

APPELLANT'S APPEAL STATEMENT

May 2026

Appeal by Mr D. Cowking (“The Appellant”) against the refusal of planning permission for “Proposed change of use of land from agriculture to mixed use agriculture and retail (siting of a food truck) with associated parking.”



At: Land on the East side of Hole House Lane, Tosside, BB7 4TS.

Prepared by MacMarshalls Rural Chartered Surveyors & Planning Consultants



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1. INTRODUCTION

- 1.1. This appeal has been prepared and submitted on behalf of the Appellant against the refusal by Ribble Valley Borough Council (“The Council”) of planning application reference 3/2025/0686.
- 1.2. The application was refused on the 14th November 2025 for the following reasons:
 1. *“The proposed development, by virtue of the introduction of vehicles, additional hardstanding, designated vehicle parking spaces, turning areas, seating areas and refuse bins, is considered to constitute a visually inappropriate form of development and would therefore fail to fully satisfy the requirements of Policy DMG2 of the Ribble Valley Core Strategy. Furthermore, the proposed development would fail to fully satisfy the requirements of Policy DMB3 of the Ribble Valley Core Strategy with regards to its siting, visual impact and conflict with Key Statement EN2 and Policies DMG1, DMG2 and DMG3 of the Ribble Valley Core Strategy. Consequently, the proposed development would be unacceptable in principle in this rural location.”*
 2. *“The proposed development, by virtue of the introduction of vehicles, additional hardstanding, designated vehicle parking spaces, turning areas, seating areas and refuse bins, would have a distinctly urbanising impact upon the application site that would be harmful to the visual amenities of the area and for this reason it is not considered that the proposal would in this instance conserve or enhance the character of the surrounding National Landscape. The proposal would therefore fail to satisfy the requirements of Paragraphs 135 (C) and 189 of the NPPF and Key Statement EN2 and Policies DMG1, DMG2 and DMB3 of the Ribble Valley Core Strategy.”*
 3. *“The application has failed to demonstrate that the required sightlines for the application site access could be achieved within land owned by the applicant so as to ensure safe vehicular access to and from the application site. As such, the proposal as submitted fails to satisfy the requirements of Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.”*

2. BACKGROUND INFORMATION

- 2.1. Following submission of the application, an amended plan was submitted at the request of the Council, and the application was made valid on the 23rd September 2025.
- 2.2. A request for the case officer to contact MacMarshalls to discuss the application and the consultation response(s) was made via email on the 28th October 2025.
- 2.3. No response was received and the application was determined on the basis of the information submitted.

- 2.4. Having regard to the above and also noting errors in the decision notice/officer report, MacMarshalls Ltd again contacted the case officer, who kindly agreed to discuss the application. Ultimately, the case officer considered that even if the reasons for refusal and any errors in the assessment were addressed, this would not be sufficient to overcome the purported identified harms, and therefore any subsequent application would receive a recommendation to refuse. Accordingly, MacMarshalls considered that an appeal against the decision was in the best interests of its client.

3. INACCURACIES WITHIN THE DELEGATED OFFICER REPORT

- 3.1. The officer's report mistakenly reaches an assessment of visual/landscape impact for reasons including the supposed introduction of designated parking spaces, turning areas, additional hardstanding, seating areas, and refuse bins, which they consider would be prominent from public vantage points and have a distinctly urbanising impact. The relevant paragraph is shown below:
- 3.2. *“..the cumulative visual impact of introducing a food truck and vehicles to the site along with designated vehicle parking spaces, turning areas and additional hardstanding (as would be a requirement to satisfy the concerns raised by the Local highways Authority), seating areas and refuse bins would be largely apparent within the public realm and would nonetheless have a distinctly urbanising impact upon the site that would be predominantly at odds with the prevailing rural character of the site and its immediate and wider surroundings.”*
- 3.3. However,
- 3.3.1. No designated parking spaces are proposed. The scheme is to be a low intensity use catching existing passing vehicles and pedestrians visiting the rural area. Designated, formalised spaces were not considered necessary or appropriate. They did not form part of the application.
 - 3.3.2. There is no proposed change to the hardstanding, it is clearly capable in its existing form to enable cars to turn and exit the site in a forward gear.
 - 3.3.3. The highway authority has not required additional hardstanding. In its response it commented; *“to ensure loose gravel and debris are not dragged onto the adopted highway, the site access shall be appropriately paved in tarmacadam, concrete, block paviours, or other hard material for at least 5m into the site.”* There is already an existing hard surface to the site entrance. If required it can either be made good and bound, or resurfaced to ensure no loose gravel or debris is deposited onto the adopted highway, but that is completely different than requiring additional hardstanding.
 - 3.3.4. A seating area has been indicated as possible (optional) on the submitted plan. It is not necessary. A planning condition could be imposed to ensure that it is not provided.

- 3.3.5. No bin storage area has been proposed. For such a proposed low intensity use, all that would be required is a small bin attached to the proposed food truck. Customers would be encouraged to either make use of that bin or take their litter away. Indeed, the hardstanding is not proposed to be used as an area to park up and eat. As stated in the initially submitted supporting planning statement; “*The site will not appear or function as a car park..*” There would be no need for the bins presumed by the LPA. Again, if required, this could be addressed by condition.

