bungalows in an unsustainable location whereby there would be a reliance on private motor vehicle by occupiers of the dwellings to access key services and facilities

When applying Paragraph 11d) ii. of the NPPF, the resultant harm from allowing residential development in this unsustainable location is considered to significantly and demonstrably outweigh the benefits.

1.4 This Statement of Case will examine the key issues in determining the appeal and by fully addressing these will demonstrate why Permission in Principle should in fact be granted especially given the context of a recognised significant shortfall in the 5-year housing land supply within the Borough identified at a recent appeal decision in Chatburn earlier in the year.

2. The Application Site, Planning History and Proposed Development

2.1 The appeal site comprises an undeveloped parcel of land broadly square in nature, sited to the south of Elker Meadows which itself serves a complex of 19 2-bedroomed apartments for the over 55 age group to the north of the application site. It is located adjacent to the settlement edge of the Tier 1 village of Billington and whilst it lies outside the formal settlement boundary, it nonetheless benefits from a strong

functional and visual relationship with the existing built form of the village. Whilst the site is a green field site it nonetheless benefits from an extant consent for the development of a 120 place children's day nursery with associated car parking and landscaping which was first granted consent with the adjoining 19 2-bed retirement apartment scheme to the north of the appeal site, dating back to 2014 (copy consent at Appendix A). The reason why the children's nursery scheme was never progressed to implementation was due to the fact that when the scheme was initially promoted there was an identified need for the facility within the immediate area. Subsequent to securing planning consent an alternative children's day nursery was later developed in 2020 at the opposite end of the village in a former public house which meant the development of this scheme would not have been commercially viable. Nonetheless this extant consent is a significant material consideration in determining that the site is already accepted as suitable for development in planning terms, notwithstanding it's out of settlement location and perhaps even more demonstrably given the existence of 19 2-bed flats which have been development within the last 10 years on the adjoining parcel of land to the north of the appeal site.

- 2.2 The proposed development would consist of the development of up to 9 traditional single storey 2-bedroomed bungalows resulting in a built form that would be consistent with the visual impacts associated with the development of the approved nursery, although it is recognised that this is not for consideration as an integral part of the Permission in Principle stage 1 process where only the development of the site for housing in principle is a consideration.

3. Planning Policy

- 3.1 The Planning & Compulsory Purchase Act 2004 at Section 38(6) makes reference to the development plan as a whole and stipulates that planning applications be determined in accordance with the adopted development plan, unless material considerations indicate otherwise.

National Planning Policy Framework (NPPF)

- 3.2 The National Planning Policy Framework (NPPF) places significant weight on the delivery of housing to meet objectively assessed needs. Paragraph 11 establishes a presumption in favour of sustainable development, particularly where local authorities cannot demonstrate a five-year supply of deliverable housing land and the tilted balance is engaged.

A recent appeal decision on land to the south of Chatburn Old Road, Chatburn under appeal reference APP/T2350/W/25/3372635 (Appendix B) confirmed that at the time of the Appeal Hearing in early December 2025 that the Council is unable to demonstrate a five-year housing land supply, with the Planning Inspector concluding that RVBC can demonstrate only a 3.45-year housing supply. This position engages the tilted balance under paragraph 11(d) of the NPPF, whereby planning permission should be granted unless:

- The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal; or
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

Ribble Valley Core Strategy

- 3.3 The Ribble Valley Core Strategy was first adopted in December 2014 and the relevant policies for consideration in this case are as follows:

- **Key Statement DS1** sets out the intended spatial distribution of development across the Borough and identifies a settlement hierarchy.
- **Key Statement DS2** confirms that the Council will adopt a positive approach that reflects the presumption in favour of sustainable development, as set out in the National Planning Policy Framework.
- **Key Statement DM12** states that new development should be located to minimise the need to travel, incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car.
- **Policy DMG3** outlines a number of transport related considerations which will be taken into account when assessing planning applications, including the availability and adequacy of public transport.

4. Case for the Appellant

- 4.1 The reason for refusal as detailed in paragraph 1.3, being the only reason for refusal, will be assessed against the respective policies within the Core Strategy.
- 4.2 The single reason for refusal in the decision notice relates to a single issue, being the perceived unsustainable location of the site which in turn would result in the likely increased reliance on the use of private car by occupiers of the properties to gain access to key services and facilities. Given this single reason for refusal then it is clearly evident there are matters of common ground.
- 4.3 In assessing matters of common ground and analysis of the Case Officer's Delegated Report which is accepting of the following matters which are agreed and not in dispute between the parties.
1. The Council are unable to demonstrate a 5 year housing land supply (5YHLS) and so paragraph 11 d) of the NPPF is engaged and in this case the tilted balance applies, and the proposal must be assessed against 11 d) ii. and the balancing exercise must be undertaken.
 2. The proposed development would be compliant with the provisions of Policy DMG1 and is therefore considered to be acceptable in terms of land use.
 3. The consequence of not having a 5YHLS is that, in the case of this application, paragraph 11 (d) of the NPPF is engaged in the decision making process. On this basis, the restrictive approach towards new housing development outside settlement boundaries must be considered to be out of date.
- 4.4 The sole reason to refuse the application appears to be purely based on the frequency of the available bus service which the Council in turn contest that this development to be *"in an unsustainable location, whereby there would be a reliance on private motor vehicle by occupiers of the dwellings to access key services and facilities"*.
- 4.5 The application site is within 60m of the number 25 bus service and approximately 200m of the number 22 and 280 services which all link to Whalley centre within a matter of less than 5 minutes. The service provision is excellent with a summary of the service providers as follows:

Service No.22 (Clitheroe – Shadsworth via Langho, Wilpshire)

Mon-Fri half hourly from 0600 – 1900. Hourly from 1900 – midnight

Saturday half hourly from 0650 – 1810. Hourly from 1900 – midnight

Sunday hourly from 0950 – 1855

Service No.280 (Preston – Skipton via Mellor Brook, Whalley, Chatburn, Gisburn, Earby)

Mon-Sat. hourly from 0700 – 1900

Sunday 2-hourly from 0930 – 1830

Service No.25 (Clitheroe – Blackburn via Brockhall, Langho, Lammack)

Mon-Sat. 2-hourly from 0800 – 1900

Sunday - No service

A full breakdown of the timetables can be found at Appendix C together with a plan showing the proximity of the nearest bus stops to the site entrance. In essence, these combined services collectively result in bus services totalling 47 journeys in each direction Monday-Friday between the hours of 0715 and 1900 hours and 4 journeys in each direction between the hours of 2200 and midnight.

Saturday results in 42 journeys in each direction between the hours of 0730 and 1930.

Sunday results in 15 journeys in each direction between the hours of 0900 and 1900.

- 4.6 The Council, in the Officer Delegated Item File Report for the appeal proposal at Appendix D, in their assessment of the 5-year Housing Supply make specific reference to the appeal decision at Appendix B regarding the fact that the Council could only demonstrate a housing land supply in January 2026 of 3.45 years and as such *“The consequence of not having a 5YHLS is that in the case of this application, paragraph 11(d) of the NPPF is engaged in the decision-making process. On this basis the restrictive approach toward new housing development outside of settlements must be considered to be out-of-date.”*

- 4.7 The Council's stance on sustainability was further brought into question in a more recent appeal decision under appeal ref. 6006097 on land adjacent to Preston Road, Ribchester in respect of a PiP application for 2 dwellings in an out of settlement location adjacent to a Tier 2 village, and in particular we would wish to draw attention to paragraph 20-24 incl. under "Planning Balance". Copy decision attached at Appendix E.
- 4.8 A further consideration is to be found at paragraph 11 of the Ribchester appeal, where the Inspector acknowledged that the future occupants of the development may need *"to travel further afield for employment, supermarkets and secondary schools, however, the site is located within close proximity of a bus stop providing an hourly service between 6am and 8.30pm. This offers a reasonable alternative to private car use, with journey time to Longridge which has a greater range of services, of approximately 8 minutes and onward connections to the wider area, such that future occupiers would not be wholly reliant on a private car"* The bus service on the appeal site before the Inspector is significantly more frequent and the journey time to the nearest centre of Whalley is less than 5 minutes. Furthermore, in the other direction within a 2 minute bus journey provides connection to the national rail network at Langho Rail Station.
- 4.9 In terms of the sustainability of Billington as a community, then it has access to the following services.
- Early Birds Children's Nursery
 - Infant and Junior School at St Leonard's C of E School
 - St Augustine's RC High School
 - St Leonard's Church
 - Ebenezer Church & Community Hub
 - Billington & Langho Community Hall
 - Billington & Whalley Brass Band Club
 - Convenience store at Billington Village Store
 - Public playground
 - Jules Restaurant at Mytton Fold Hotel
 - Foxfields Hotel

A full range of other services such as pharmacy, doctors surgery, supermarkets and a broader range of daily services can be found in Whalley, less than a 5 minute bus journey away from the appeal site. The Inspector in the Ribchester site was comfortable with the range of services within that Tier 2 village whereas Billington as a Tier 1 village has a much greater range of services available.

- 4.10 More recently, on the 5th August under reference 3/2026/0486 Permission in Principle was granted for up to 6 dwellings on land to the south of End House Cottages, (off A59), Main Street, Gisburn BB7 4HW (Appendix F). The Officer Delegated Item File Report reaffirms the ongoing position with an inability to demonstrate a 5-year housing land supply and hence the engagement of the tilted balance but moreover, given the access to public transport which is less frequent than the appeal site, nonetheless in considerations within the Conclusion and Planning Balance section of the Officer report, makes reference to the relevance of the Ribchester appeal decision ref 6006097 and specifically concludes as follows: *“Paragraph 11d) ii) also requires the LPA to have particular regard to key policies for directing development to sustainable locations, namely Paragraphs 115 (a) and 129 (c), and for the reasons outlined within the report, it is considered that granting of this Permission in Principle would, result in the creation of residential development in a sustainable location, particularly given that future occupants of the proposed dwellings would be able to sustainably access public transport links, services and amenities within Gisburn and given that connectivity to the wider area is also considered to be acceptable in light of recently allowed planning appeal ref: 6006097 which forms the basis of a relevant material planning consideration.”*

5. Summary and Conclusion

- 5.1 This statement of case has been prepared on behalf of Reedley Leisure Ltd supporting a written representation appeal against the Refusal of Permission in Principle by Ribble Valley Borough Council for the erection of up to 9 bungalows for the over-55 age group on land to the south of Elker Meadows, Elker Lane, Billington.
- 5.2 It has been demonstrated that the concerns detailed within the single reason for refusal are over-stated, particularly when measured against the subsequent appeal decision at Ribchester and the recent Permission in Principle consent at Gisburn which demonstrates that the appeal site presents an accessible, sustainable location for new housing development.

5.3 In the light of the detailed matters embodied within this statement, it is respectfully requested that the appeal is allowed and Permission in Principle is granted.

Appendix A

RIBBLE VALLEY BOROUGH COUNCIL

Department of Development

Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA

Telephone: 01200 425111

Fax: 01200 414488

Planning Fax: 01200 414487

Town and Country Planning Act 1990

PLANNING PERMISSION

APPLICATION NO: 3/2014/0801

DECISION DATE: 14 November 2014

DATE RECEIVED: 03/09/2014

APPLICANT:

St Vincents HA and Oaks from Acorns
Private Day Nursery
c/o Agent

AGENT:

Avalon Town Planning
2 Reedley Business Centre
Redman Road
Burnley
Lancs
BB10 2TY

DEVELOPMENT PROPOSED: Construction of 19 2-bed apartments for the over 55s and a 120 place childrens day nursery, associated car parking and landscaping

AT: Land off Elker Lane
Billington

Ribble Valley Borough Council hereby give notice that **permission has been granted** for the carrying out of the above development in accordance with the application plans and documents submitted subject to the following **condition(s)**:

1. The development must be begun no later than the expiration of three years beginning with the date of this permission.

REASON: Required to be imposed in pursuance to Section 91 of the Town and Country Planning Act 1990.

2. This permission shall be implemented in accordance with the proposal as detailed on drawings ELKER/01Dwg03 REVA - proposed plans and elevations; ELKER/01Dwg05 REVA - proposed car parking; 805/A/000 - site location plan; 805/A/001 REV1 (received on 29 October 2014) - proposed site plan; 805/A/002 REVB - ground floor plan; 805/A/003 REVB - first floor plan; 805/A/005 REVA - proposed roof plan; 805/A/006 REVA 2B3P - apartment type 1; 805/A/007 REVA 2B3P - apartment type 2; 805/A/008 REVC - proposed elevations; 805/A/009 REVB - proposed elevations; 805/A/010 REVC - proposed elevations; 805/A/011 - proposed street elevations; 805/A/012 - apartment car park layout; 805/A/013 - 2B3P apartment type 3; 805/A/014 - existing site plan; 310403 - planting plan one of three; 3104/04 - planting plan two of three; 3104/05 - planting one three of three; 3104/01 - landscape layout.

P.T.O.

3. The residential units hereby permitted shall only be used for the purpose of providing affordable housing accommodation as defined in the Housing and Regeneration Act 2008 to be occupied by households or individual in housing need and in accordance with the submitted 'Affordable Housing Condition Terms'. The accommodation is for over 55s or such other persons approved by the HCA in need of 'Care and Support' accommodation.

This condition and the terms described in the 'Affordable Housing Condition Terms' dated 2/10/2014 shall not be binding upon any of the following:

a.A mortgagee or chargee (or any receiver appointed by such mortgagee or chargee) of the development or any part thereof (including any individual residential unit or group of residential units) together with the successors in title to such mortgagee, chargee or receiver;

b.A tenant of a residential unit who exercises any statutory right to buy or right to acquire (or equivalent right) such residential unit together with the mortgagee or chargee (or any receiver appointed by such mortgagee or chargee) of such tenant and successors title;

c.A lessee of a residential unit held under a shared ownership lease who acquires 100% of the interest held under that lease together with the mortgagee or chargee (or any receiver appointed by such mortgagee or chargee) of such lessee and successors in title.

REASON: for the avoidance of doubt as the application is for a development of 100% affordable housing units and to comply with Policy H2 of the Ribble Valley Districtwide Local Plan and Policy DMH3 of the Core Strategy Submission Version as proposed to be modified.

4. The use of the children's day nursery in accordance with this permission shall be restricted to the hours between 0700 to 1800 Monday to Friday.

REASON: In order to comply with Policies G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Ribble Valley Core Strategy Submission Version as proposed to be modified. The use of the premises outside these hours could prove injurious to the character of the area and in order to safeguard residential amenities.

5. The approved landscaping scheme as detailed on drawings 3104/03, 3104/04 and 3104/05 (planting plans 1 - 3) shall be implemented in the first planting season following occupation or use of the development and shall be maintained thereafter for a period of not less than 5 years in accordance with the submitted 5 year Landscape Management Plan to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

REASON: In the interests of the amenity of the area and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

P.T.O.

6. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services all trees identified in the arboricultural/ impact assessment and tree constraints plan shall be protected in accordance with the BS5837 2012 [Trees in Relation to Demolition, Design & Construction]

The details of which shall be agreed in writing and implemented in full under the supervision of a qualified arboriculturalist and in liaison with the Countryside/Tree Officer. A tree protection monitoring schedule shall be agreed and tree protection measures inspected by the local planning authority before any site works are begun.

The root protection/exclusion zone shall remain in place until all building work has been completed and all excess materials have been removed from site including soil/spoil and rubble.

During the building works no excavations or changes in ground levels shall take place and no building materials/spoil/soil/rubble shall be stored or redistributed within the protection/exclusion zone, in addition no impermeable surfacing shall be constructed within the protection zone.

No tree surgery or pruning shall be implemented without prior written consent, which will only be granted when the local authority is satisfied that it is necessary is in accordance with BS3998 for tree work and carried out by an approved arboricultural contractor.

