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| **Report to be read in conjunction with the Decision Notice.** | | | | | |
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| **Application Ref:** | 3/2021/0690 | | | |  |
| **Date Inspected:** | 07/09/2021 | | | |
| **Officer:** | AB | | | |
| **DELEGATED ITEM FILE REPORT:** | | | | | **APPROVAL** |
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| **Development Description:** | | | **Proposed creation of car parking (including lighting) and area of soft landscaping to redundant land behind stands.** | | |
| **Site Address/Location:** | | | **Clitheroe Football Club, Shawbridge Street, Clitheroe BB7 1LZ** | | |
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| **CONSULTATIONS:** | | | **Parish/Town Council** | | |
| No objections subject to results of flood assessment showing no risk of flooding. | | | | | |
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| **CONSULTATIONS:** | | | | **Highways/Water Authority/Other Bodies** | |
| **LCC Highways:** | | | |  | |
| No objection subject to planning conditions. | | | | | |
| **Environment Agency:** | | | |  | |
| No objections. | | | | | |
| **CONSULTATIONS:** | | | | **Additional Representations.** | |
| A total of three objection letters have been received and raise the following concerns:   * Highway Safety * Noise | | | | | |
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| **RELEVANT POLICIES:** | | | | | |
| **Ribble Valley Core Strategy:**  Key Statement EC1 – Business and Employment Development  Policy DMG1 – General Considerations  Policy DMG2 – Strategic Considerations  Policy DMB1 – Supporting Business Growth and the Local Economy  **National Planning Policy Framework** | | | | | |
| **RELEVANT PLANNING HISTORY:**  3/2014/0305 - Replacement of existing welfare and storage facilities at the football club. Approved with conditions.  3/2008/0436 - Proposed demolition and replacement of existing dilapidated clubhouse with reuse of a prefabricated building and associated external work including accessible entrance ramp and resurfacing of existing car park with tarmac. Approved with conditions. | | | | | |
| **ASSESSMENT OF PROPOSED DEVELOPMENT:** | | | | | |
| **Site Description and Surrounding Area:**  This application relates to an area of land which lies between residential properties on Taylor Street and Clitheroe Football Ground. According to the submitted information this land has historically formed part of the land leased by the football club and has been used over time for the storage of materials and for access to the north-west side of the ground during construction works.  The land is a linear strip with access taken from Bright Street via a private road. The immediate area is built-up with the rear elevations and yards associated with properties on Taylor Street overlooking the site. The site lies within Flood Zones 2 and 3. | | | | | |
| **Description of Proposed Development:**  Planning permission is sought to create a new parking area to provide 50 additional parking spaces for players, staff and match officials. Existing club parking in provided within a small car park that is accessed from Pendle Road. This can accommodate up to 25 cars and will remain in use.  The proposed parking area would have a gravel surface. Along its boundaries with gardens of residential properties would be provided a grassed area. The proposed car park will accommodate players, management, match officials and club media. The car park will be controlled by stewards on match days between 12 noon and 2pm and 6pm – 10.30pm, the gates will be locked during the game to control the flow of vehicles. The match parking is anticipated to occur 45 times per year/season. | | | | | |
| **Principle of Development:**  Key Statement EC1 supports employment growth in the Borough and states that the expansion of existing businesses will, wherever appropriate, be considered favourably. The application site is in Clitheroe and therefore the proposals are considered to be acceptable in principle. The main considerations in the determination of this application are the impact on neighbour amenity and highway safety. | | | | | |
| **Design and Appearance:**  The application site is back land. It is not prominent from any public viewpoint and does not contribute to the appearance of the area. As such, its use for parking in association with the football club does not raise any concerns from a design or visual perspective. | | | | | |
| **Effect of Residential Amenity:**  On non-match days the car park would be opened and closed between 9am and 5pm to allow a small number of trade vehicles access to the ground during the day. On match days, the entrance would be manned by stewards from midday to ensure that only players, management, match officials and club media use the car park. For evening matches gates would be open from 6pm and closed by 10.30pm.  The rear elevations of 2-48 Taylor Street overlook the site with nos.50-70 overlooking the private access track from Bright Street. The Council’s Environmental Health Officer has raised no concerns relating to the proposed use of the land for car parking. The proposed plans indicate that landscaped areas would be provided close to sensitive boundaries to provide some relief.  Accordingly, it is considered that subject to appropriate planning conditions the use of the site as a car park would not result in an unacceptable impact on residential amenity. | | | | | |
| **Highway Safety:**  The County Surveyor observes that Taylor Street has a 20mph speed limit with road humps and heavy on-street parking on both sides. Vehicles need to give and take to pass on Taylor Street and there are some existing parking restrictions around the road junctions for highway safety reasons.  The access road between Bright Street and the car park is privately maintained and without a separate footway. The carriageway is 4.5m wide and allows two vehicles to pass side by side subject to no on-street car parking which cannot be guaranteed as there are no existing parking restrictions.  The County Surveyor expresses concerns about the intensification of use over this private road due to the sub-standard layout and lack of separate footway and no street lighting. However, it is considered that the limited frequency and management of the car park access by stewards is likely to mitigate the impact of the proposal. As such, no objections are raised subject to a planning condition which restricts use on match days to a maximum 45 times per year/season and requires the car park to be managed in accordance with the details in the justification statement. | | | | | |
| **Flood Risk and Drainage:**  The site is located within Flood Zone 3 and therefore a Flood Risk Assessment (FRA) has been submitted to support the application. As the development is classified as ‘less vulnerable’ or ‘water compatible’ development there is no requirement to complete a sequential or exception test.  The submitted FRA identifies that the proposals would not increase the area of impermeable surfaces at the site and therefore will not alter surface water runoff. The proposals do not include any materials alterations to ground levels. The Environment Agency is satisfied that the proposals would not exacerbate flood risk elsewhere. | | | | | |
| **Conclusion:**  Taking into account the above information, the proposals would be closely related to, and viewed alongside, the existing complex and would ensure the expansion and safeguarding of a local business in accordance with Policies EC1 and DMB1 of the Core Strategy without impacting negatively on the visual appearance of the area or neighbouring land uses. Accordingly, it is recommended that the application be approved subject to planning conditions. | | | | | |
| **RECOMMENDATION**: | | That planning consent be granted | | | |