4. ASSESSMENT

4.1. Landscape Visual Impact and Design

- 4.2. The appeal is accompanied by a Landscape Visual Impact Assessment (LVIA) carried out by TPM Landscape Ltd. The LVIA is a comprehensive document setting out the impact of the proposed development on the Landscape, providing appropriate mitigation where considered necessary. It is also important when considering general design matters pertinent to the scheme and the reasons for refusal.
- 4.3. The LVIA amongst other things recommends a minor resiting of the proposed food van. This can be conditioned appropriately. It does not fundamentally change the scheme applied for.
- 4.4. At page 12 of the LVIA it is noted that; “*There are limited potential views from publicly accessible locations as a result of the factors restricting the visual envelope.. The main visual receptors will be the transit users of Hole House Lane, however, this will be only for a short amount of the journey. The public right of way (FP0317017) which adjoins Hole House Lane to the west of the site, will not be affected as the proposal site will only be visible to receptors in the immediate vicinity of the site. These include the users of Hole Lane, where cars are already a part of the context.*”
- 4.5. The summary position in respect of the landscape character in the context of the proposal site is included below:

“The site reflects some characteristics of the surrounding landscape, including its rural context, proximity to Gisburn Forest and the presence of drystone wall boundaries, as identified within the Forest of Bowland National Landscape Character Assessment (July 2025), particularly LCT K1: Harrop Fold and Stephen Moor. However, it is only partially representative of the wider character area.

This is due to its small scale, edge-of-road location and use as a hardstanding area, which contrasts with the predominantly pastoral and undeveloped landscape. The site also lacks the strong sense of openness and tranquility identified in the wider landscape, as it is visually contained by woodland, boundary features and local topography.

As such, the site does not meaningfully contribute to the key characteristics of the regional character area

and is considered to have a lower sensitivity to change than (for instance) a more prominent hillside location in the open landscape, provided development remains appropriately designed and contained.”

4.6. In relation to Design and Mitigation Measures it states;

“The Landscape Framework Plan within this Outline LVA indicates that the sandwich van will be set to the eastern side of the hardstanding area, away from the roadside where it is less prominent and allows for roadside planting, and there will be no permanent features to change the landscape character. It would be beneficial to include the following key objectives to provide a well integrated edge of settlement development:

- Plant native tree and shrub planting around the site perimeter to provide additional screening*
- Plant native trees along the roadside to integrate the development with existing vegetation structure*
- Retain existing vegetation to maintain screening and landscape character.*
- Position sandwich van toward the eastern boundary, reducing visibility from the approach to Gisburn Forest along Hole House Lane and limiting wider landscape effects.*
- Adopt a ‘non-glare’, sympathetic colour for the food van to help screen the van, and reduce the potential reflection across the landscape”*

4.7. The conclusion of the LVA is that ; *“The proposal will not result in any permanent adverse effects on landscape character, and will have only very limited and contained temporary visual effects in the immediate vicinity of the site, which will reduce to almost Nil when the proposed mitigation planting becomes established.”*

4.8. Those aspects of the LVIA referenced above, in relation to the document when taken as a whole, are key to addressing reasons for refusals 1 and 2. Regard will therefore be had to it where relevant below.

4.9. **Wider Policy Matters**

4.10. The LPA does not consider that there is conflict with Key Statement EC1 - Business and Employment Development, of the Ribble Valley Core Strategy.

EC1 states, inter alia, that; “Developments that contribute to farm diversification, strengthening of the wider rural and village economies or that promote town centre vitality and viability will be supported in principle.”

4.11. The LPA does not consider that there is conflict with Key Statement EC3 - Visitor Economy, of the Ribble Valley Core Strategy.

EC3 states, inter alia, that; “Proposals that contribute to and strengthen the visitor economy of Ribble Valley will be encouraged..”

4.12. The LPA does not consider that there is conflict with Policy DMG3 - Transport and Mobility, of the Core Strategy.

Policy DMG3 sets out a large number of criteria relating to accessibility and infrastructure, and the LPA has stated *“..it is accessible from both a classified road and Public Right Of Way and could provide adequate parking and turning space as confirmed in the response by the Local highways Authority. In addition, the small scale nature of the proposed development means it is unlikely to be a destination attracting additional vehicular movements but rather one that would be frequented by passing traffic already on the road as well as cyclists and walkers.”* The appellant concurs.

4.13. **Reasons for Refusal 1 and 2**

4.14. Policy DMG2 of the Core Strategy requires development outside of defined settlement areas to meet at least one of six exceptions:

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

4.15. The LPA is satisfied that the proposal meets at least one of the above, that being exception 5. The appellant is of the view that the proposal also assists in agricultural diversification, which will be set out later in this statement. It supports and compliments small scale tourism and recreation within the Borough, most specifically within the Forest of Bowland.

4.16. However, the LPA considers that; *“whilst the siting of a food truck for the purposes of a small scale food and drink operation which constitutes a form of farm diversification is considered to be an appropriate use in a rural area in this instance, the visual impact of the proposed development is in this instance considered to be unacceptable.”*

4.17. The LVIA, subject to implementation of the proposed mitigation measures, which are clearly capable of being controlled by condition, demonstrates that the visual impact of the proposed development would not be unacceptable.

4.18. Policy DMB3 of the Core Strategy requires criteria to be met for developments seeking to extend the range of tourism and visitor facilities in the Borough.

1. The proposal must not conflict with other policies of this plan;
2. The proposal must be physically well related to an existing main settlement or village or to an existing group of buildings, except where the proposed facilities are required in conjunction with a particular countryside attraction and there are no suitable existing buildings or developed sites available;

3. The development should not undermine the character, quality or visual amenities of the plan area by virtue of its scale, siting, materials or design;
4. The proposals should be well related to the existing highway network. It should not generate additional traffic movements of a scale and type likely to cause undue problems or disturbance. Where possible the proposals should be well related to the public transport network;
5. The site should be large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas; and
6. The proposal must take into account any nature conservation impacts using suitable survey information and where possible seek to incorporate any important existing associations within the development. Failing this then adequate mitigation will be sought.