REASON: In order to ensure that any trees affected by development and considered to be of visual, amenity and value and making a contribution to landscape character are given maximum physical protection against the potential adverse effects of development and to comply with Policies G1 and ENV13 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

7. No tree felling shall take place until such time that all the trees identified for removal have been conclusively established in relation to their potential use by bats. The trees shall be subject of a detailed investigation prior to the commencement of felling by a qualified and licensed ecologist and in accordance with the Bat Conservation Trust Good Practice Guidelines. The results of the investigation shall be submitted to the Local Planning Authority

REASON: To protect the bat population from damaging activities and reduce/remove the impact of tree felling for development in the interests of protecting nature and conservation issues in accordance with Policy ENV7 of the Ribble Valley Districtwide Local Plan and Policy DME3 of the Core Strategy Submission Version as proposed to be modified.

8. The new estate road/access between the site and Elker Lane shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

P.T.O.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Elker Lane to points measured 43m in each direction along the nearer edge of the carriageway of Elker Lane, from the centre line of the access and shall be maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority').

REASON: To ensure adequate visibility at the street junction or site access in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

10. The car park shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

11. The cycling facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the cycling facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

12. The motorbike facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the motorbike facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

13. Prior to the first use of the development hereby permitted, a Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority. The Business Travel Plan shall be implemented within the timescale set out in the approved plan and will be audited and updated at intervals not greater than 18 months to ensure that the approved Plan is carried out.

REASON: To promote and provide access to sustainable transport options in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

P.T.O.

14. The development hereby permitted shall be carried out in strict accordance with the mitigation measures outlined in Section 10.1 to 10.3 of the Noise Assessment Report dated 23 October 2014. Precise details of the acoustic barriers shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. The barriers shall thereafter be constructed in accordance with the details so approved and also noise mitigation measures thereafter retained in perpetuity.

REASON: In the interests of amenity in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy submission version as proposed to be modified.

15. The development shall be carried out in accordance with the construction method statement submitted on 12 November 2014. The approved statement shall be adhered to throughout the construction period.

REASON: In the interests of amenity in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy submission version as proposed to be modified.

16. The off-site highway works associated with the creation of the lay-by on the easterly side of Elker Lane shall be fully implemented and available for use prior to the occupation of the first apartments or the Children's Day Nursery whichever is the earlier

REASON: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users in the interests of highway safety in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

17. The development permitted by this planning permission shall only be carried out in accordance with the approved FRA (Ref: B1586 Version 2, dated 11 September 2014) and the mitigation measures detailed within the FRA. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

REASON: To ensure the development is not at an unacceptable risk of flooding or exacerbate flood risk elsewhere in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

18. Foul water shall be drained on a separate system. No building shall be occupied until the approved foul drainage scheme has been completed to serve that building(s) in accordance with the approved details. This development shall be completed, maintained and managed in accordance with the approved scheme.

REASON To prevent the increased risk of flooding, both on and off site in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

19. The surface water drainage scheme must be restricted to existing run-off rates unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

REASON: To prevent the increased risk of flooding, both on and off site in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

P.T.O.

20. Precise specifications or samples of walling and roofing materials and details of any surface materials to be used including their colour and texture shall have been submitted to and approved in writing by the Local Planning Authority before their use in the proposed works.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan and Policy DMG1 of the Core Strategy Submission Version as proposed to be modified.

Note(s)

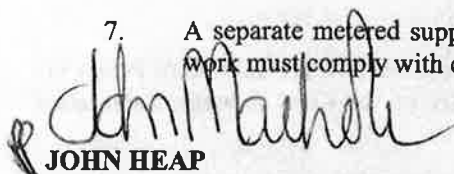
1. For rights of appeal in respect of any condition(s)/or reason(s) attached to the permission see the attached notes.
2. The applicant is advised that should there be any deviation from the approved plan the Local Planning Authority must be informed. It is therefore vital that any future Building Regulation application must comply with the approved planning application.
3. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the contact the Environment Directorate for further information by telephoning the Developer Support Section.
4. Before proceeding with the scheme preparation the Developer should consult with the Environment Director for detailed requirements relating to land arrangements, design, assessment, construction and maintenance of all existing or new highway structures included in, or affected by, the proposed scheme. For this purpose the term highway structure shall include: -

"any bridge or culvert having a span of 1.5 metres or greater, or having a waterway opening cross sectional area exceeding 2.2 square metres {Note: span refers to the distance between centre of supports and not the clear distance between supports},

"any retaining wall supporting the highway (including and supporting land which provides support to the highway),

"Any retaining wall supporting land or property alongside the highway.

The term 'highway' shall include footpaths and bridleways
5. Any works to the watercourses within or adjacent to the site which involve infilling, diversion, culverting or which may otherwise restrict flow, may require the prior formal Consent of the Lead Local Flood Authority (Lancashire County Council) under Section 23 of the Land Drainage Act 1991.
6. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking/servicing areas should be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained.
7. A separate metered supply to each unit will be required at the applicant's expense and all internal pipe work must comply with current water supply (water fittings) regulations 1999.


JOHN HEAP
DIRECTOR OF COMMUNITY SERVICES

Appendix B



Appeal Decision

Hearing held on 9 December 2025

Site visit made on 9 December 2025

by **Elaine Moulton BA (Hons) BPI MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 7 January 2026

Appeal Ref: APP/T2350/W/25/3372635

Land to South of Chatburn Old Road, Chatburn, BB7 4QG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant permission in principle.
- The appeal is made by Mr Ronald Jackson against the decision of Ribble Valley Borough Council.
- The application Ref is 3/2025/0414.
- The development proposed is residential development of up to nine dwellings.

Decision

1. The appeal is allowed and permission in principle is granted for residential development comprising a minimum of 1 dwelling and a maximum of 9 dwellings at Land to South of Chatburn Old Road, Chatburn BB7 4QG in accordance with the terms of the application, Ref 3/2025/0414, dated 23 May 2025.

Preliminary Matters

2. The proposal is for permission in principle. Planning Practice Guidance (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. The permission in principle consent route has 2 stages: the first stage (or permission in principle stage) establishes whether a site is suitable in-principle, and the second (technical details consent) stage is when the detailed development proposals are assessed. This appeal relates to the first of these 2 stages.
3. The scope of the considerations for permission in principle is limited to location, land use and the amount of development permitted¹. All other matters are considered as part of a subsequent Technical Details Consent application if permission in principle is granted. I have determined the appeal accordingly.

Main Issues

4. The main issues are:
 - a) Whether the site is a suitable location for the proposed development, having regard to local policy; and
 - b) Whether any harm would be outweighed by other material considerations, in particular whether the Council can currently demonstrate a five-year housing land supply, the provision of affordable housing and economic benefits of the development.

¹ PPG Permission in Principle Paragraph: 012 Reference ID: 58-012-20180615

Reasons

Suitable location

5. Key Statement DS1 of the Core Strategy 2008 – 2028 (CS), adopted 16 December 2014, sets out a development strategy for the Borough. The strategy directs the majority of new housing development to an identified strategic site and the principal settlements of Clitheroe, Longridge and Whalley. In addition, it states that development will be focused towards Tier 1 Villages, which are the more sustainable of the defined settlements. The appeal site is, largely, outside of the defined boundary of Chatburn, which is identified as a Tier 1 Village.
6. CS Policy DMG2 indicates that outside of defined settlement areas, development must meet at least one of several considerations. CS Policy DMH3 states that within areas defined as open countryside, residential development will be limited to specified types. The main parties agree that, as the proposed development does not meet any of the listed considerations or exceptions, it does not accord with such policies. There is no evidence before me that would lead me to conclude differently.
7. Although within the open countryside, the appeal site adjoins the defined settlement boundary of Chatburn. Notwithstanding the gradients of the surrounding land, it has good pedestrian and cyclist access to the facilities and services it contains along the quiet Chatburn Old Road. Furthermore, the nearest bus stop is within a reasonable walking distance of the site which, according to the evidence before me, provides frequent bus services to and from the principal settlement of Clitheroe, as well as Skipton and Preston.
8. The future occupiers of the proposed development would not, therefore, be wholly reliant on the use of a private vehicle. As such, it would be in an accessible location. Nonetheless, it remains that the proposal conflicts with the policies identified above.
9. In conclusion, although in an accessible location, having regard to the identified conflict with CS policies DMG2 and DMH3, the site is not a suitable location for the proposed development.

Other considerations

Housing land supply

10. The main parties agree that the five-year housing land supply (5YHLS) should be calculated against local housing need using the standard method in the PPG, and that this equates to 311 dwellings per annum. There is also agreement that a 5% buffer applies. Based upon the evidence before me, I concur.
11. There is, however, disagreement between the main parties on two grounds. The first relates to how past over-supply of housing should be taken into consideration. The second issue relates to the extent of the deliverable supply.
12. It is the Council's position that the 5YHLS requirement should be reduced by the over-supply of previous years, 536 dwellings, which would reduce the requirement to 204 dwellings per annum, or 214 dwellings when the 5% buffer is applied. The

appellant contends that local housing need should not be reduced by over-supply. The effect of which would reduce the housing land supply position from 6.19 years, as advanced by the Council, to 4.05 years.

13. I acknowledge that the Framework and PPG do not rule out the use of past over-supply to reduce future housing requirements. Nevertheless, to adopt the approach of the Council, and that of the Inspectors in the decisions it has highlighted, would impede the achievement of the Government's objective to significantly boost the supply of homes. I therefore find that the forward-facing approach adopted in the appeal decisions and local plan examination letters that have been referred to by the appellant to be the most appropriate.
14. Thus, it is my judgement that past over-supply should not be used to reduce local housing need requirements in this case. This should not be seen as penalising the Council, as has been suggested, rather, it is part of the solution to the acute housing crisis that exists nationally.
15. Turning to the second matter of disagreement, the extent of the deliverable supply, it is now agreed that 74 dwellings on the site of land at Accrington Road, Whalley should be included in the housing land supply. However, the appellant considers that development on three other sites is not deliverable within the 5-year period and should not count towards the 5YHLS.
16. The disputed site, land at Highmoor Farm, Clitheroe, has the benefit of outline planning permission. The sale of the site and the submission of a reserved matters application is, however, dependent upon the completion of an agreement with the Council to facilitate the creation of an appropriate access. For this reason, the applicant for the outline planning permission, states that the completion of the sale of the land and the submission of a reserved matters application before the outline permission expires are hopeful rather than guaranteed. At the Hearing the Council advised that progress had been made on the agreement, but that it was not yet completed. Furthermore, there is no evidence before me that a performance agreement is in place that sets out the timescale for approval of a reserved matters application and the discharge of conditions.
17. In my view, it has not been demonstrated that firm progress has been made towards approving the reserved matters and, accordingly, there is no clear evidence that housing completions will begin on the Highmoor Farm site within the five-year period. Therefore, 75 dwellings should be removed from the 5YHLS.
18. There is currently no planning permission on the disputed site of land at Wilpshire (Salisbury View), although I note that, following pre-application discussions, a planning application for 80 dwellings was submitted on 1 October 2025, to which no technical objections have been received from statutory consultees. Nonetheless, even if I were to agree that the appeal decision, that dismissed a development of 84 dwellings on this site, supports the density of the current proposal, this is not sufficient to demonstrate that it will be permitted, particularly considering the strong objections from the relevant Parish Councils that were brought to my attention.
19. Furthermore, although I note that the Council indicate that it is likely that the application would be determined by Planning Committee in January or February 2026, at the time of the Hearing a report had not been published on an agenda. As such, as well as there being no certainty as to whether the proposal will be

permitted, it is unclear when a decision will be made on the application.

Consequently, there is no clear evidence that the projected number of dwellings on this site can be delivered within the 5-year period. 75 dwellings should therefore be removed from the 5YHLS.

20. The disputed site, Standen Littlemoor Phases 5 & 6, also has the benefit of outline planning permission and a reserved matters application was submitted in March 2022. However, approaching four years later it remains undetermined and, as confirmed by the Council at the Hearing, amended plans are awaited. Although the Council anticipates that the application will be determined in early 2026, in the absence of a planning performance agreement that sets out the timescale for approval of reserved matters there is no certainty in this regard.
21. It is apparent that the developers are constructing dwellings on Phases 2 to 4 of the Standen Littlemoor site, but a significant number are yet to be completed. Although the Council does not predict any completions on Phases 5 & 6 until year 5, it is my view that no robust evidence has been presented to demonstrate that development will be carried out on such later phases within 5 years. Accordingly, a further 41 dwellings should be removed from the 5YHLS.
22. I therefore find that, at this point in time, the deliverable supply of housing amounts to 1,130 dwellings, which, in combination with the consequences of not deducting past over-supply from the local housing need requirements, reduces the housing land supply position to 3.45 years.
23. The Council has consistently delivered more completions than required since 2014/15, and there is no compelling evidence before me to suggest that this will not continue. This is a material consideration that tempers the weight to be given to housing delivery as a benefit of the proposed development. Nonetheless, given the significant shortfall in the 5YHLS at this time, I afford substantial weight to the proposed provision of housing, given that it is in an accessible location.

Affordable housing

24. The Council contends that because affordable housing could not be secured at this first, permission in principle, stage, the provision of on-site affordable housing should not be considered as a benefit that weighs in favour of the proposed development. Nevertheless, CS Key Statement H3 states that for developments of 5 or more dwellings (or sites of 0.2 hectares or more irrespective of the number of dwellings) on sites outside of the settlement boundaries of Clitheroe and Longridge, the Council will require 30% affordable units on-site. The policy also indicates that the Council will only consider a reduction in this level, to a minimum of 20%, where supporting evidence justifies it.
25. I note that, in a previous appeal decision on this site relating to the refusal of Technical Details Consent², the Inspector found that a financial contribution towards off-site provision equivalent to the 20% minimum level set out in policy could be supported. Whilst acknowledging that financial circumstances can change over time, I see no reason why affordable housing in some form could not be secured in connection with the current proposal at the technical details consent stage. However, as there remains uncertainty as to the level of affordable housing

² APP/T2350/W/23/3333973

provision, this benefit carries limited weight in support of the proposed development.

Economic benefits

26. There would be economic benefits arising from the construction of the proposed development, and expenditure by its future occupiers, which is quantified by the appellant. Although there is no certainty as to where the occupier expenditure would take place, it is reasonable to find that a considerable proportion would be spent in local shops, services and amenities given that they would be accessible and convenient. I therefore attach moderate weight to such benefits in favour of the proposed development.

Other Matters

27. Interested parties have raised concerns regarding the potential effects of additional traffic along Chatburn Old Road. However, based on what is before me, I agree with the Council that there are no highway grounds that would support the conclusion that the appeal site is not suitable for residential development. Furthermore, no robust evidence has been presented to conclude that local infrastructure, such as schools, lack capacity to accommodate the proposed development.
28. I have also had regard to the other matters raised by interested parties, including the effect of the proposed development on the character and appearance of the area, the living conditions of nearby residents, a protected tree, wildlife and habitats, a public right of way and drainage. Nonetheless, these relate to the details, and not the principle, of the proposed development. Accordingly, they are matters for consideration at this appeal and will be dealt with at the second (technical details consent) stage.

Planning Balance

29. The proposed development would conflict with the spatial strategy set out in the development plan as the site lies outside the settlement boundary of Chatburn. Furthermore, it would not meet any of the identified considerations or exceptions which are required for residential development to be acceptable in the open countryside.
30. I have found that the Council cannot demonstrate a 5YHLS. Accordingly, as set out in footnote 8 of the Framework, the most important policies of the development plan are considered to be out-of-date. Consequently, paragraph 11 d) of the Framework applies.
31. In its favour, the proposed development would make a modest contribution to the supply of housing, of up to 9 dwellings, in an accessible location. Given the significant shortfall in the 5YHLS at this time, I afford this substantial weight. Additionally, I attach moderate weight to its economic benefits and limited weight to the contribution that it could make in respect of affordable housing.
32. The adverse impact I have identified, arising from the conflict with the spatial strategy, would not significantly and demonstrably outweigh such benefits. Consequently, the presumption in favour of sustainable development applies and paragraph 11 d) indicates that permission should be granted. There are no other material considerations to override this finding.

