

Statement of Case: The "Established Infrastructure" Appeal against the refusal by Ribble Valley Borough Council

Site Address: Annexe at 8 Longridge Road Hurst Green BB7 9QP

LPA Reference: 3/2026/0146

1. Introduction

This appeal seeks the subdivision of an existing, self-contained building into a separate residential dwelling. The building was constructed under **Full Planning Permission (Ref: 3/2020/0407)** to replace an outbuilding and provide ancillary residential and office space. This Statement demonstrates that because the building is already physically independent—with its own established access, demarcated parking, and private garden—the proposal does not represent the "creation" of a new car-dependent site, but rather the formalization of an existing, functional residential and commercial asset.

2. Ground 1: Pre-existing Planning Acceptance

- The principle of a substantial building in this location has already been accepted by the Council through the grant of full planning permission.
- The Council has already deemed the site's location and its relationship with the highway to be acceptable for both residential (annexe) and commercial (office) purposes.
- Therefore, the Council's current objection under **Policy DMG3** is contradictory; they are arguing that a location they previously approved for mixed-use occupancy is now "unsustainable" for a single independent occupant.
- Highways are happy with the parking spaces and access.

3. Ground 2: No Measurable Increase in Transport Impact (DMI2)

- The site already possesses an independent, safe access point and dedicated parking area.
- As the building is currently used as a self-contained annexe and business office, the "need to travel" is an established baseline.
- Subdividing the tenure does not result in a "severe" residual cumulative impact on the road network under **NPPF Paragraph 115**, as the physical capacity for independent living and working is already present and utilized.
- The appellant maintains the offer of **100% Electric Vehicle (EV) charging infrastructure**, aligning with the decarbonization goals of **Key Statement DMI2**. An EV charger is in place.

4. Ground 3: Compliance with NPPF Paragraph 84 and 124

- The proposal represents the efficient use of existing built stock on **Previously Developed Land (PDL)**.

- Under the **2026 NPPF**, substantial weight is given to the use of brownfield land and the optimization of existing buildings to meet housing needs.
- Because no new building work is required, the proposal preserves "embedded carbon" and avoids the "urbanization" of the countryside, satisfying the environmental objectives of the NPPF.

5. Ground 4: The Tilted Balance (NPPF 11d)

- The Council's refusal relies on the claim that the harm of car dependency "significantly and demonstrably outweighs" the benefits.
- We contend there is no measurable harm: the building is already there, the garden is already there, and the cars are already there.
- The benefit of providing a permanent, independent dwelling—supporting local housing targets without any loss of greenfield land—is a significant material consideration that carries decisive weight.
- Ultimately there is the lack of a 5-year land supply as stated by the Inspector in App/T2350/W/25/3372635. The proposal is justified primarily on the basis that Ribble Valley Borough Council (RVBC) cannot demonstrate a five-year housing land supply, with an estimated supply of only 3.45 years. As a result, the tilted balance set out in Paragraph 11(d) of the National Planning Policy Framework (NPPF) is again engaged. This means that planning permission should be granted unless any adverse impacts of the development significantly and demonstrably outweigh the benefit, there are no impacts.
- The Housing Needs Report suggests a need for one-bedroom dwellings.
- The fallback position is that the extension will continue being a home office with visitors and their traffic.

6. Conclusion

The proposal is a logical subdivision of a building that was built to high standards with full planning consent. It utilizes existing infrastructure and represents the most sustainable form of housing delivery; it also complies with the **2026 NPPF** updates which favour the "**optimization of underutilized buildings.**" The Inspector is respectfully requested to allow the appeal.