- 4.19. The scheme is not a tourism and visitor facility in its own right, and therefore less weight should be attached to this policy, however, it would be a complementary facility to the AONB / Gisburn Forest.

Specifically in relation to sites within the Forest of Bowland, further criteria apply.

1. The proposal should display a high standard of design appropriate to the area.
2. The site should not introduce built development into an area largely devoid of structures (other than those directly related to agriculture or forestry uses).

- 4.20. The LVIA again demonstrates that all those criteria above that are relevant to it, are met. Criteria 2 which is specific to sites within the Forest of Bowland is not considered to apply, as it does not introduce built development. The Highways matters are addressed later in this statement. The LPA considers there is some minor conflict with criteria 2 of the first six criteria of DMB3, however, the policy, and that criteria should not be taken in isolation from all other relevant policy, criteria, and material planning considerations. The proposal is a farm diversification scheme making use of existing hardstanding, functionally related to established visitor activity in the area, and not a substantial or isolated tourism destination. Read as a whole, the development plan is supportive of this scheme, such that any limited purported conflict with one aspect of Policy DMB3 would not render it unacceptable.

- 4.21. Accordingly, and having regard to all other matters it is demonstrated that the scheme would be acceptable having regard to Policy DMB3 and would not conflict with other policies of the plan. The scheme has been carefully considered. It makes efficient use of a lawful area of hardstanding that is used for agricultural storage and parking, and enhances it with landscaping appropriate to the area. There is no operational development required, and the use is temporary in nature.

- 4.22. An additional material consideration is that the food van and associated use would not operate daily all year-round. The intention is that the use would only take place during periods of favourable weather when there is greater opportunity for passing trade and outdoor recreation. Given the location and prevailing weather conditions, the reality is that the site would be unlikely to operate regularly for approximately five months of the year, broadly between November and March inclusive.

- 4.23. Without prejudice to the opinion that the scheme would not result in unacceptable landscape impacts, should the Inspector consider it necessary, the appellant would accept a planning condition restricting the use to only weekends during those winter months, or if required, to limit the use to outside of those months. Such a condition would reduce any potential landscape or visual effects during that period and would ensure that mitigation planting and landscaping are at its most effective during the operational season when vegetation is in leaf.
- 4.24. It is also a material consideration that permitted development rights already exist for temporary use of the land for up to 28 days in any calendar year without express planning permission. In practice, that fallback position could facilitate the use across a substantial proportion of the principal summer weekends in any event, without any of the proposed mitigation measures.
- 4.25. **Reason for Refusal 3**
- 4.26. Consultation comments from the Highway Authority considered that; *“Given the curvature of the road, the applicant may be unable to achieve visibility splays in line with the posted speed limit. When considering the rural nature of the site, the lack of footways, the width of Hole House Lane and the natural curvature in the road, vehicle speeds are unlikely to reach the posted speed limits.”* Accordingly it requested that *“..that the applicant provide the maximum visibility splay achievable over land in which they control and the adopted highway.”*
- 4.27. As mentioned previously MacMarshalls did contact the case officer to discuss the comments with a view to subsequently providing any necessary information. Notwithstanding, a plan showing the maximum achievable visibility splays has been provided by Mode Transport Planning and is submitted as part of this appeal.
- 4.28. The plan shows that the visibility splays are 77.5m to the north, which is to the bend and therefore should be considered acceptable without additional justification. The visibility to the south is only 16.5m due to the wall which is over 900mm in height.
- 4.29. Accordingly, MacMarshalls instructed Mode Transport Planning to commission a speed/ traffic count survey at the proposed site access location. An Automatic Traffic Counter (ATC) was installed to provide two-way speeds over a 7-day period 25th April 2026 - 5th May 2026 inclusive. The data is submitted with this appeal.
- 4.30. The ATC demonstrates that recorded vehicle speeds are well below the posted speed limit of 60mph, as summarised in the table below:

Direction	Average One-Way Flow (per day)	Average Speed	85 th Percentile Speed
Northbound	152	25.1mph	31.2mph
Southbound	152	24.4mph	30.6mph

- 4.31. Based on the results, the visibility splay to the north is more than adequate. The visibility splay to the south falls below the typical requirement of 43m when assessed against the recorded 85th percentile speed.
- 4.32. However, the two-way flows are very low and there have been no recorded collisions within the most recent 5-year period based on Crashmap data. On this basis, there are no clear indicators that the reduced southern visibility splay would lead to a detrimental impact on highway safety.
- 4.33. Paragraph 116 of the Framework states that: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 4.34. The information provided demonstrates that there would not be a severe impact on highway safety. Further, the use proposed would not result in severe residential cumulative impacts on the road network (it would be negligible, being a use that would serve passing traffic). Any impacts are further reduced due to the temporary and intermittent use proposed.
- 4.35. In addition, as mentioned previously and if considered to be required, the existing surface at the junction with Hole House Lane could be bound to ensure no loose gravel and debris are dragged onto the adopted highway. This could be imposed via condition.

5. AGRICULTURAL DIVERSIFICATION / ECOLOGICAL AND BIODIVERSITY ENHANCEMENT

- 5.1. The reasons for refusal have been comprehensively addressed. However, it is considered necessary to further emphasise the importance of this scheme to the appellant, the wider benefits that it would have, and the additional policies that it would comply with.
- 5.2. The proposal is a necessary and appropriate form of agricultural diversification for the appellant.
- 5.3. The appellant and his wife are third generation farmers at Raingill Farm. The appellant resides at the farm with his wife Claire, and their two children, both of whom attend the local primary school. The appellant’s father first arrived at Raingill Farm in the 1950s. The holding is farmed under a longstanding tenancy arrangement which provides for succession to future generations under the Agricultural

Holdings Act 1986. The appeal site and surrounding land was purchased by the Applicant to expand the agricultural unit. The appellant and his father continue to farm in partnership to this day.