Conditions

33. The PPG makes it clear that it is not possible for conditions to be attached to a grant of permission in principle. Therefore, whilst I acknowledge that the conditions suggested by the Council all relate to matters within the scope of a permission in principle decision, I have not imposed them.

Conclusion

34. For the reasons set out above, I conclude that the appeal should be allowed.

Elaine Moulton

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Christian Hawley	Barrister, No 5 Chambers
Ben Pyecroft	Emery Planning
Caroline Payne	Emery Planning

FOR THE LOCAL PLANNING AUTHORITY:

Erika Eden-Porter	Head of Strategic Housing and Planning
Stephen Kilmartin	Principal Planning and Urban Design Officer
Yvonne Smallwood	Planning Policy Officer

Appendix C

Bus Timetable Print

22 CLITHEROE - SHADSWORTH via Langho, Wilpshire (outbound)

Monday to Friday

Operator	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD
Notes										SCHOL	NSCHOL	LNUD	LNUD
Variations													
CLITHEROE TOWN CENTRE,Interchange (Stand 6)													
CHATBURN ROAD,Grammar School (o/s)		06:13	06:43	07:13	07:35	07:55		08:23	08:32	08:43		09:13	09:43
WHALLEY,Bus Station (Stand A)									08:39				
LANGHO,Northcote Road (opp)		06:26	06:58	07:28	07:50	08:10		08:38	08:58	08:58		09:28	09:58
ROE LEE,Roe Lee Park (opp)		06:32	07:05	07:35	07:57	08:17		08:45	09:05	09:05		09:35	10:05
BLACKBURN TOWN CENTRE,Night Stand (opp)		06:44	07:17	07:48	08:11	08:31		08:57	09:17	09:17		09:47	10:17
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	06:30		07:28	08:00	08:25	08:45	09:05	09:08	09:28	09:28		09:58	10:28
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)		07:00	07:35	08:05	08:35				09:35	09:35		10:05	10:35
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	06:42	07:12	07:47	08:17	08:47		09:17		09:47	09:47		10:17	10:47
SHADSWORTH,Rothersey Road (opp)	06:46	07:16	07:51	08:21	08:51		09:21		09:51	09:51		10:21	10:51
Operator	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD
Notes													
Variations													
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13			14:43	15:13
CHATBURN ROAD,Grammar School (o/s)													
WHALLEY,Bus Station (Stand A)	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28			15:13	15:09
LANGHO,Northcote Road (opp)	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35			15:20	15:16
ROE LEE,Roe Lee Park (opp)	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47			15:32	15:28

[illegible]

LANGHO,Northcote Road (opp)	15:38	----	16:38	----	17:38	18:43
ROE LEE,Roe Lee Park (opp)	15:49	----	16:49	----	17:49	18:52
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	15:58	16:05	16:58	17:05	17:58	19:01
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	----	----	----	----	18:05	----
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	----	16:14	----	17:14	18:14	----
SHADSWORTH,Rothesay Road (opp)	----	16:18	----	17:18	18:18	----

22 CLITHEROE - SHADSWORTH via Langho, Wiltshire (inbound)

Monday to Friday

Operator	LN	NUD	LN	NUD	LN	NUD	LN	NUD	LN	NUD	LN	NUD	LN	NUD	LN	NUD
Notes																
Variations																
SHADSWORTH,Rothesay Road (opp)	----	06:07	06:47	----	07:17	07:52	08:22	08:52	09:22	09:52	10:22	10:52				
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	----	06:16	06:56	----	07:28	08:03	08:33	09:03	09:33	10:03	10:33	11:03				
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	05:50	06:26	07:06	07:33	07:42	08:18	08:48	09:16	09:46	10:16	10:46	11:16				
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	----	06:30	07:10	----	07:45	08:25	08:55	09:25	09:55	10:25	10:55	11:25				
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----				
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----				
ROE LEE,Roe Lee Park (adj)	05:58	06:38	07:18	07:43	07:55	08:35	09:05	09:35	10:05	10:35	11:05	11:35				
LANGHO,Railway Station (by)	06:06	06:49	07:29	07:56	08:08	08:46	09:16	09:46	10:16	10:46	11:16	11:46				
WHALLEY,Bus Station (opp)	06:13	06:58	07:38	08:05	08:17	08:55	09:25	09:55	10:25	10:55	11:25	11:55				
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	06:25	07:10	07:50	08:19	08:31	09:07	09:37	10:07	10:37	11:07	11:37	12:07				
Operator	LN	NUD	LN	NUD	LN	NUD	LN	NUD	LN	NUD	LN	NUD	LN	NUD	LN	NUD
Notes																
Variations																
SHADSWORTH,Rothesay Road (opp)	11:22	11:52	12:22	12:52	13:22	13:52	----	14:23	14:53	15:23	15:48	16:08				
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	11:33	12:03	12:33	13:03	13:33	14:03	----	14:34	15:04	15:34	15:59	16:19				
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	11:46	12:16	12:46	13:16	13:46	14:16	14:50	14:48	15:18	15:48	16:13	16:33				
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	11:55	12:25	12:55	13:25	13:55	14:25	----	----	15:25	15:55	16:20	16:40				

LANGHO,Railway Station (by) 22:58 23:58

WHALLEY,Bus Station (opp) 23:06 00:06

CLITHEROE TOWN CENTRE,Interchange (Stand 6) 23:18 00:18

Saturday

Operator	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD
Notes																		
Variations																		
SHADSWORTH,Rothersey Road (opp)	06:17	06:52	07:22	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52						
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	06:25	07:03	07:33	08:03	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03						
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	06:35	07:16	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16						
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	06:40	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25						
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----						
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----						
ROE LEE,Roe Lee Park (adj)	06:48	07:33	08:05	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35						
LANGHO,Railway Station (by)	06:58	07:43	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46						
WHALLEY,Bus Station (opp)	07:06	07:51	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55						
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	07:18	08:03	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07						
Operator	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD	LNUD
Notes																		
Variations																		
SHADSWORTH,Rothersey Road (opp)	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:52						
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03						
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:16						
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55	----						
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----						
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----						
ROE LEE,Roe Lee Park (adj)	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:33	18:03	----						
LANGHO,Railway Station (by)	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:43	18:13	----						
WHALLEY,Bus Station (opp)	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:51	18:21	----						

CLITHEROE TOWN CENTRE, Interchange (Stand 6)

CLITHEROE TOWN CENTRE, Interchange (Stand 6)										13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	17:37	18:03	18:33
Operator	LN																			
Notes	LN																			
Variations	LN																			
SHADSWORTH, Rothersey Road (opp)	18:20																			
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand B)	18:28																			
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	18:38																			
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)																				
BLACKBURN TOWN CENTRE, Alighting Stand (by)																				
BLACKBURN TOWN CENTRE, Alighting Stand (by)																				
ROE LEE, Roe Lee Park (adj)	18:48																			
LANGHQ, Railway Station (by)	18:58																			
WHALLEY, Bus Station (opp)	19:06																			
CLITHEROE TOWN CENTRE, Interchange (Stand 6)	19:18																			

Sunday

[illegible]

Variations

SHADSWORTH, Rothesay Road (opp)	15:19	----	16:19	----	17:19	18:19
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand B)	15:27	----	16:27	----	17:27	18:27
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	15:37	16:35	16:37	17:40	17:37	18:37
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	----	----	----	----	----	18:40
ROE LEE, Roe Lee Park (adj)	----	16:43	----	17:48	----	18:48
LANGHO, Railway Station (by)	----	16:54	----	17:58	----	18:58
WHALLEY, Bus Station (opp)	----	17:02	----	18:06	----	19:06
CLITHEROE TOWN CENTRE, Interchange (Stand 6)	----	17:14	----	18:18	----	19:18

Key

- NSCHOL - Not Clitheroe Royal Grammar School
- \$\$ - Operated in partnership with Lancashire County Council.
- \$\$ - Operated in partnership with Lancashire County Council
- SCHOL - Clitheroe Royal Grammar School only
- LNUD - Transdev Lancashire Unit

Bus Timetable Print

25 CLITHEROE - BLACKBURN via Brockhall, Langho, Lammack, St.Marys College (outbound)

Monday to Saturday

Operator	VISB	VISB	VISB	VISB	VISB	VISB	VISB	VISB	VISB
Notes	\$	\$	\$	\$	\$	\$	\$	\$	\$
Variations									
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	----	09:20	11:20	13:20	15:20	16:30	17:35	18:45	
BARROW,Business Village (by)	----	09:28	11:28	13:28	15:28	16:38	17:43	18:52	
WHALLEY,Bus Station (Stand A)	----	09:35	11:35	13:35	15:35	16:45	17:50	18:59	
BROCKHALL VILLAGE,The Academy (by)	----	09:43	11:43	13:43	15:43	16:53	17:58	19:07	
LANGHO,The Rydings (adj)	----	07:45	11:50	13:50	15:50	17:00	18:05	19:14	
MELLOR,Millstone (opp)	06:56	10:01	12:01	14:01	16:01	17:11	18:16	19:24	
LAMMACK,Knighton Avenue (opp)	07:02	10:08	12:08	14:08	16:08	17:18	18:23	19:30	
BLACKBURN,Colenso Road (opp)	07:05	10:11	12:11	14:11	16:11	17:21	18:26	19:33	
BLACKBURN TOWN CENTRE,Arrival Stand (Stand 0)	07:12	10:19	12:19	14:19	16:19	17:29	18:34	19:40	

25 CLITHEROE - BLACKBURN via Brockhall, Langho, Lammack, St.Marys College (inbound)

Monday to Saturday

Operator	VISB	VISB	VISB	VISB	VISB	VISB	VISB	VISB	VISB
Notes	\$	\$	\$	\$	\$	\$	\$	\$	\$
Variations									
BLACKBURN TOWN CENTRE,Bus Station (Stand 4)	07:20	09:25	11:25	13:25	15:25	17:40	18:45	19:45	
BLACKBURN,Colenso Road (adj)	07:28	09:33	11:33	13:33	15:33	17:48	18:52	19:52	
LAMMACK,Knighton Avenue (adj)	07:31	09:36	11:36	13:36	15:36	17:51	18:55	19:55	
MELLOR,Millstone (opp)	07:41	09:46	11:46	13:46	15:46	18:01	19:04	20:04	

LANGHO,Whitehalgh Lane (by)	07:51	09:56	11:56	13:56	15:56	16:56	18:11	19:14	---
BROCKHALL VILLAGE,The Academy (by)	07:57	10:02	12:02	14:02	16:02	17:02	18:17	19:20	---
WHALLEY,Bus Station (opp)	08:03	10:08	12:08	14:08	16:08	17:08	18:23	---	---
BARROW,Business Village (by)	08:10	10:15	12:15	14:15	16:15	17:15	18:30	---	---
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	08:18	10:23	12:23	14:23	16:23	17:23	18:38	---	---

Key

- \$ - Operated on behalf of Lancashire County Council
- VISB - Vision Bus Ltd

Bus Timetable Print

280 PRESTON - SKIPTON via Mellor Brook, Whalley, Chatburn, Gisburn, Earby (outbound)

Monday to Friday

Operator		SCMB \$\$,NCRACOL	SCMB \$\$,CRACOL	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$	SCMB \$\$
Notes																
Variations																
PRESTON CITY CENTRE,Bus Station (Stand 39)		06:40	06:40	07:20	08:05	09:10	10:10	11:10	12:15	13:15	14:15	15:15	16:20			
FARRINGTON PARK,Hesketh Arms (o/s)		06:50	06:50	07:30	08:17	09:21	10:21	11:21	12:26	13:26	14:26	15:30	16:35			
MELLOR BROOK,Feliden Arms (o/s)		07:00	07:00	07:45	08:30	09:33	10:33	11:33	12:38	13:38	14:39	15:45	16:50			
LANGHO,Longsight Road (by)		07:11	07:11	08:00	08:42	09:44	10:44	11:44	12:49	13:49	14:49	15:57	17:02			
WHALLEY,Bus Station (opp)		07:20	07:20	08:08	08:50	09:51	10:51	11:51	12:56	13:56	14:58	16:05	17:10			
CLITHEROE TOWN CENTRE,Interchange (Stand 4)		-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----			
CLITHEROE TOWN CENTRE,Interchange (Stand 5)		07:33	07:33	08:21	09:02	10:03	11:03	12:03	13:08	14:08	15:10	16:17	17:22			
CLITHEROE TOWN CENTRE,Interchange (Stand 5)		07:35	07:35	08:23	09:07	10:09	11:09	12:09	13:14	14:14	15:14	16:22	17:27			
CHATBURN,Post Office (by)		07:44	07:44	---	09:14	10:16	11:16	12:16	13:21	14:21	15:21	16:29	17:34			
CHATBURN,Post Office (opp)		-----	-----	08:36	-----	-----	-----	-----	-----	-----	-----	-----	-----			
GISBURN,Travellers Court (opp)		07:53	07:53	-----	09:22	10:24	11:24	12:24	13:29	14:29	15:29	16:38	17:41			
BARNOLDSDWICK,Station Road (by)		08:05	08:05	-----	09:34	10:35	11:35	12:35	13:40	14:40	15:40	16:49	17:51			
EARB,YBus Station (by)		08:22	08:22	-----	09:45	10:45	11:45	12:45	13:50	14:50	15:51	16:58	18:00			
THORNTON IN CRAVEN,Thornton Post Office (NE-bound)		08:26	08:26	---	09:49	10:49	11:49	12:49	13:54	14:54	15:55	17:02	18:04			
SKIPTON,Craven College (opp)		-----	08:38	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----			
SKIPTON Bus Station Stand 4 (4)		08:46	08:46	---	10:04	11:04	12:04	13:04	14:09	15:09	16:10	17:17	18:19			

Operator	SCMB SPECIALIZED COMMERCIAL BANK	SCMB SPECIALIZED COMMERCIAL BANK
Notes	\$ \$	\$ \$

Variations

PRESTON CITY CENTRE, Bus Station (Stand 39)

PRESTON CITY CENTRE, Bus Station (Stand 39)	17:30	18:15
FARRINGTON PARK, Hesketh Arms (o/s)	17:45	18:30
MELLOR BROOK, Feilden Arms (o/s)	17:57	18:45
LANGHO, Longsight Road (by)	18:08	18:53
WHALLEY, Bus Station (opp)	18:15	19:00
CLITHEROE TOWN CENTRE, Interchange (Stand 4)	---	19:10
CLITHEROE TOWN CENTRE, Interchange (Stand 5)	18:25	---
CLITHEROE TOWN CENTRE, Interchange (Stand 5)	18:30	---
CHATBURN, Post Office (by)	18:36	---
CHATBURN, Post Office (opp)	---	---
GISBURN, Travellers Court (opp)	18:43	---
BARNOLDSWICK, Station Road (by)	18:51	---
EARBY, Bus Station (by)	19:00	---
THORNTON IN CRAVEN, Thornton Post Office (NE-bound)	---	---
SKIPTON, Craven College (opp)	---	---
SKIPTON, Bus Station Stand 4 (4)	---	---

