

Planning Statement

Temporary siting of five shipping containers for storage use (3 years)

Site: Healings Farm, West Bradford Road, Waddington, Clitheroe BB7 3JE

Executive summary

This statement supports a full planning application for the temporary placement (3-year period) of five shipping containers within the existing curtilage of Healings Farm to provide storage (Use Class B8). The site has an established history of light industrial activity, including a 1993 permission for use of redundant farm buildings for the manufacture of light aircraft, thereby confirming an established economic/industrial context.

The proposal is small-scale and reversible, ensuring limited and short-term impact upon the immediate setting. National policy places significant weight on supporting economic growth and productivity, including enabling businesses to adapt and expand, and LPAs are encouraged to use conditions to make otherwise acceptable development acceptable—including temporary permissions where appropriate.

On balance, the scheme accords with the Ribble Valley Core Strategy (Adopted 2014)—notably Policies DMG1, DMG2, DMG3, DME2, DME3, DME6 and economic policies EC1/DMB1—and with the Housing and Economic Development DPD (Adopted 2019), which together form the development plan.

Site and surroundings

Location & access

Healings Farm lies on West Bradford Road at the north-eastern edge of Waddington, with vehicular access taken from West Bradford Road. The site postcode is BB7 3JE, within Ribble Valley Borough Council's administrative area.

Context

The site comprises a long-established farmstead containing a mix of residential and former agricultural/light-industrial buildings. Two Public Rights of Way run to the north and west of the wider farm group; the Forest of Bowland National Landscape (AONB) lies to the north of West Bradford Road, with the application site outside the designated area.

Planning history

3/1993/0533 – Use of redundant farm buildings for manufacture of a light aircraft – Approved with conditions (11/11/1993). This confirms an established light-industrial context on the holding.

The proposal

Development

Temporary siting of five shipping containers to provide small-scale B8 storage, used in direct connection with existing lawful activities at Healings Farm.

The containers will be installed on existing hardstanding within the built envelope of the complex to minimise landscape and ecological effects, with no ground excavation beyond pad blocks or shallow footings.

Design & appearance

A typical ISO steel unit finished in a dark recessive colour (e.g., RAL 6005 moss green) with anti-vandal doors; no openings to elevations facing the highway/PROW.

Duration & reversibility

3 years from the date of permission, after which the unit will be removed and the land reinstated, secured by condition and an Implementation/Decommissioning Plan.

Planning policy context

Development Plan

The Development Plan comprises the Ribble Valley Core Strategy (Adopted Dec 2014) and the Housing and Economic Development DPD (Adopted Oct 2019). Relevant policies include:

- DS1: DEVELOPMENT STRATEGY
- DS2: SUSTAINABLE DEVELOPMENT
- EN2: LANDSCAPE
- EN3: SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE
- DMI2: TRANSPORT CONSIDERATIONS
- DMG1: GENERAL CONSIDERATIONS
- DMG3: TRANSPORT AND MOBILITY
- EC1: BUSINESS & EMPLOYMENT
- DMB1: SUPPORTING BUSINESS GROWTH

National policy (NPPF)

The National Planning Policy Framework is a material consideration. It directs decision-makers to approach proposals positively, place significant weight on supporting economic growth and productivity, and to approve sustainable development without delay where it accords with the development plan. The NPPF also supports the use of planning conditions, including temporary permissions, where this would make an otherwise acceptable proposal acceptable.

In transport terms, the NPPF confirms development should only be refused on highways grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts would be severe.

Planning appraisal

Principle of development and temporary nature

The proposal constitutes a small-scale, temporary intervention to support ongoing light-industrial activity at a site with an established industrial history (1993 approval for aircraft manufacture). In that context, and given its reversible character, the use is consistent with the Development Strategy and with DMG2 and DMB1/EC1, which support appropriate rural/edge-of-settlement economic activity where impacts can be satisfactorily controlled. National policy reinforces that significant weight should be placed on economic growth and on enabling businesses to adapt—precisely what these modest containers facilitate.

A temporary permission (3 years) is justified to allow the LPA to review operations, visual effects and traffic at the end of the period. Government guidance explicitly recognises the

role of planning conditions in making development acceptable— including time-limited permissions with restoration provisions.

Design, landscape and AONB setting.

The units are compact, low in height, finished in a dark recessive colour, and will be positioned within the existing built envelope against retained buildings/structures, avoiding sky-line views. Existing planting around the site will soften any local views from the PROWs. The site lies outside the AONB and the proposal will not erode its special qualities. This small scale and time-limited development is fully consistent with local landscape policy tests.

Highways and access

Vehicle movements will be negligible compared with the established lawful use of the wider site. The access remains via West Bradford Road with occasional transit-van deliveries only. Under the NPPF, refusal on highways grounds is only justified for unacceptable safety impacts or severe residual cumulative effects; none arise here given the scale and nature of the use.

Ecology and trees

The containers will sit on existing hardstanding and avoids tree canopies/roots. No vegetation clearance is proposed. The development is therefore low ecological risk and consistent with DME3.

Drainage and ground conditions

The units are self-contained and does not require foul drainage. Minor surface run-off from the container roofs will be directed onto existing hardstanding with no increase in run-off rate consistent with DME6.

Conclusion

The proposal is a proportionate, reversible means of supporting an existing light-industrial operation at a site with a demonstrable industrial planning history. It will have no unacceptable effects on landscape, amenity, ecology or the highway network, and any residual matters are readily controlled by time-limited conditions. The scheme therefore complies with the NPPF and with the Ribble Valley Core Strategy and HED DPD, and permission should be granted for a temporary period of 3 years.