- 5.4. Raingill Farm comprises approximately 315 acres of upland grassland managed under a low-input farming system which supports wildlife and biodiversity. The Holding Number is 21-647-0005. The SBI Number is 106315298. Appendix 4 contains the Rural Payment Agency Parcel Maps identifying all the farmed land. Approximately 80 acres are presently entered into a wader recovery scheme intended to support and increase populations of lapwing, curlew, oystercatcher and redshank. The farm is also one of only three holdings in the UK of 25 acres or more of SSSI upland meadows habitat that they maintain.
- 5.5. The agricultural enterprise currently comprises 52 cows and calves and 400 breeding sheep. This is the main income for the farm, selling fat or store lambs in the autumn and store cattle throughout the year.
- 5.6. The farm also supports local employment through the engagement of a self-employed local farmer, and local agricultural contractors are used when required for haymaking and muck spreading.
- 5.7. The appellant is not only aware of the importance of environmental stewardship, biodiversity enhancement and sustainable land management, he is an advocate of it. However, like many other farms, the holding faces increasing economic pressures due to rising operational costs, market changes and the continuing transition away from traditional agricultural subsidy support, including the phased withdrawal of Basic Payment Scheme funding.
- 5.8. The transition toward environmental land management schemes has altered the economic landscape for farmers, with replacement schemes not necessarily providing reliable or sufficient income to sustain traditional family-run livestock enterprises in isolation. This is recognised in the Framework, where for example, at paragraph 88 it is stated that planning policies and decisions should enable, inter alia; “*the development and diversification of agricultural and other land-based rural businesses;*”
- 5.9. This proposal represents the appellant’s first diversification initiative. The proposal would provide an important supplementary income stream which would assist in securing the long-term viability of the farm.
- 5.10. The proposal is therefore consistent with the objectives of the National Planning Policy Framework (and the Ribble Valley Core Strategy) in supporting a prosperous rural economy, sustainable rural tourism and the diversification of agricultural enterprises.
- 5.11. It has been demonstrated that the site as a suitable and sustainable location for diversification, in a manner which would complement existing tourism and recreational activity in the area without causing unacceptable harm to landscape character or visual amenity.
- 5.12. Furthermore, the proposal would result in increased planting over and above what is in situ, contributing to what the appellant has already planted around the farm. The appellant would also, as part of the scheme, repair the adjacent drystone wall (which again could be conditioned). The proposal

would provide ecology and biodiversity enhancements, consistent with the aims and objectives of the Framework and those relevant development plan policies, including Key Statement EN4 - Biodiversity and Geodiversity.

6. CONCLUSION

- 6.1. Section 38(b) of the Planning & Compulsory Purchase Act 2004 requires that in making any determination under the Planning Acts, regard is to be had to the development plan, *'the determination must be made in accordance with the plans unless material considerations dictate otherwise'*
- 6.2. The development has been demonstrated to be compliant with the Development Plan when considered as a whole, having regard to material planning considerations and planning conditions.
- 6.3. It is therefore respectfully requested that this appeal be allowed.

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Hole House Lane, Tosside, Skipton

Project Number: 5032

May 2026

BACKGROUND

TPM Landscape are appointed to prepare an Outline Landscape and Visual Appraisal for a proposed food van & Parking area on Hole House Lane, Tosside, Lancashire. The purpose of an Outline LVA is to consider the proposed development with regard to the potential for landscape and visual effects. The potential landscape and visual receptors have been identified, and an outline assessment of their likely sensitivity to change and the potential magnitude of change and the potential for significant effects has been considered. The Outline LVA will conclude as to whether a more refined level of assessment is required in order to understand any identified potential effects.

THE SITE

The proposal site is located 2km to the southwest of the village of Tosside within the Forest of Bowland National Landscape, on the southern edge of Gisburn Forest. The application site adjoins the Eastern side of Hole House Lane 85m to the south of the entrance to Cocklet Hill Car Park. A public footpath (FP0317017) joins Hole House Lane approx 80m to the south of the site. The site comprises an irregular shaped area of hardstanding of compacted stone.

LANDSCAPE DESIGNATION

The site is located within the Forest of Bowland National Landscape. There are no additional local landscape designations, such as Special Landscape Area, affecting the site.

CHARACTER AND SETTING

The proposal site comprises a fenced off area of hardstanding, used for agricultural machinery, situated 2km southwest of the village of Tosside. The site adjoins the eastern side of Hole House Lane and is located approximately 120 metres north of the junction with Public Right of Way FP0317017. It consists of an irregularly shaped area of hardstanding surfaced with compacted stone.

The eastern boundary is defined by a drystone wall, adjacent to Hole House Lane, with the remaining boundaries enclosed by post-and-wire fencing. Vehicular access is taken from Hole House Lane at the north-western corner. Gisburn Forest lies immediately to the north, with the village of Tosside and Stocks Reservoir located further to the north-east and north-west respectively.

The site is located within the open countryside in the Forest of Bowland National Landscape.

VISUAL AMENITY

The site is visually contained by Gisburn Forest to the north and west. The wider landscape is contained by Gisburn Forest to the north. Although there are panoramic views across the landscape to the east, south and west, the undulating topography, and landscape features of drystone walls and roadside vegetation substantially limits views towards the site from the wider landscape. The rising land to the south of the site in the wider area also provides a degree of containment.