Saturday

Operator	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB
Notes	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$
Variations																			
PRESTON CITY CENTRE,Bus Station (Stand 39)	06:55	08:05	09:10	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15							
FARRINGTON PARK,Hesketh Arms (o/s)	07:05	08:15	09:20	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25							
MELLOR BROOK,Feilden Arms (o/s)	07:15	08:25	09:30	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35							
LANGHO,Longsight Road (by)	07:25	08:35	09:40	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45							
WHALLEY,Bus Station (opp)	07:32	08:42	09:47	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	18:52							
CLITHEROE TOWN CENTRE,Interchange (Stand 4)	----	----	----	----	----	----	----	----	----	----	----	19:04							
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	07:44	08:54	09:59	11:04	12:04	13:04	14:04	15:04	16:04	17:04	18:04	----							
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	07:49	08:59	10:04	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09	----							
CHATBURN,Post Office (by)	07:56	09:06	10:11	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:16	----							

GISBURN, Travellers Court (opp)	08:04	09:14	10:19	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:24	----
BARNOLDSWICK, Station Road (by)	08:15	09:25	10:30	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	----
EARBY, Bus Station (by)	08:25	09:35	10:40	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	----
THORNTON IN CRAVEN, Thornton Post Office (NE-bound)	08:29	09:39	10:44	11:49	12:49	13:49	14:49	15:49	16:49	17:49	----	----
SKIPTON, Bus Station Stand 4 (4)	08:44	09:54	10:59	12:04	13:04	14:04	15:04	16:04	17:04	18:04	----	----

Sunday

Operator	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB
Notes	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$
Variations												
PRESTON CITY CENTRE, Bus Station (Stand 39)	08:40	10:40	12:40						14:40	16:40		
FARRINGDON PARK, Hesketh Arms (o/s)	08:49	10:49	12:49						14:49	16:49		
MELLOR BROOK, Feilden Arms (o/s)	08:58	10:58	12:58						14:58	16:58		
LANGHO, Longsight Road (by)	09:08	11:08	13:08						15:08	17:08		
WHALLEY, Bus Station (opp)	09:15	11:15	13:15						15:15	17:15		
CLITHEROE TOWN CENTRE, Interchange (Stand 5)	09:26	11:26	13:26						15:26	17:26		
CLITHEROE TOWN CENTRE, Interchange (Stand 5)	09:30	11:30	13:30						15:30	17:30		
CHATBURN, Post Office (by)	09:37	11:37	13:37						15:37	17:37		
GISBURN, Travellers Court (opp)	09:45	11:45	13:45						15:45	17:45		
BARNOLDSWICK, Station Road (by)	09:56	11:56	13:56						15:56	17:56		
EARBY, Bus Station (by)	10:05	12:05	14:05						16:05	----		
THORNTON IN CRAVEN, Thornton Post Office (NE-bound)	10:08	12:08	14:08						16:08	----		
SKIPTON, Bus Station Stand 4 (4)	10:22	12:22	14:22						16:22	----		

280 PRESTON - SKIPTON via Mellor Brook, Whalley, Chatburn, Gisburn, Earby (inbound)

Monday to Friday

Operator	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB	SCMB
Notes	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$
Variations												
SKIPTON, Bus Station Stand 4 (4)	----	----	09:05	10:10	11:10	12:10	13:10	14:15	15:15	16:10	17:30	

THORNTON IN CRAVEN,Thornton Post Office (SW-bound)	09:17	10:22	11:22	12:22	13:22	14:27	15:29	16:22	17:42
EARBY,Bus Station (by)	09:22	10:27	11:27	12:27	13:27	14:32	15:35	16:27	17:47
BARNOLDSWICK,Fernlea Avenue (by)	09:33	10:38	11:38	12:38	13:38	14:43	15:46	16:38	17:58
GISBURN,Post Office (by)	09:43	10:48	11:48	12:48	13:48	14:53	15:58	16:48	18:08
CHATBURN,Post Office (opp)	09:51	10:56	11:56	12:56	13:56	15:01	16:06	16:56	18:16
CLITHEROE TOWN CENTRE,Interchange (Stand 4)	10:00	11:05	12:05	13:05	14:05	15:10	16:15	17:05	18:25
CLITHEROE TOWN CENTRE,Interchange (Stand 4)	10:05	11:10	12:10	13:10	14:10	15:15	16:20	17:15	18:30
WHALLEY,Bus Station (Stand A)	10:20	11:25	12:25	13:25	14:25	15:30	16:35	17:30	18:42
LANGHO,Longsight Road (opp)	10:26	11:31	12:31	13:31	14:31	15:36	16:41	17:36	18:47
MELLOR BROOK,Feilden Arms (o/s)	10:37	11:42	12:42	13:42	14:42	15:47	16:52	17:46	18:56
FARRINGDON PARK,Hesketh Arms (opp)	10:49	11:54	12:54	13:54	14:54	15:59	17:06	17:56	19:06
PRESTON CITY CENTRE,Bus Station (Stand 39)	11:01	12:06	13:06	14:06	15:06	16:11	17:16	18:08	19:15
Operator	SCMB								
Notes	\$\$								
Variations									
SKIPTON,Bus Station Stand 4 (4)	18:25								
THORNTON IN CRAVEN,Thornton Post Office (SW-bound)	18:37								
EARBY,Bus Station (by)	18:42								
BARNOLDSWICK,Fernlea Avenue (by)	18:53								
GISBURN,Post Office (by)	19:03								
CHATBURN,Post Office (opp)	19:11								
CLITHEROE TOWN CENTRE,Interchange (Stand 4)	19:20								
CLITHEROE TOWN CENTRE,Interchange (Stand 4)	19:25								
WHALLEY,Bus Station (Stand A)	19:37								
LANGHO,Longsight Road (opp)	19:42								
MELLOR BROOK,Feilden Arms (o/s)	19:51								
FARRINGDON PARK,Hesketh Arms (opp)	20:01								
PRESTON CITY CENTRE,Bus Station (Stand 39)	20:10								

Saturday

Operator	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR
Notes	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR
Variations	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR
SKIPTON, Bus Station Stand 4 (4)																		
THORNTON IN CRAVEN, Thornton Post Office (SW-bound)	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10	20:10	21:10	22:10	23:10	24:10	25:10	26:10
EARBY, Bus Station (by)	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:27	19:27	20:27	21:27	22:27	23:27	24:27	25:27	26:27
BARNOLDSWICK, Fernlea Avenue (by)	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	18:38	19:38	20:38	21:38	22:38	23:38	24:38	25:38	26:38
GISBURN, Post Office (by)	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48	17:48	18:48	19:48	20:48	21:48	22:48	23:48	24:48	25:48	26:48
CHATBURN, Post Office (opp)	09:56	10:56	11:56	12:56	13:56	14:56	15:56	16:56	17:56	18:56	19:56	20:56	21:56	22:56	23:56	24:56	25:56	26:56
CLITHEROE TOWN CENTRE, Interchange (Stand 4)	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:05	19:05	20:05	21:05	22:05	23:05	24:05	25:05	26:05
CLITHEROE TOWN CENTRE, Interchange (Stand 4)	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10	20:10	21:10	22:10	23:10	24:10	25:10	26:10
WHALLEY, Bus Station (Stand A)	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	19:25	20:25	21:25	22:25	23:25	24:25	25:25	26:25
LANGHO, Longsight Road (opp)	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:31	19:31	20:31	21:31	22:31	23:31	24:31	25:31	26:31
MELLOR BROOK, Feilden Arms (o/s)	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42	18:42	19:42	20:42	21:42	22:42	23:42	24:42	25:42	26:42
FARRINGTON PARK, Hesketh Arms (opp)	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:54	17:54	18:54	19:54	20:54	21:54	22:54	23:54	24:54	25:54	26:54
PRESTON CITY CENTRE, Bus Station (Stand 39)	10:06	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:06	19:06	20:06	21:06	22:06	23:06	24:06	25:06	26:06	27:06

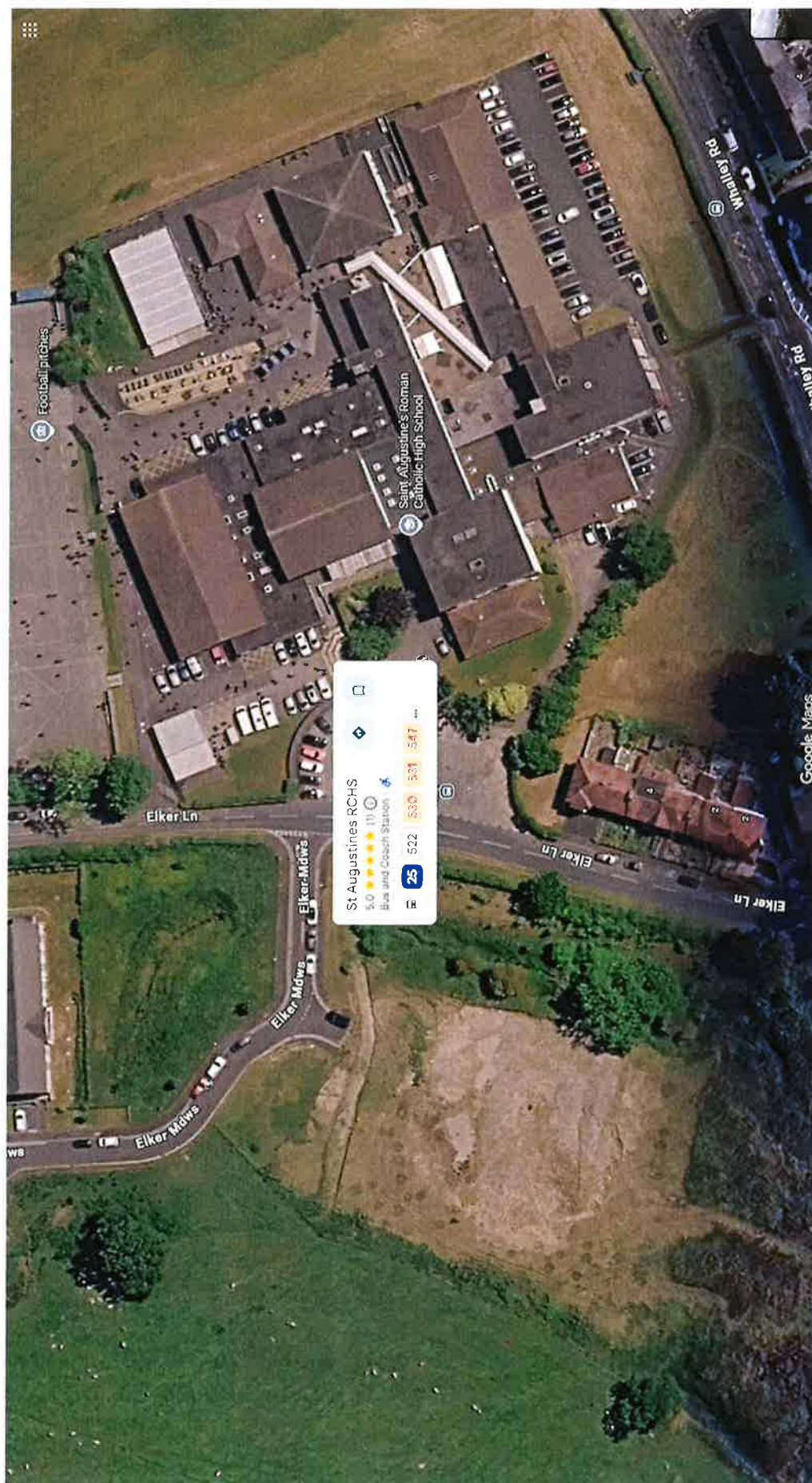
Sunday

Operator	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR
Notes	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR
Variations	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR	SCMB OPERATOR
SKIPTON, Bus Station Stand 4 (4)																		
THORNTON IN CRAVEN, Thornton Post Office (SW-bound)	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30	22:30	23:30	24:30	25:30	26:30	27:30
EARBY, Bus Station (by)	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47	19:47	20:47	21:47	22:47	23:47	24:47	25:47	26:47	27:47
BARNOLDSWICK, Fernlea Avenue (by)	10:57	11:57	12:57	13:57	14:57	15:57	16:57	17:57	18:57	19:57	20:57	21:57	22:57	23:57	24:57	25:57	26:57	27:57
GISBURN, Post Office (by)	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:05	19:05	20:05	21:05	22:05	23:05	24:05	25:05	26:05	27:05	28:05
CHATBURN, Post Office (opp)	11:13	12:13	13:13	14:13	15:13	16:13	17:13	18:13	19:13	20:13	21:13	22:13	23:13	24:13	25:13	26:13	27:13	28:13
CLITHEROE TOWN CENTRE, Interchange (Stand 4)	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:21	19:21	20:21	21:21	22:21	23:21	24:21	25:21	26:21	27:21	28:21
CLITHEROE TOWN CENTRE, Interchange (Stand 4)	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	19:25	20:25	21:25	22:25	23:25	24:25	25:25	26:25	27:25	28:25
WHALLEY, Bus Station (Stand A)	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:37	19:37	20:37	21:37	22:37	23:37	24:37	25:37	26:37	27:37	28:37
LANGHO, Longsight Road (opp)	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:43	19:43	20:43	21:43	22:43	23:43	24:43	25:43	26:43	27:43	28:43

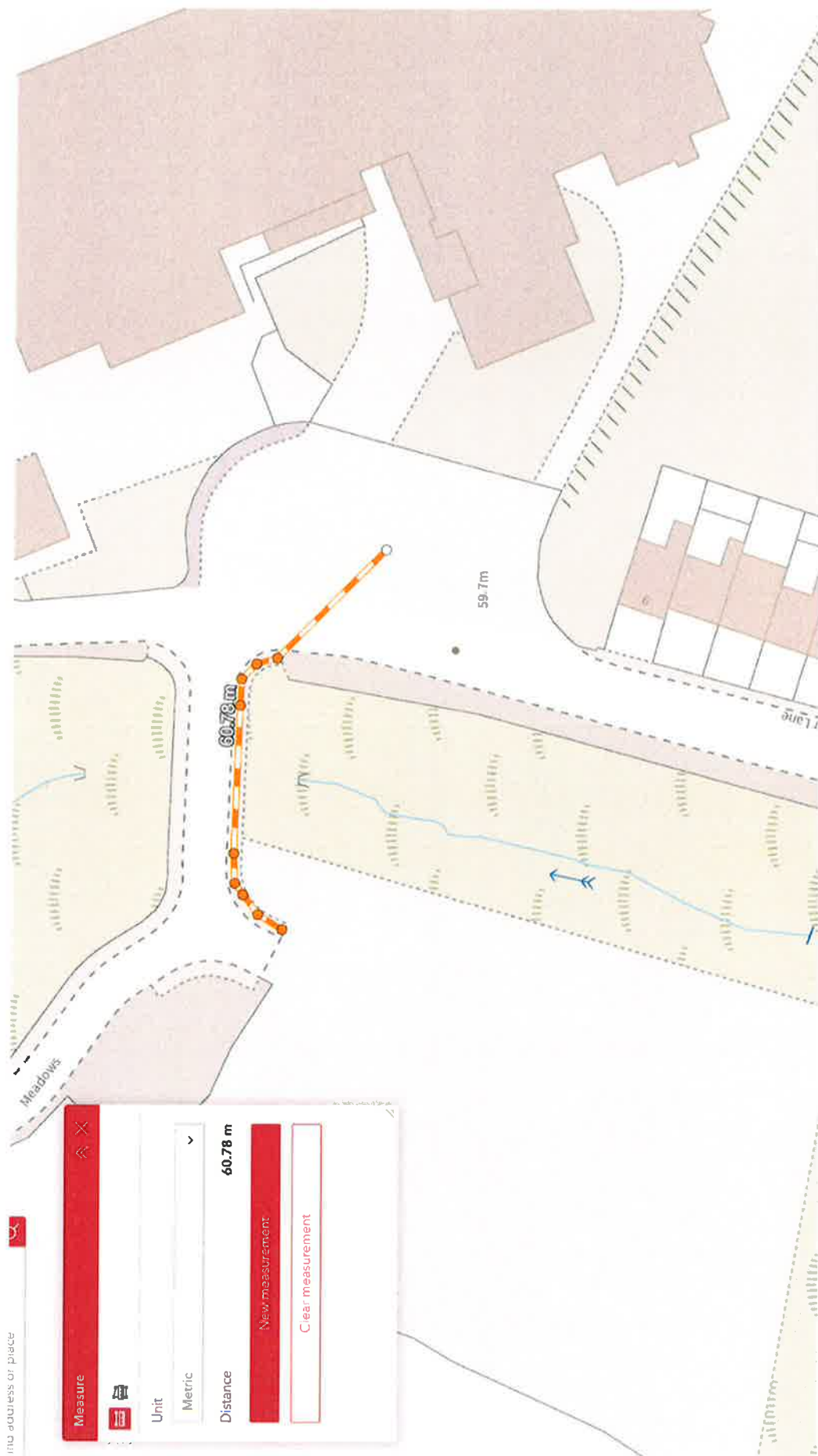
MELLOR BROOK, Feilden Arms (o/s)	09:53	11:53	13:53	15:53	17:53	18:53
FARRINGDON PARK, Hesketh Arms (opp)	10:03	12:03	14:03	16:03	18:03	19:03
PRESTON CITY CENTRE, Bus Station (Stand 39)	10:13	12:13	14:13	16:13	18:13	19:13

Key

- \$\$ - Operated in partnership with Lancashire County Council
- CRACOL - Craven College only
- \$\$ - Operated in partnership with Lancashire County Council
- NCRACOL - Not Craven College
- \$\$ - Operated in partnership with Lancashire County Council
- SCMB - Stagecoach Cumbria & Nor



no address or place



Measure



Unit

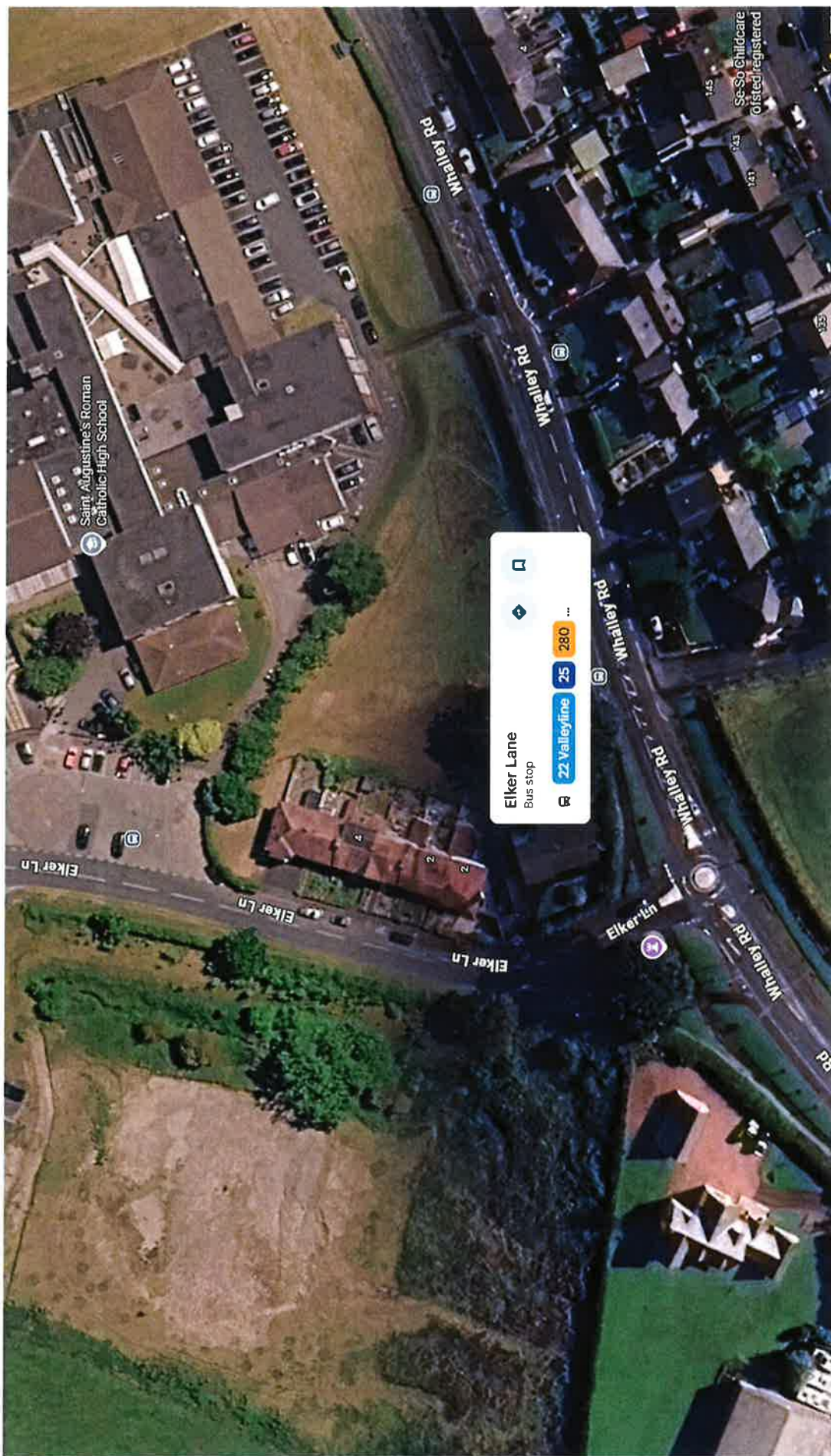
Metric

Distance

60.78 m

New measurement

Clear measurement



Measure

Unit

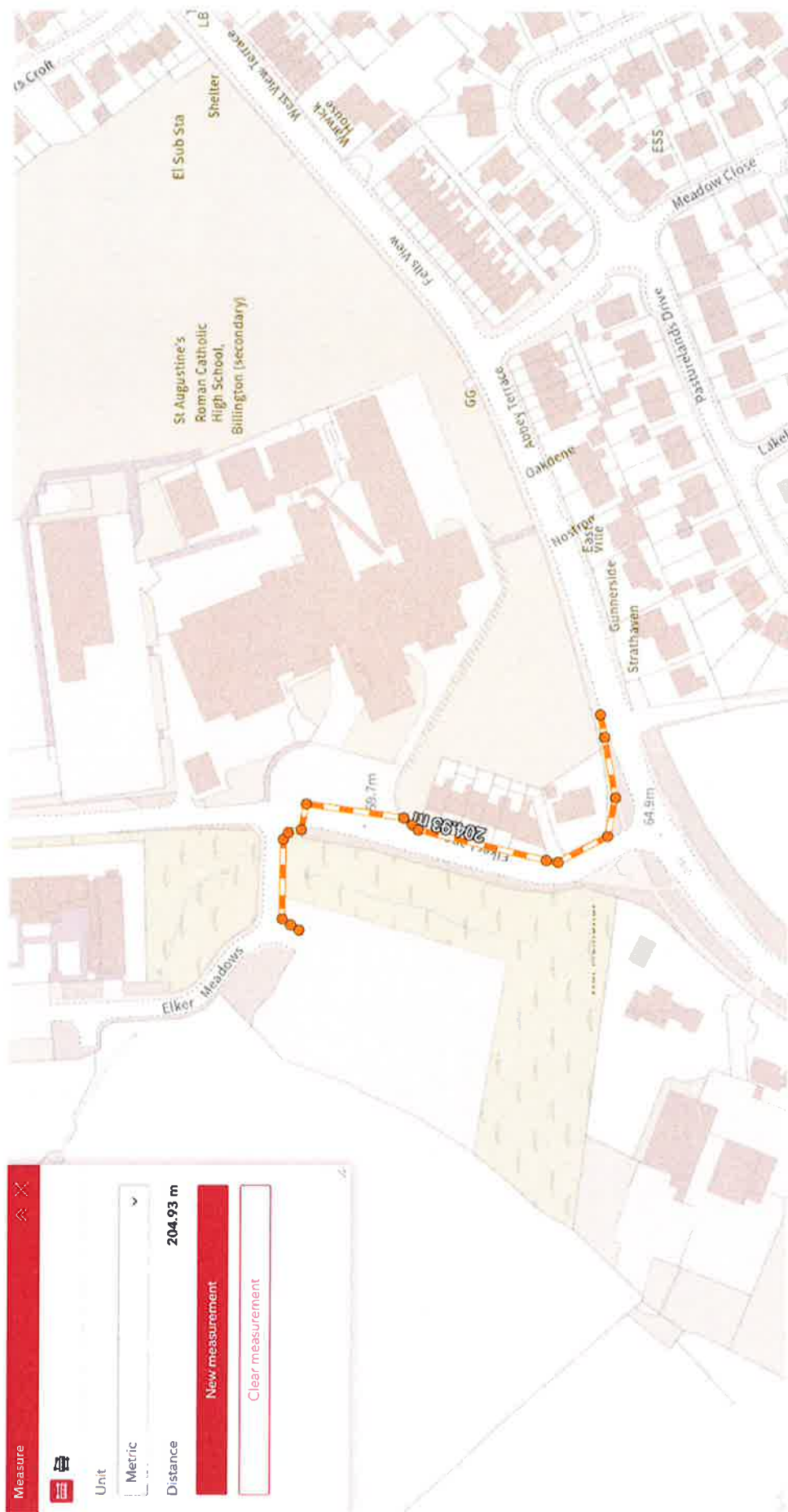
Metric

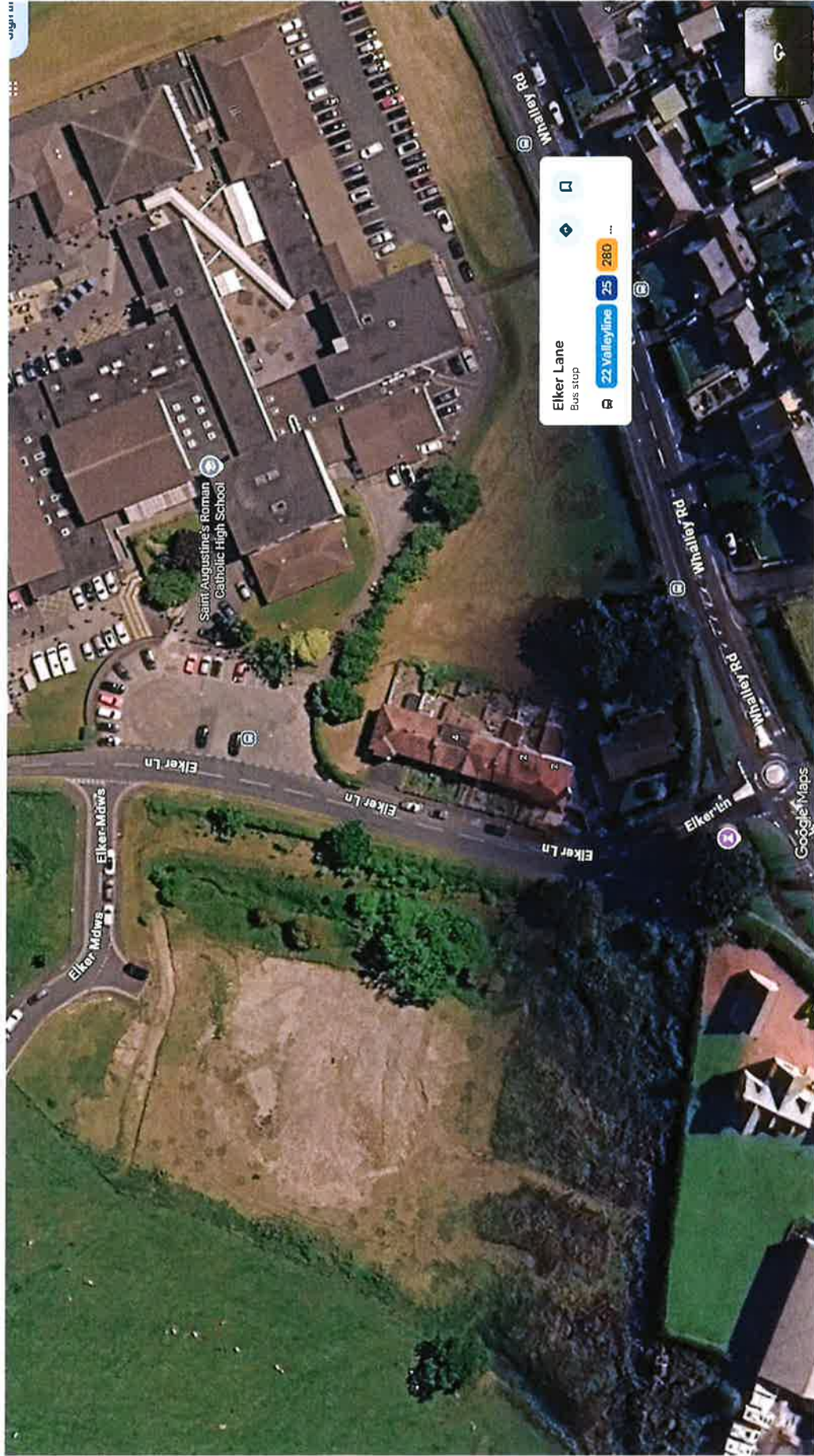
Distance

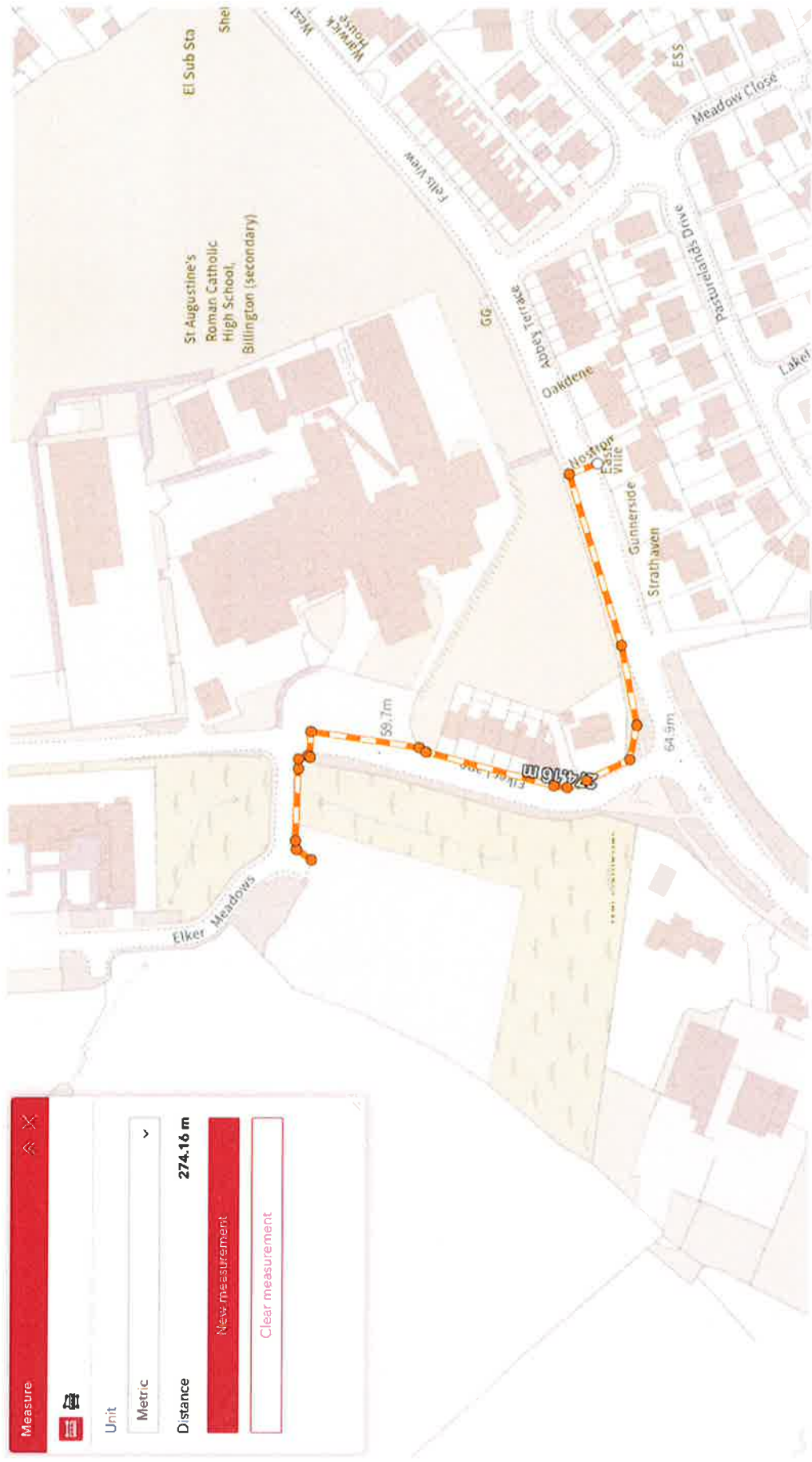
204.93 m

New measurement

Clear measurement







Measure



Unit

Metric

Distance

274.16 m

New measurement

Clear measurement

Appendix D

Report to be read in conjunction with the Decision Notice.