Fig 1 OS Map of the proposal site

Proposal Site ———



Fig 2 Aerial image of the proposal site

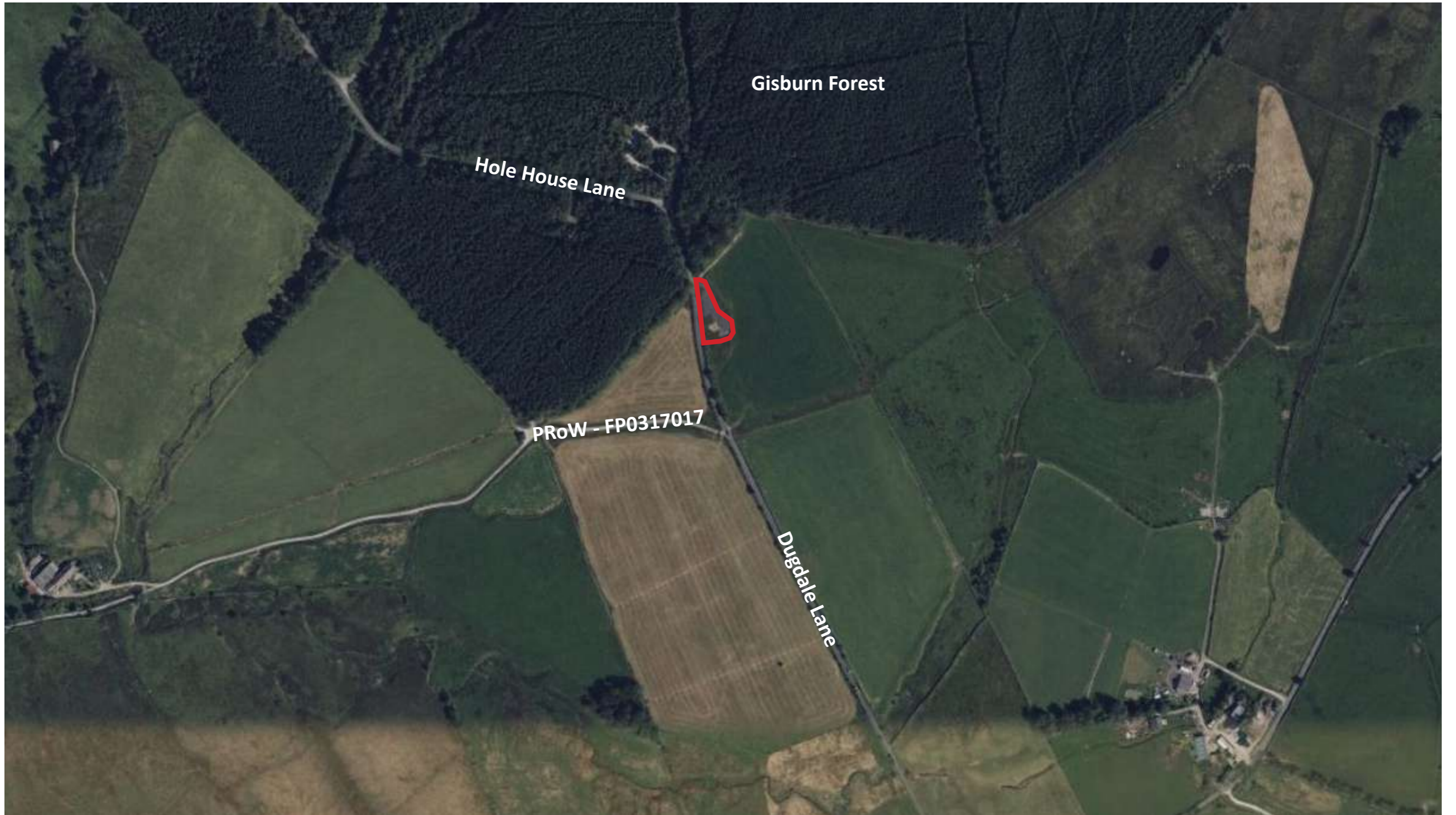


Fig 3 Aerial Photograph of wider site context

— Proposal Site Boundary

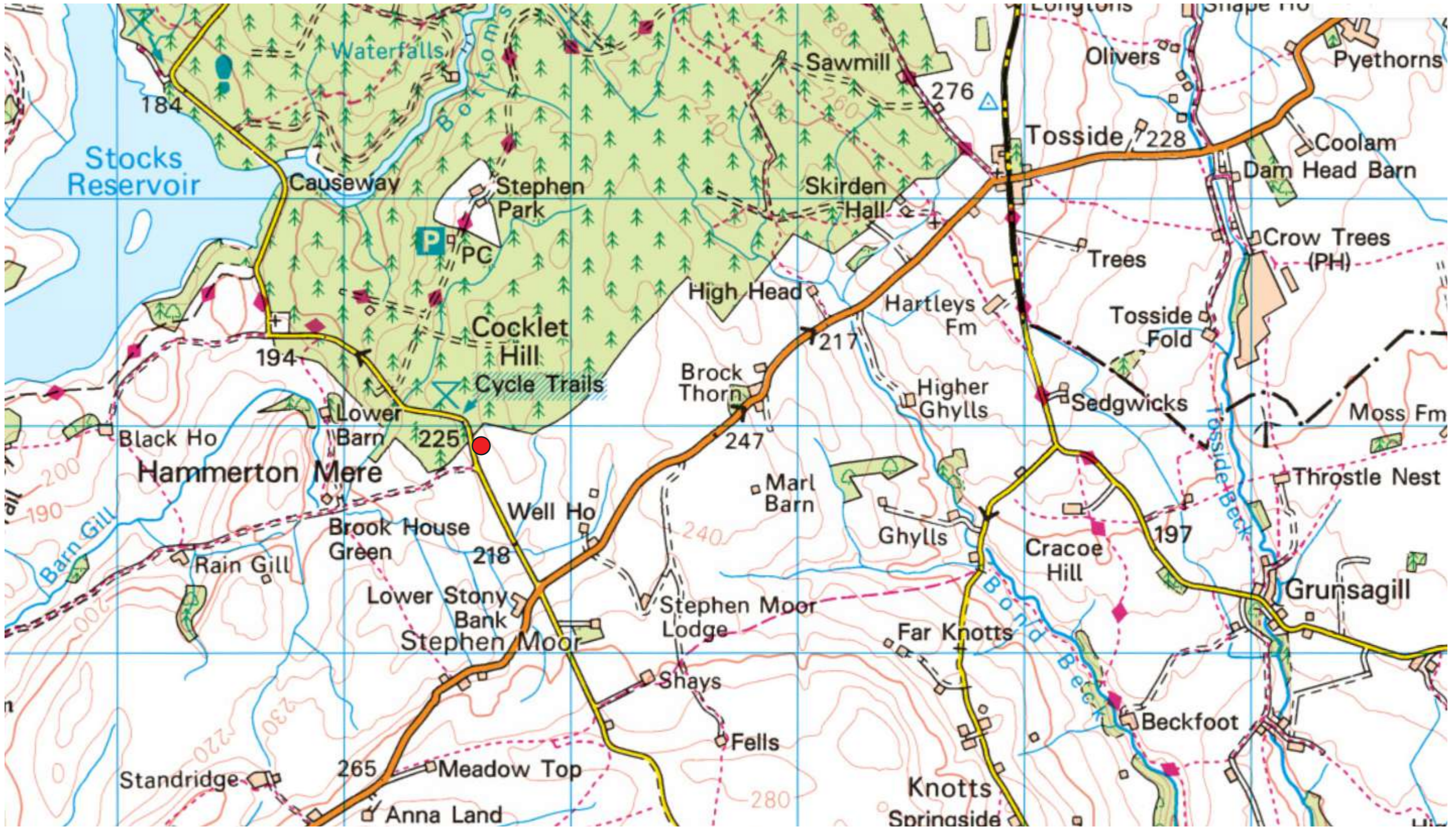


Fig 4 OS map of wider site context

● Proposal Site

Fig 5 Landscape Framework Plan

THE DESIGN PROPOSALS

The proposals comprise the change of use of an existing hardstanding area adjacent to Hole House Lane to include the temporary siting of a food van with an associated small informal parking area. The site would retain its access from Hole House Lane, with minor alterations to facilitate vehicle entry and circulation.

The internal layout comprises a compacted surfaced area providing informal parking space, together with a dedicated position for the food van which is located adjacent to the eastern boundary, in order for the van to not be prominent to people driving on Hole House Lane, to restrict the potential for views from the landscape to the west, and to allow for the planting of native trees and shrubs along Hole House Lane to supplement the existing roadside self sown vegetation. The proposed native trees and shrubs will substantially reduce any potential views of the sandwich van and parked cars.

The permanent elements of the proposals comprise the existing hardstanding, and the introduction of native tree and shrub planting. Although the Forest of Bowland National Landscape is a predominantly open landscape to the south of the proposal site, its location adjacent to Gisburn Forest means that the proposed native trees and shrubs would be read in the context of the adjacent forest, and not appear as an incongruous element in the landscape.

The temporary elements include the food van, which would be removed from the site on a daily basis, as well as parked vehicles, which do not have a permanent impact on the landscape.

A full description of the proposals is provided within the Planning Statement.





SITE CONTEXT, CHARACTER AND SETTING