Signed:	Officer:	LW	Date:	05/03/26	Manager:	LH	Date:	6/3/26
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Application Ref:	3/2026/0074			 Ribble Valley Borough Council www.ribblevalley.gov.uk	
Date Inspected:	10/02/26	Site Notice:	10/02/26		
Officer:	LW				
DELEGATED ITEM FILE REPORT:					REFUSAL

Development Description:	Permission in principle for development of up to 9no. bungalows for the over 55 age group.
Site Address/Location:	Land to the south of Elker Meadows, Elker Lane, Billington, BB7 9YB.

CONSULTATIONS:	Parish/Town Council
A consultation response from Billington and Langho Parish Council was received on 24th February 2026 raising an objection to the proposed development. The concerns outlined within the objection can be summarised as below: • The proposal is unsuitable for the site based on established planning history, environmental safety and infrastructure capacity. • The land was originally integrated into the planning consent for the Elker Meadows estate specifically designated for a children's nursery. This designation was a key component of the community infrastructure design. Permitting a different development on this plot contradicts the original planning intent and the conditions under which the Elker Meadows development was initially justified. • The site poses demonstratable flood risk to both new and existing residents. • Increased traffic volume on Whalley Road and Elker Lane leading to congestion, parking on grass verges and increased safety concerns. • The development is outside the settlement area.	

CONSULTATIONS:	Highways/Water Authority/Other Bodies
LCC Highways:	No objection to the principle of the proposed development.
United Utilities:	United Utilities have provided comments to direct the applicant to further sources of support and guidance on matters that might impact their proposal.

CONSULTATIONS:	Additional Representations.
Five letters of representation have been received. The concerns raised within these representations can be summarised as below: • The site is outside the settlement boundary and promotes a harmful precedent for building on inappropriate land. • Contravention of proposals contained in the Core Strategy Plan for the area. • It will add to the already harmful traffic around St Augustine's at pick up and drop off time – area is already overly congested. • There should be a thorough review of vehicle speeds in the area – a reduction in speed limit in certain sections would be more suitable in aiding the safe and sustainable development of the area.	

- Lack of amenities in Billington to cater for over 55s.
- Adding too much pressure to an already under resourced Billington with little amenities.
- Spoiling the natural habitat for wildlife – loss of local wildlife such as squirrels, rabbits, bares, bats, sheep and cows.
- Negative impact on the mental health and wellbeing of current residents in the area.
- Flood risk – additional drainage, waste and sewerage outflow will create additional demands on the current system within the area which already struggles.
- Ribble Valley has exceeded the number of houses that they are required to build.
- Green belt land.
- Sufficient land in the Ribble Valley already earmarked for similar development.

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

Policy DMG1: General Considerations
 Policy DMG2: Strategic Considerations
 Policy DMG3: Transport & Mobility
 Policy DMH3: Dwellings in the Open Countryside and AONB

National Planning Policy Framework (NPPF)

Relevant Planning History:

3/2022/0400: Variation of Conditions 2 (Plans) and 17 (Flood Risk Assessment) of planning permission 3/2014/0801. Owing to post completion issues with ponding and standing water, a section of swale has been replaced with pipework as a remediation solution (Approved).

3/2022/0168: Variation of Condition 2 (Plans) of planning permission 2/2014/0801. Owing to post completion issues with ponding and standing water, a section of swale has been replaced with pipework as a remediation solution (Refused).

3/2016/0106: Discharge of condition(s) 10 (Car parking layout), condition 11 (cycling facilities for over 55's), condition 12 (motorbike facilities), 13 (travel plan), and 14 (acoustic barriers) or planning permission 3/2014/0801 (Approved).

3/2015/0374: Discharge of condition 20 (materials) on planning permission 3/2014/0801 (Approved).

3/2015/0286: Discharge of condition 6 (tree protection) or planning permission 3/2014/0801 (Approved).

3/2014/0801: Construction of 19 2-bed apartments for the over 55s and a 120 place children's day nursery, associated car parking and landscaping (Approved).

ASSESSMENT OF PROPOSED DEVELOPMENT:

Site Description and Surrounding Area:

The application relates to an area of land located to the south of Elker Meadows and west of Elker Lane, Billington. The site is bounded to the north by existing residential development which was granted consent under application reference 3/2014/0801 for the construction of 19 2-bed affordable apartments for the over 55's. As part of this permission, the proposal site the subject of this application was also granted consent for a 120 place children's day nursey and associated car parking; however, this element of the extant permission has not been implemented with the proposal site being predominantly greenfield in nature. To the east of the site, on the opposite side of Elker Lane, is St Augustine's Roman Catholic High School.

The proposal site is situated outside of the defined settlement limits of Billington and on land which benefits from an Open Countryside designation.

Proposed Development for which consent is sought:

Consent is sought for 'Permission in Principle' (PiP) for the construction of up to nine residential bungalows for the over 55's. Given the application seeks consent solely for matters pertaining to the principle of development, no details in respect of the proposed layout, configuration, nor external appearance of the bungalows are required to be submitted for consideration at this stage.

Principle of Development:

Permission in Principle applications may only deal with the principle of development and are not applications for planning permission. Any other details relating to any other material planning consideration are to be dealt with within any future Technical Details application. Planning practice guidance confirms the scope of permission in principle as being limited to matters of location, land use and amount of development. As such these matters have been assessed as follows:-

Location

The application seeks permission in principle for the erection of up to nine residential bungalows for the over 55's on land located outside of the defined settlement limits of Billington. As such, it is necessary to consider whether the location of the proposed new dwellings would be compatible with the overall spatial strategy for housing growth within the borough as identified within the currently adopted development strategy.

When considering the principle of a new residential development, Key Statement DS1 of the Ribble Valley Core Strategy outlines a spatial strategy for new housing development which are to be directed to the strategic sites and principal and Tier 1 settlements. Policies DMH3 and DMG2 of the Ribble Valley Core Strategy seeks to restrict residential development within the Open Countryside and AONB to that which meets a number of explicit criteria.

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' principle and tier 1 settlements with the second part of the policy DMG2(2) being engaged in circumstances when 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 dependent 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 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 boundary, in this respect, when assessing the locational aspects of the development, it is the secondary element of Policy DMG2 that is engaged (Policy DMG2(2)) 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 or 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.*

Given the site is located outside of any defined settlement limits, DMH3 is also applicable, with the policy being engaged in parallel with Policy DMG2. In this respect, Policy DMH3 states that:

Within areas defined as open countryside or AONB on the proposals map, residential development will be limited to:

- 1. Development essential for the purposes of agriculture or residential development which meets an identified local need. In assessing any proposal for an agricultural, forestry or other essential workers dwellings a functional and financial test will be applied.*
- 2. The appropriate conversion of buildings to dwellings provided they are suitably located and their form and general design are in keeping with their surroundings. Buildings must be structurally capable of conversion without the need for complete or substantial reconstruction.*
- 3. The rebuilding or replacement of existing dwellings [subject to a number of criteria].*

In respect of the above first criterion, it is clear from the submitted details that the proposal could not be argued as being 'essential to the local economy or social wellbeing of the area' nor could it be considered that the proposal 'is needed for the purposes of forestry or agriculture'.

Turning to the second criterion, in respect of the matter of 'local need', no robust evidence has been provided to suggest that the proposal would align with the definition of 'local needs housing'. The Ribble Valley Core Strategy states that local needs housing is 'the housing developed to meet the needs of existing and concealed households living within the Parish and surrounding parishes which is evidenced by the Housing Needs Survey for the parish, the Housing Waiting List and the Strategic Housing Market Assessment' and that 'the most recent SHMA and Housing Needs Survey and waiting list evidence would always be used in determining if the proposed development meets the identified need.'

The submitted details propose that the bungalows will be for those aged 55 or over. However, the submitted information indicates that the proposal remains for that of open market residential development and as such it must be assessed against relevant adopted development plan policies related to the location aspirations for new residential development in the Borough with policies DMH3 and DMG2 of the Adopted Core Strategy, once again, remaining fully engaged.

Turning to the matter of the bungalows being for occupation solely for those ages 55 years of age or over. Notwithstanding the potential occupancy restrictions that would be required to be imposed, the proposal would still remain for that of open market housing albeit occupancy of the bungalows would be age restricted. In this respect, the imposition or engagement of an age-related occupancy restriction alone would also fail to satisfy any of the explicit exception criterion contained within Policies DMG2 and DMH3.

In respect of the current proposal, no evidence in respect of over 55 housing need in the parish or adjacent parishes has been provided that would warrant the proposal being considered as being for that of an identified and outstanding local need.

As such, the proposed development would conflict with the spatial strategy set out in the development plan as the site lies outside the settlement boundary. Furthermore, it would not meet any of the identified considerations or exceptions which are required for residential development to be acceptable in the open countryside.

The most recently published five-year housing land supply figure (base date of 31st March 2025) indicated that Ribble Valley Borough Council has a housing land supply of 6.2 years. However, a recent appeal decision (dated 7th January 2026) at Land to the South of Chatburn Old Road, Chatburn (APP/T2350/W/25/3372635) determined that the Council has a housing land supply of 3.45 years.

The consequence of not having a 5YHLS is that in the case of this application, paragraph 11(d) of the NPPF is engaged in the decision-making process. On this basis the restrictive approach toward new housing development outside of settlements must be considered to be out-of-date.

Specifically for decision taking this means if the most relevant Local Plan policies for determining a planning application are out of date (such as when a 5YHLS cannot be demonstrated), granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

In terms of areas or assets of particular importance referred to at subsection i) above, these are identified as habitats sites and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, or a National Landscape, irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest...); and areas at risk of flooding or coastal change. The application site is not affected by any such areas or assets as such this subsection does not apply. Whilst the site is at risk of surface water flooding, this is not a relevant matter for consideration at this PIP stage.

In which case the tilted balance should be applied and sub section ii) of Para 11d) requires the LPA to consider whether the adverse impacts of the development would significantly and demonstrably outweigh the benefits.

In terms of whether the site is in a sustainable location referred to at ii.) above and as required by policies DM12 and DMG3 of the Ribble Valley Core Strategy, the site is located within the Open Countryside, outside of the settlement of Billington which is a Tier 1 settlement.

Despite being a Tier 1 settlement, the nearest local services/ facilities to the proposal in Billington are limited to a modest sized village store on Whalley Road and St Augustine's Roman Catholic High School. These facilities are within a 10-minute walking distance from the proposal site which is considered reasonable. However, given Billington does not benefit from a full complement or wide range of local services and facilities, future occupiers of the development would rely heavily on the provisions of neighbouring towns in order to meet their day-to-day needs.

There are bus stops on Whalley Road that are serviced by routes that provide connections to centres with a substantially broader range of services, or onward connection points for other public transport services.

The nearest bus stop is approximately 250 metres away, which Lancashire County Council Highways have confirmed in their consultation response is serviced by three subsidised services - 22 (Clitheroe – Shadsworth), 25 (Clitheroe – Blackburn) and 280 (Preston – Skipton). However, the Local Highway Authority also note that not all these services operate seven days a week and some operate on a limited frequency. In addition to this, whilst it is acknowledged that the principal settlement of Whalley would provide residents with a broader range of services, the centre of Whalley is a 1.9km (approximately 26 minute) walk from the proposal site. As such, it is not considered that the existing connectivity of the area would make travelling by public transport or walking an attractive method of transport for future occupiers.

The Council is also aware of recent planning appeal decision APP/T2350/W/25/3363889 which related to the development of a Clas C2 Continuing Care Retirement Community on land adjacent to the proposal site. In dismissing this appeal, the Inspector stated the following with respect to accessibility to services:

“The nearest local services of relevant to the proposal in Billington are limited to a modest sized village store on Whalley Road. There are also bus stops on Whalley Road that are fairly well served by routes that provide connections to centres with a substantially broader range of services, or onward connection points for other public transport services.

Such services would not be likely accessible to a considerable number of the residents of the proposal. They would likely be of some greater age and need assistance and so have greater difficulties in accessing services. As a consequence, where technical guidance applies acceptable walking distances has a limited bearing for the prospective residents. This lack of accessibility would likely give greater rise to the use of the car, where future residents would still have that degree and level of independence.

[...]

I conclude that the proposal would be unacceptable with regard to the accessibility to local services. As a result, it would not comply with Policy DMG3 of the Local Plan where it relates to the availability of public transport, the provision made for access by pedestrians, cyclists and those with reduced mobility, and locating proposals in locations that are highly accessible by means other than the private motor car. It would also not accord with the Framework, where such matters concern the presumption in favour of sustainable development.”

With respect to the above, whilst it is reasonable to assume that the future occupiers of the proposed development would have a higher level of accessibility than those of the previously dismissed Retirement Community, the lack of easily accessible services and facilities in the local area has been highlighted.

In this respect, it is considered that the proposal would result in a development where future occupants would be reliant upon the private motor vehicle to access services and facilities necessary to meet their day-to-day needs, including employment, supermarkets, medical services and other community facilities such as a post office and public houses.

Land Use

Policy DMG1 of the Core Strategy stipulates that all development must be sympathetic to existing and proposed land uses in terms of its size, intensity and nature. In this instance, the proposal seeks to introduce new housing to the application site which is located within a predominantly residential setting. Whilst it is acknowledged that St Augustine’s Secondary School is located to the east of the site, this use already co-exists alongside residential development. As such, the proposed use of the land within the application site for residential development would be sympathetic to the prevailing residential character of the area. Accordingly, the proposed development would be compliant with the provisions of Policy DMG1 and is therefore considered to be acceptable with regards to land use.

Amount of development

Policy DMG1 states:

'All 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...particular emphasis will be placed on visual appearance and the relationship to surroundings...'

In this instance permission in principle is sought for the development of up to nine bungalows within the application site. Whilst an indicative site layout plan has not been provided, it is considered likely that the site would comprise sufficient space to accommodate the scale of development proposed with associated gardens and parking areas. As such, no concerns are raised at this permission in principle stage with respect to the amount of development being proposed.

It is also relevant to consider at this stage whether or not the amount of residential development could be successfully integrated within the landscape. Immediately to the north of the proposal site is the existing apartment complex approved under application 3/2014/0801, whilst St Augustine's High School and a row of terraced residential properties are situated directly to the east on the opposite side of Elker Lane. The proposed dwellings would therefore be read in this context, and no concerns are raised at this permission in principle stage with regards to the amount of development proposed.

Impact Upon Residential Amenity:

The remit of assessment of the application is limited to solely that of the principle of the development and as to whether the proposed development would align with the spatial and location aspirations for residential development within the Borough.

As such, matters relating to the potential for adverse impact(s) upon nearby residential amenities resultant from the development cannot be fully determined nor assessed at this stage and will be reserved for consideration/ assessment at any subsequent pursuant 'Technical Matters' submission(s).

Visual Amenity/External Appearance:

The remit of assessment of the application is limited to solely that of the principle of the development and as to whether the proposed development would align with the spatial and locational aspirations for residential development within the Borough.

As such, matters relating to the potential for adverse impact(s) upon the character or visual amenities of the area resultant from the development cannot be fully determined or assessed at this stage and will be reserved for considerations/ assessment at any subsequent pursuant 'Technical Matters' submission(s).

Highways and Parking:

Lancashire County Council Highways have been consulted on the application and comments have been provided. The Local Highway Authority, having considered the documents submitted together with site observations, and the site's previous planning permission, does not raise an objection to the principle of the proposed development. Despite this, the LHA note that occupants of the proposed development would likely be reliant on the private car due to the limited alternative modes available.

The LHA make reference to the proposal site's previous permission for the construction of a children's day nursery, noting that this would have generated higher levels of traffic movement compared with the proposed residential development. However, permission for the children's day nursery was granted in excess of 10 years ago under application reference 3/2014/0801, with no works to implement this element of the consent having been evident. It is therefore reasonable to assume that the children's day

nursery is now unlikely to be brought forward and therefore carries limited weight in the determination of this application.

With respect to the proposal itself, the LHA note that the road, footway and all infrastructure on Elker Meadows are privately maintained as the developer for the previously approved development did not enter into the necessary Section 38 legal agreement with the LHA for the development to be adopted. As such, if any development came forward on the site, this would also remain private and would not be considered for future adoption by the LHA. In this respect, the development red edge should be extending to Elker Lane as Elker Meadows does not form part of the publicly maintained highway network.

The LHA have also provided additional guidance with respect to matters which would need to be addressed as part of any subsequent 'Technical Matters' submission, relating to internal layout, car and cycle parking, refuse collection, off-site highway improvements and construction phase. However, the detailed assessment of the appropriateness/ adequacy of any internal highways arrangement and matters relating to on-site parking provision are reserved for consideration/ assessment as part of any subsequent pursuant 'Technical Matters' submission(s).

Landscape/Ecology:

No issues evident at this stage given the remit of the application relates solely to that of matters of principle. However, there will be the requirement for appropriate surveys to be undertaken and submitted in support of any subsequent 'Technical Matters' submission(s) to ascertain as to whether the proposal is likely to result in adverse impacts upon protected species or species of conservation concerns.

In addition, at the 'Technical Matters' stage, the applicant would be required to demonstrate how the proposal would achieve the mandatory 10% Biodiversity Net Gain requirements or provide an appropriate exemption in accordance with Section 4 of the Biodiversity Gain Requirements (Exemptions) regulations 2024.

Other Matters:

Flood Risk

The proposal site is at risk of surface water flooding and concerns have been raised about increased flood risk. The Council is aware of recent planning appeal decisions (APP/H1840/W/23/3329778, APP/H1705/W/21/3281406 & APP/F0114/W/22/3313796) which confirm the issue of flood risk (including the application of the Sequential Test and any necessary mitigation) as a matter to be dealt with at the Technical Details stage.

As such, whilst no concerns are raised at this stage, given the remit of the application relates solely to that of matters of principle, should consent be granted, there will be the requirement for an appropriate Flood Risk Assessment (and flood risk sequential test if applicable) to be undertaken and submitted in support of any subsequent 'Technical Matters' submission(s) to ascertain as to whether the proposal is likely to result in adverse impacts upon flood risk.

Conclusion and Planning Balance:

As identified earlier in this report, the Council are unable to demonstrate a Five-Year Housing Land Supply (5YHLS) and so Paragraph 11 d) of the NPPF is engaged and in this case the tilted balance applies, and the proposal must be assessed against 11 d) ii and a balancing exercise must be undertaken.

The benefits of the development have been considered, namely the delivery of housing especially in the context of a lack of 5YHLS, albeit the development would contribute up to nine bungalows to the Council's

housing supply. As such, this is considered to carry moderate weight. There would also be the benefit of consumer expenditure in the area, construction jobs and supporting the building industry supply chain. However, these short-term temporary benefits are considered to carry limited weight.

Paragraph 11 d) section ii) also requires the LPA to have particular regard to key policies for directing development to sustainable locations, and for the reasons outlined within the report, it is considered that the granting of this permission in principle, would result in the creation of residential development in an unsustainable location.

The granting of residential development in this location is therefore considered to significantly and demonstrably outweigh the benefits as there would be a reliance of private motor vehicles for future occupiers to access key services and facilities which is considered to be significant and even on the application of the tilted balance, there would not be justification to grant planning permission.

As such, the application is recommended for refusal.

RECOMMENDATION: That Permission in Principle be refused.

01:

The proposal is considered to be in direct conflict with Key Statement DMI2 and Policy DMG3 of the Ribble Valley Core Strategy and the overarching objectives of the National Planning Policy Framework (NPPF) insofar that approval would lead to the creation of up to nine new residential bungalows in an unsustainable location whereby there would be a reliance on private motor vehicle by occupiers of the dwellings to access key services and facilities.

When applying Paragraph 11 d) ii. of the NPPF, the resultant harm from allowing residential development in this unsustainable location is considered to significantly and demonstrably outweigh the benefits.

Appendix E

Appeal Decision

Site visit made on 12 May 2026

by J Buxton BA(Hons) DipArch ARB RIBA

an Inspector appointed by the Secretary of State

Decision date: 26 June 2026

Appeal Ref: 6006097

Land adjacent Preston Road, Ribchester PR3 3XL

Easting (x): 364706 Northing (y): 435556

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant permission in principle.
- The appeal is made by Mr T Burns against the decision of Ribble Valley Borough Council.
- The application reference is 3/2026/0050.
- The development proposed is erection of up to two dwellings.

Decision

1. The appeal is allowed and permission in principle is granted for erection of residential development comprising a minimum of one dwelling and a maximum of two dwellings at land adjacent to Preston Road, Ribchester PR3 3XL in accordance with the terms of the application reference 3/2026/0050, dated 22 January 2026.

Preliminary Matters

2. The application form was not completed with a full postal address. I have adopted an address which is an amalgamation of the description on the application form and the address on the Council's Decision Notice, and which accurately describes the location of the appeal site. For completeness, I have also included the Easting and Northing co-ordinates in the banner above for clarity.
3. The proposal is for Permission in Principle (PiP). Planning Practice Guidance (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. The PiP consent route has 2 stages: the first stage (or PiP stage) establishes whether a site is suitable in-principle, and the second (Technical Details Consent) stage is when the detailed development proposals are assessed. This appeal relates to the first of these 2 stages.
4. The scope of the considerations for PiP is limited to location, land use and the amount of development permitted¹. All other matters are considered as part of a subsequent Technical Details Consent application if PiP is granted. I have determined the appeal accordingly and treated any details related to a Technical Details Consent as being illustrative only. There is no disagreement between the parties with regard to land use and amount of development and so my deliberations centre on whether the site is a suitable location for the proposed development.

Main Issue

5. Taking into account the above, the main issue is whether the site is a suitable location for the proposed development.

¹ PPG Permission in Principle Paragraph: 012 Reference ID:58-012-20180615

Reasons

6. The appeal site comprises an undeveloped parcel of land, broadly rectangular in shape and extending to approximately 0.19 hectares. It is located in Ribchester and fronts Preston Road. The site lies between existing residential properties along the road and is currently greenfield in nature. The topography of the site slopes gently downwards towards the main road. The land is bounded by vegetation along the frontage and north-western boundary, whilst the rear and south-eastern boundaries are more open. Access to the site is currently taken from the south-eastern boundary via an existing field gate.

Suitable location

7. The Council Officer's Report refers to Key Statement DS1 of the Ribble Valley Core Strategy 2008 – 2028 (CS), adopted 16 December 2014 which sets out a development strategy for the Borough. The strategy directs the majority of new housing development to an identified strategic site and the principal settlements of Clitheroe, Longridge and Whalley. In addition, it states that development will be focused on Tier 1 Villages, which are the more sustainable of the defined settlements and states that new housing within and outside of the Borough's Tier 2 village settlements will be more tightly controlled with such development being permissible where local needs housing or regeneration benefits can be delivered. The appeal site is adjacent the settlement boundary of Ribchester, which is identified as a Tier 2 Village.
8. CS Policy DMG2 requires that, outside of defined settlement areas, development should meet at least one of several considerations. In addition, CS Policy DMH3 states that residential development within areas defined as open countryside is generally limited to specified types of development. In this case, the proposed development does not meet any of the listed considerations nor does it fall within the types of residential development typically supported for open countryside locations. As such, the proposal does not accord with the above policies. There is no evidence before me that would lead me to conclude differently.
9. The Decision Notice refers to CS Policies DM12 and DMG3 of the Ribble Valley Core Strategy which seek to ensure that development is well related to the primary road network and can be accessed by sustainable modes of transport. These policies aim to promote development patterns which reduce reliance on private motor vehicles; in this respect there is disagreement between the parties regarding the suitability of the appeal site to access key services and facilities.
10. From my site visit, I observed that the site is located on a primary route through Ribchester and it is well connected by footpaths to the centre of the village which is within a reasonable walking distance. Within the centre there are a range of services, including public houses serving food, a retail shop, a post office, cafes, places of worship, a village hall, and a primary school. In addition, there are recreational facilities including an outdoor playground, tennis courts, and football pitches, as well as a range of local businesses. Collectively, these facilities provide for a range of day-to-day needs and contribute positively to the overall accessibility of the site.

¹ PPG Permission in Principle Paragraph: 012 Reference ID:58-012-20180615

11. I recognise that future occupants may need to travel further afield for employment, supermarkets and secondary schools, however, the site is located within close proximity of a bus stop providing an hourly service between 6am and 8.30pm. This offers a reasonable alternative to private car use, with journey time to Longridge which has a greater range of services, of approximately 8 minutes and onward connections to the wider area, such that future occupiers would not be wholly reliant on a private car.
12. In addition, the presence of a designated cycle route running along the frontage of the site offers further opportunities for travel by modes other than the private car. This offers connectivity to the surrounding area, and its proximity is likely to encourage its use by future occupiers.
13. Taking these factors together, future occupiers of the proposed development would not be wholly reliant on the private motor vehicle, and the site can therefore reasonably be regarded as being in an accessible location to local services by other modes of transport.
14. Although the proposal conflicts with the spatial strategy set out in CS Policies DS1, DMG2 and DMH3, I find that the site is well related to the existing settlement and occupies an accessible location. As such, it would accord with the objectives of Key Statement DM12 and Policy DMG3 of the CS which among other things seek to ensure that development is safely and sustainably accessible, does not harm highway safety, and meets criteria relating to design, environmental protection and overall development quality.

Other Matters

15. The parties have drawn my attention to the appeal decision² (The Chatburn Decision), where residential development outside a defined settlement boundary was allowed. My approach in this case is consistent with that decision. Whilst Ribchester is identified as a Tier 2 village, when its range of local services and public transport links are taken into account, I consider it to represent a suitable location for housing in principle.
16. The appeal site is positioned within open countryside but between existing built development and as a result is visually and physically related to the established settlement pattern along Preston Road. Whilst it lies outside the formal settlement boundary, it does not form part of an isolated or particularly sensitive rural landscape and as such it is also a suitable location for development in this regard.
17. I have had regard to the concerns raised by a neighbouring occupier in respect of the effect of the number of dwellings proposed on the character and appearance of the area, the living conditions of nearby residents and drainage. However, the application is made in the form of a PiP and the matter for consideration at this stage is whether the site is suitable for residential development of up to two dwellings. Whilst this establishes an upper limit, the precise form and layout of development, and the number of dwellings that would ultimately come forward within that parameter, would be determined at the technical details consent stage. Matters relating to parking provision for the dwellings, and any associated highway safety considerations, would also be assessed at that stage. Accordingly, whilst the indicative layout is a useful guide to how the site might be developed, it is not determinative.

² APP/T2350/W/25/3372635

18. I note that a public sewer crosses the site. However, this is a separate matter which can be addressed through engagement with the relevant statutory undertaker and considered at the technical details consent stage.
19. The proposal would also generate temporary economic benefits during the construction phase, alongside a small degree of ongoing support for local services through additional household expenditure. Given the limited scale of the development, these benefits carry limited weight.

Planning Balance

20. The proposed development would conflict with the spatial strategy set out in CS Policy DS1, together with Policies DMG2 and DMH3, as it would introduce residential development outside the defined settlement boundary within a Tier 2 settlement. However, the degree of conflict with these policies is tempered by the particular characteristics of the appeal site. It is bounded by existing residential development and reads as part of the built frontage along Preston Road. As such, the proposal would not result in isolated or sporadic development in the countryside, nor would it undermine the overall spatial strategy to any great degree. Nevertheless, as the proposal would be in conflict with the spatial strategy of the CS, it would conflict with the development plan as a whole.
21. The Council has not confirmed its current housing land supply position within the submitted evidence. However, having regard to the recent Chatburn appeal decision referenced by the appellant, issued in January 2026, it is understood that the Council's supply was approximately 3.45 years at that time. Whilst it is acknowledged that this position may have changed in the intervening period, no updated evidence has been provided by the Council to demonstrate that a full five-year housing land supply can now be sustained. In the absence of such evidence, it is reasonable to conclude that the Council cannot demonstrate a five-year supply of deliverable housing sites.
22. In these circumstances, the presumption in favour of sustainable development as set out in paragraph 11(d) of the Framework is engaged. As a result, the policies most important for determining the application, including those relating to the location and distribution of housing, are considered to be out-of-date.
23. Against this backdrop, the provision of additional housing, even at the modest level of up to two dwellings, attracts significant weight. This is particularly the case given that the appeal site is reasonably accessible to a range of services and transport options, such that it can be considered a sustainable location in planning terms.
24. In this context, I find that the adverse impacts of the proposal do not significantly and demonstrably outweigh the benefits when assessed against the Framework as a whole and planning permission should be granted.

Conditions

25. The PPG makes it clear that it is not possible for conditions to be attached to a grant of permission in principle. Therefore, whilst I acknowledge the conditions suggested by the Council, I have not imposed them. The terms of the application already include site location, type of development and amount, and the amount has been expressed as a range in the decision paragraph, as required by the PPG.

Conclusion

26. I find this is a case where there are material considerations that indicate that the appeal should be determined otherwise than in accordance with the development plan. For the reasons given above the appeal should be allowed.

J Buxton

INSPECTOR

Appendix F

RIBBLE VALLEY BOROUGH COUNCIL

Department of Development

Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA

Telephone: 01200 425111 www.ribblevalley.gov.uk planning@ribblevalley.gov.uk

Town and Country Planning Act 1990

Town and Country Planning (Permission in Principle) (England)

(Amendment) Order 2017 Part 2A

PERMISSION IN PRINCIPLE

APPLICATION NO: 3/2026/0486

DECISION DATE: 05 August 2026

DATE RECEIVED: 02/07/2026

APPLICANT:

c/o Agent

AGENT:

Connollys
Kingfisher Business Centre
Burnley Road
Rossendale
BB4 8EQ

DEVELOPMENT PROPOSED: Permission in principle application for up to 6 dwellings.

AT: Land to the South of End House Cottages, (off A59) Main Street, Gisburn, BB7 4HW.