The proposal site comprises an area of hardstanding on the southern approach to Cocklet Hill Car Park (within Gisburn Forest) on the eastern side of Hole House Lane.

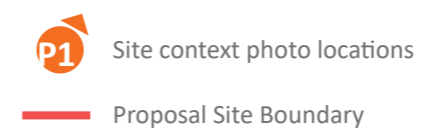
The western boundary along Hole House Lane is defined by a drystone wall, with the remaining boundaries enclosed by post-and-wire fencing. Gisburn Forest lies immediately to the north, with the village of Tosside and Stocks Reservoir located further to the north-east and north-west respectively.

The site is located within the open countryside of the Forest of Bowland National Landscape and is enclosed by a combination of woodland and undulating topography. It sits within a gently undulating landscape immediately south of Gisburn Forest, which provides a strong, enclosing backdrop to the north.

The site itself is partially contained by boundary features, including the drystone wall and scattered self-sown trees adjacent to Hole House Lane, which provide a degree of localised filtering. Landform falls away towards the east and rises slightly to the south, contributing to a sense of openness in these directions. As a result, the site is visually contained to the north by the forest edge, while exhibiting a more open aspect towards the east, south and west.

The introduction of a temporary sandwich van and parking (with a limited number of parked cars), will not have any long term impact on the landscape character and setting. By adopting the mitigation proposed in this outline LVA, of setting the van back away from the road, and reinforcing the self seeded roadside vegetation with additional native trees and shrubs, will substantially reduce any potential for urbanisation or loss of tranquility. The very limited change will be restricted to users of Hole House Lane, and will not affect more sensitive users of the landscape, such as views from public rights of way. Any change to the character and setting of the site will therefore be negligible and temporary.

Fig 6 Aerial photograph of the site context, and context photograph location plan





Context Photo P1

Context view taken from Hole House Lane which runs adjacent to the western site boundary.