Permission In Principle is GRANTED for the above development in accordance with the details given on the application form and submitted plans subject to the following conditions:

1. The application for technical details consent(s) pursuant to the permission hereby approved must be submitted within 3 years from the date of this consent.

Reason: Imposed as required by and pursuant to The Town and Country Planning (Permission in Principle) (Amendment) Order 2017.

2. The permission in principle consent hereby approved relates to the following approved plan: -

- Location Plan 1:250 02-Jul-2026

Reason: For the avoidance of doubt to clarify the approved plan.

3. The quantum of residential development to be constructed within the site, pursuant to this consent, shall not exceed six C3 residential dwellings.

Reason: To clarify the upper limit of the quantum of residential development inherent to the permission in principle consent hereby approved.

Notes

This Decision Notice should be read in conjunction with the officer's report which is available to view on the website and provides details pertaining to the supporting information required to be submitted at the technical details stage.

Nicola Hopkins

NICOLA HOPKINS
DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING

Report to be read in conjunction with the Decision Notice.

Signed: **Officer:** BT **Date:** 5/8/26 **Manager:** LH **Date:** 5/8/26

Application Ref: 3/2026/0486
Date Inspected: 17/7/26 **Site Notice:** 17/7/26
Officer: BT



**Ribble Valley
Borough Council**
www.ribblevalley.gov.uk

DELEGATED ITEM FILE REPORT:

APPROVAL

Development Description: Permission in principle application for up to 6 dwellings.
Site Address/Location: Land to the South of End House Cottages (off A59), Main Street, Gisburn BB7 4HW.

CONSULTATIONS: **Parish/Town Council**
Gisburn Parish Council: Objections raised on the grounds of highway safety.

CONSULTATIONS: **Highways/Water Authority/Other Bodies**
LCC Highways: Recommended for refusal of the application due to the absence of information to demonstrate that a safe and suitable means of access could be achieved.

Lancashire Fire and Rescue Service: No objections – standing advice provided.

United Utilities: Standing advice provided.

CONSULTATIONS: **Additional Representations.**

Objections have been received from eight households in response to the application raising the following issues:

- Impact of the proposal upon residential amenity
- Impact of the proposal upon the visual amenities of the area
- Impact of the proposal upon highway and pedestrian safety
- Impact of the proposal upon flood risk
- Impact of the proposal upon educational provision
- Impact of the proposal upon drainage infrastructure

The objections received also raise concerns with regards to the impact of the proposed development upon sewage capacity, water pressure and digital services in the area however such matters do not fall within the realm of material planning considerations and as such cannot be assessed as part of this application.

RELEVANT POLICIES AND SITE PLANNING HISTORY:

Ribble Valley Core Strategy:

Key Statement DS1: Development Strategy

Key Statement DS2: Sustainable Development

Key Statement DM12: Transport Considerations

Policy DMG1: General Considerations

Policy DMG2: Strategic Considerations

Policy DMG3: Transport & Mobility

Policy DME1: Protecting Trees and Woodlands

Policy DME2: Landscape and Townscape Protection

Policy DMH3: Dwellings in the Open Countryside and AONB

National Planning Policy Framework (NPPF)

Relevant Planning History:**BO 1159:**

Proposed filling station (Refused)

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

The application relates to a land parcel situated on the Eastern edge of Gisburn. Access to the application site is from the A59 Main Street via the access serving No. 1 – 3 End House Cottages with the land in question comprising an area of undeveloped grassland enclosed by timber post and rail fencing and shrubs and trees. The application site adjoins the Eastern edge of Gisburn's defined settlement area with the wider area surrounding the site comprising a mixture of residential development woodland, agricultural land and open countryside.

Proposed Development for which consent is sought:

The application seeks 'Permission in Principle' (PiP) consent for the construction of up to six dwellinghouses.

Principle of Development:

Permission in Principle applications may only deal with the principle of development and are not applications for planning permission. Any other details relating to any other material planning consideration are to be dealt with within any future Technical Details application. Planning practice guidance confirms the scope of permission in principle as being limited to matters of location, land use and amount of development. As such these matters have been assessed as follows:-

Location

The application seeks Permission in Principle for the construction of up to six dwellings. As such, it is necessary to consider whether the location of the proposed dwellings would be compatible with the overall spatial strategy for housing growth within the Borough as identified within the currently adopted development strategy.

When considering the principle of a new residential dwelling, Key Statement DS1 states that:

The majority of new housing development will be:

- *concentrated within an identified strategic site located to the south of Clitheroe towards the A59; and the principal settlements of:*
- *Clitheroe;*
- *Longridge; and*
- *Whalley.*

In addition to the strategic site at Standen and the Borough's principal settlements, development will be focused towards the Tier 1 Villages, which are the more sustainable of the 32 defined settlements:

- *Barrow*
- *Billington*
- *Chatburn*
- *Gisburn*
- *Langho*
- *Mellor*
- *Mellor Brook*
- *Read & Simonstone*
- *Wilpshire*

The first part of Policy DMG2 states that:

'Development should be in accordance with the core strategy development strategy and should support the spatial vision.

1. development proposals in the principal settlements of Clitheroe, Longridge and Whalley and the tier 1 villages should consolidate, expand or round-off development so that it is closely related to the main built up areas, ensuring this is appropriate to the scale of, and in keeping with, the existing settlement'.

The second part of this policy requires development within the tier 2 villages and outside the defined settlement areas to meet at least one of six considerations which are listed as follows:

1. *The development should be essential to the local economy or social well-being 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.*
6. *The development is compatible with the enterprise zone designation'.*

Policy DMH3 seeks to limit residential development in the open countryside and National Landscape to development essential for the purposes of agriculture or residential development which meets an identified local need.

In this instance, the application site lies outside of the defined settlement boundary of Gisburn (the application site adjoins the Eastern edge of Gisburn's defined settlement area) within the open countryside and the introduction of up to six market dwellings would not fall within any of the exception criteria required for development to comply with Policy DMG2 of the RVCS for a site outside of a defined settlement boundary. As such, the scheme fails to comply with Policies DMG2 and DMH3 of the Ribble Valley Core Strategy.

In addition to the above, Policies DM12 and DMG3 of the Ribble Valley Core Strategy require new development to be located to minimise the need to travel, with good access by foot and cycle and convenient links to public transport. In this instance, whilst the application site lies within the open countryside in strategic terms, the site adjoins the Eastern edge of Gisburn's defined settlement area with Gisburn being a Tier 1 settlement with key facilities which include a school, shop, post office, village hall and pub. In addition, whilst it is acknowledged that there is no formal pedestrian infrastructure between the application site and the junction between Main Street and Strawberry Gardens, future users of the site would only have to cover a short distance of approximately 50 metres on foot to reach the nearest pedestrian infrastructure (pavement) and analysis shows that this can currently be achieved with relative ease through crossing a wide grassland patch and informal grass footpath within the roadside verge on the Northern side of Main Street. Furthermore, formal pedestrian infrastructure could be provided between the application site and the junction between Main Street and Strawberry Gardens (as stipulated in the response from LCC Highways) however the provision of such infrastructure would require further consideration at the Technical details stage.

Notwithstanding the above, the presence of the aforementioned services within Gisburn alone do not automatically equate to sustainability, as the wider connectivity of an area should also be considered. With regards to the local bus service, there are three school buses that stop at Gisburn (the number 631, 809 and 861) and the number 280 public bus which includes stops at the principal settlements of Clitheroe and Whalley. The 280 bus runs from Gisburn from 07:53 to 18:43 hourly Monday to Friday, 08:04 – 18:24 hourly on Saturdays and 09:45 to 17:45 every two hours on a Sunday. Journey times to Clitheroe are approximately 15 minutes and 30 minutes to Whalley. The bus service, including Sunday services are therefore limited and as such are not considered to be of a duration or frequency that would make travelling by public transport an attractive method of transport for future occupiers. Notwithstanding this, the Council is aware of a recently allowed planning appeal pertaining to a similar development on land sited adjacent to the defined settlement area of Ribchester (Appeal Ref: 6006097) whereby the Inspectorate deemed that the provision of similar bus services in Ribchester would not equate to future occupants of the dwellings in question being wholly reliant upon the use of private motor vehicles. Consequently, it is considered likely that future occupants of the proposed dwellings would be able to access public transport links, services and amenities within Gisburn on foot and in light of the aforementioned appeal decision which forms the basis of a material planning consideration, connectivity to the wider area is also considered to be acceptable. Accordingly it is considered,

on balance, that the future occupiers of the proposed development would not be wholly reliant on the use of private motor vehicles to access facilities and services necessary to meet their day-to-day needs.

Land use

Policy DMG1 of the Core Strategy stipulates that all development must be sympathetic to existing and proposed land uses in terms of its size, intensity and nature.

In this instance, the proposal seeks to introduce new housing to the application site which is served by an existing access road and adjoins existing residential development (End House Cottages and the Strawberry Gardens / Fields estate). In addition, and as previously conveyed, it is considered likely that future occupants of the proposed dwellings would be able to access public transport links, services and amenities within Gisburn on foot from the site with relative ease. Accordingly, the proposed use of the land within the application site for residential development would be compliant with the provisions of Policy DMG1 and is therefore considered to be acceptable with regards to land use.

Amount of development

In this instance, Permission in Principle is sought for the development of up to six dwellings within the application site and in this instance analysis shows that the proposal site comprises sufficient space to accommodate the scale of development proposed. Notwithstanding this, it is also relevant to consider at this stage whether or not the amount of residential development could be successfully integrated within the surrounding landscape.

With regards to the above, Paragraph 135 (c) of the NPPF states:

'Planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting'.

Policy DMG1 of the Ribble Valley Core Strategy provides additional general design guidance as follows:

'All 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...particular emphasis will be placed on visual appearance and the relationship to surroundings, including impact on landscape character.'

In this instance, the proposed development would be sited directly adjacent to the residential properties of No. 1- 3 End House Cottages and the residential properties which form the Strawberry Gardens / Fields estate, with the application site being read in the context of the aforementioned residential properties on approach to the site along the A59 highway upon entering and leaving the defined settlement area of Gisburn from the North-east and South-west respectively. Therefore whilst the site currently comprises an undeveloped parcel of grassland with no built form, the proposed development, by virtue of its proximity to Gisburn's defined settlement area, would nonetheless be read as a continuation of the existing residential development which adjoins the Western extents of the proposal site. Consequently, it is considered that the proposed development could be successfully integrated within the surrounding landscape.

As such, the proposed development would be compliant with the provisions of Policy DMG1 and is therefore considered to be acceptable with regards to the amount of development being proposed.

Other Material Considerations

The most recently published five-year housing land supply figure for the Ribble Valley (base date of 31st March 2025) indicated that Ribble Valley Borough Council has a housing land supply of 6.2 years. However, a recent appeal decision (appeal ref: APP/T2350/W/25/3372635) has found that the Council no longer have a Five-Year Housing Land Supply and the housing supply is calculated to be 3.45 years.

The consequence of not having a SYHLS is that paragraph 11(d) of the NPPF is engaged in the decision-making process. On this basis the restrictive approach toward new housing development outside of settlements must be considered to be out-of-date.

Specifically for decision taking this means if the most relevant Local Plan policies for determining a planning application are out of date (such as when a SYHLS cannot be demonstrated), granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

In terms of areas or assets of particular importance referred to at subsection i) above, these are identified as habitats sites and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, or a National Landscape, irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest...); and areas at risk of flooding or coastal change. In this instance, analysis shows the application site to be at risk of flooding from surface water however the Council is aware of recent planning appeal decisions (APP/H1840/W/23/3329778, APP/H1705/W/21/3281406 & APP/F0114/W/22/3313796) which confirm the issue of flood risk (including the application of the Sequential Test and any necessary mitigation) as a matter to be dealt with at the Technical details stage. Consequently, this is not a matter that can be taken into account at this stage therefore the provisions of subsection i) do not apply in this instance.

In which case the tilted balance should be applied and sub section ii) of Para 11d) requires the LPA to consider whether the adverse impacts of the development would significantly and demonstrably outweigh the benefits. This will be considered in the concluding section of the report.

Impact Upon Residential Amenity:

This application relates solely to principle of development and whether the proposal would align with the spatial and locational strategy of the Borough.

As such, whilst concerns have been raised through the application's public consultation process with regards to the impact of the proposed development upon the amenity of the occupiers of surrounding residential properties, this issue does not fall to be assessed within the scope of this application and would instead be reserved for consideration / assessment following the submission of 'Technical Matters'.

Highways and Parking:

The proposed development has been subject to review from the Local Highways Authority who in their response have made reference to a number of stipulations that would need to be met with regards to visibility splays, site layout, vehicular parking, electric vehicle charging points, cycle storage and information on trip generation. Notwithstanding this, the Local Highways Authority have recommended for refusal of the application in the absence of information to demonstrate that a safe and suitable means of access could be achieved for the site with regards to vehicular visibility splays and numerous concerns over highway safety have also been raised through the application's public consultation process however the specific matters relating to highway safety fall to be assessed under details submitted with a 'Technical Matters' application and highway safety alone would not warrant refusal of this application.

Landscape/Ecology:

Given that the proposal site is encompassed by trees appropriate survey work (arboricultural impact assessment) would need to be undertaken and submitted in support of any subsequent 'Technical Matters' submission to ascertain as to whether the proposal is likely to result in adverse harm upon trees.

From 6th August 2026 amendments to the current BNG legislation are due to come into force, making developments on site areas of less than 0.2ha exempt from mandatory BNG (unless on-site priority habitat is negatively impacted) however in this instance the application site exceeds 0.2 hectares in area (0.26 hectares) therefore at the 'Technical Matters' stage, the applicant would also be required to demonstrate how the proposal would achieve the mandatory 10% Biodiversity Net-Gain or provide an appropriate exemption in accordance with Section 4 of The Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Other Matters:

Response to third party representations

Concerns have been raised through the application's public consultation process with regards to the impact of the proposal upon flood risk however as previously conveyed, the issue of flood risk is a matter to be dealt with at the Technical details stage. Concerns have been raised through the application's public consultation process with regards to the impact of the proposal upon the existing extent of educational provision within Gisburn however given that the proposal does not relate to major housing development this issue does not stand to be assessed under the current application or at any Technical Matters' stage. Concerns pertaining to the impact of the proposed development upon the area's drainage infrastructure have also been raised through the application's public consultation process however such matters would be assessed under details submitted with a 'Technical Matters' application.

Conclusion and Planning Balance:

As identified earlier in this report, the Council are unable to demonstrate a Five-Year Housing Land Supply (5YHLS) and so paragraph 11d) of the NPPF is engaged and in this case the tilted balance applies and the proposal must be assessed against paragraph 11d) ii and a balancing exercise must be undertaken.

The benefits of the development have been considered, namely the delivery of housing especially in the context of a lack of 5YHLS, albeit the development would only contribute up to six dwellings to the Council's housing supply as such this is considered to carry moderate weight. There would also be the benefit of consumer expenditure in the area, construction jobs and supporting the building industry supply chain. Given the development is only for up to two dwellings these benefits are considered to carry limited weight.

Paragraph 11d) ii) also requires the LPA to have particular regard to key policies for directing development to sustainable locations, namely Paragraphs 115 (a) and 129 (c), and for the reasons outlined within the report, it is considered that granting of this Permission in Principle would, on balance, result in the creation of residential development in a sustainable location, particularly given that future occupants of the proposed dwellings would be able to sustainably access public transport links, services and amenities within Gisburn and given that connectivity to the wider area is also considered to be acceptable in light of recently allowed planning appeal ref: 6006097 which forms the basis of a relevant material planning consideration.

The adverse impact(s) of granting residential development in this location is therefore not considered to significantly and demonstrably outweigh the benefits in this particular instance.

As such, the application is recommended for approval.

RECOMMENDATION: That Permission in Principle be granted subject to appropriate conditions.