Context Photo P2

Context photo of Cocklet Hill Car Park, to the north of the site.



Context Photo P3

Context view taken from within the site facing west.

**LOCAL AUTHORITY: RIBBLE VALLEY BOROUGH COUNCIL
LOCAL PLAN**

The Ribble Valley Borough Council website states the following with regard to the status of the Local Plan:

The Ribble Valley Local Development Framework was formally prepared and adopted by the council in two stages – The Core Strategy in December 2014; and Housing and Economic Development DPD and Proposal’s Map in Nov 2019. In order to ensure plans remain effective, they are required to be reviewed, and updated where necessary, at least every five years.

The council resolved to prepare a new Local Plan in November 2019.

The new Local Plan will update the adopted Local Development Framework (LDF). It will comprise a single document which sets the overall planning strategy for the borough up to 2042 alongside detailed development management policies. It will need to set a positive and deliverable strategy for addressing development needs including for housing, jobs and infrastructure over that period, and make appropriate provisions for safeguarding, enhancing and managing the borough’s built, historic and natural environments.

RIBBLE VALLEY CORE STRATEGY (2008 – 2028) - ADOPTED DECEMBER 2014

The Ribble Valley Borough Council Core Strategy states:

All Local Planning Authorities (LPAs), like Ribble Valley Borough Council, have a legal duty to prepare a framework, and gradually as the LDF is put in place, it will replace the Districtwide Local Plan (originally adopted in June 1998). This system is different to the previous approach of structure plans (prepared by the County Council) and local plans (prepared by the LPA). It has different legal requirements that have to be met and is presented in a different way, as a suite of documents that together make up the LDF.

KEY STATEMENT EN2: LANDSCAPE

The landscape and character of the Forest of Bowland Area of Outstanding Natural Beauty will be protected, conserved and enhanced. Any Development will need to contribute to the conservation of the natural beauty of the area. The landscape and character of those areas that contribute to the setting and character of the Forest of Bowland Areas of Outstanding Natural Beauty will be protected and conserved and wherever possible enhanced.

As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style, features and building materials.

KEY STATEMENT EN3: SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

The Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable to do so, in order to address both the causes and consequences of climate change. In particular, all development will be required to demonstrate how it will contribute towards reducing the Borough’s carbon footprint. The Council will assess applications against the current Code of Sustainable Homes, Lifetime Homes and Buildings for Life and BREEAM standards, or any subsequent nationally recognised standards.

Proposals for the development of new renewable energy generation facilities, including onshore wind turbine technologies, will be considered. This will require the consideration of many factors including the need to reduce the area’s carbon footprint whilst also recognising its exceptional environmental and landscape context.

In adapting to the effects of climate change it is expected that proposals for development will demonstrate how sustainable development principles and sustainable construction methods, such as the use of sustainable drainage systems, will be incorporated.

New development in vulnerable areas should ensure that risks can be managed through suitable measures, including through the conservation of biodiversity, improvement of ecological networks and the provision of green infrastructure.

All development should optimise energy efficiency by using new technologies and minimising the use of energy through appropriate design, layout, material and landscaping and address any potential issues relating to flood risk.

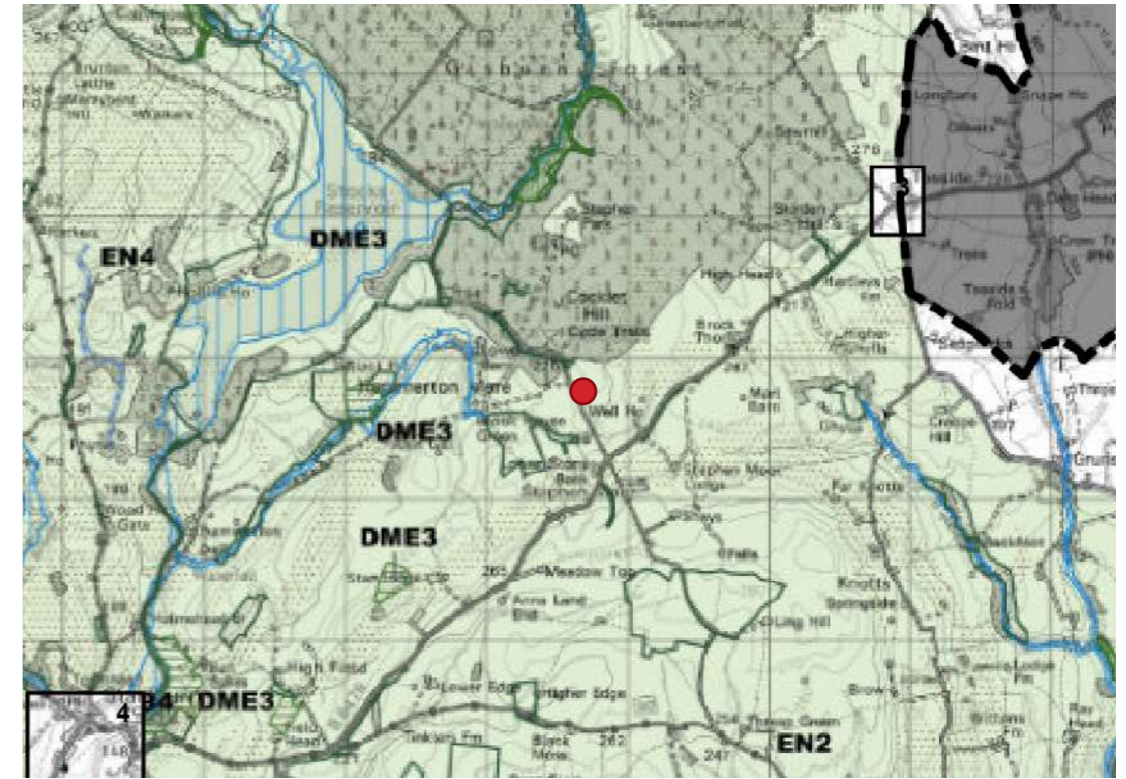


Fig 7.1 Extract of Ribble Valley Borough council - Policies Map ● Proposal Site

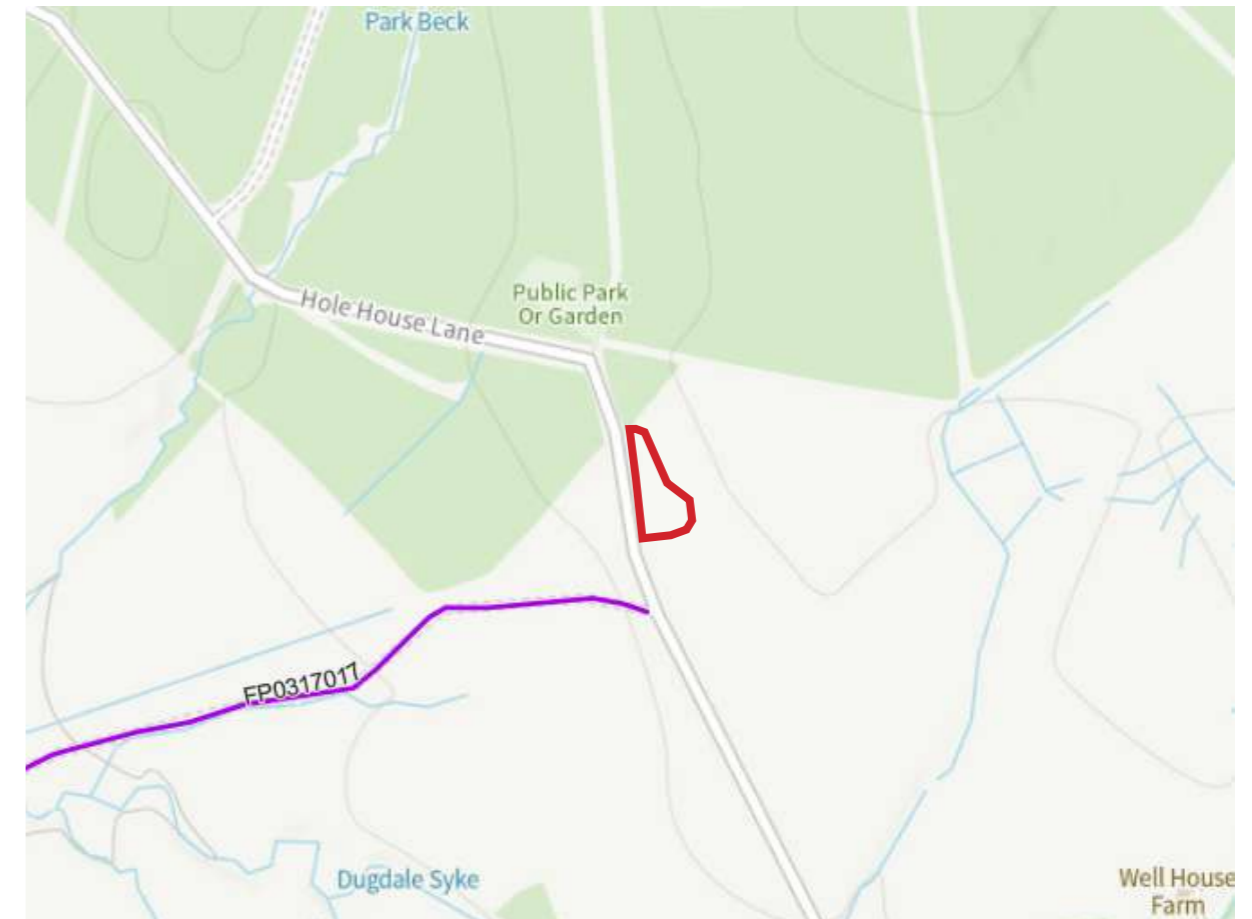


Fig 7.2 PRoW, https://experience.arcgis.com/experience/e44a8cb4fcae4aed8516b258e09b335b#zoom_to_selection=true

Ribble Valley Borough Council will liaise with the County Council over development within Mineral Safeguarding Areas (MSAs) in both proposing future site allocations and in determining planning applications. This liaison will include consideration of the issue of preventing the unnecessary sterilisation of mineral resources within MSAs and, where feasible and practicable, the prior extraction of mineral resources.

On larger schemes, planning permission will only be granted for developments on sites that deliver a proportion of renewable or low carbon energy on site based on targets elaborated within the relevant Development Management policy and also incorporate recycled or reclaimed materials or minimise the use of energy by using energy efficiency solutions and technologies. Where developments fail to achieve any of these, it must be demonstrated why this cannot be achieved.

National Planning Policy (NPPF Dec 2024)

The proposal site is located within the Forests of Bowland National Landscape. Paras 189-190 of the NPPF state the following regarding National Landscapes:

189. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

190. When considering applications for development within National Parks, the Broads and National Landscapes, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*
- b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and*
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.*

SUMMARY OF PLANNING POLICY IN THE CONTEXT OF THE PROPOSAL SITE

The proposed development site lies within the Forest of Bowland National Landscape, where national and local policy affords the highest level of protection to landscape character and scenic beauty. In accordance with paragraphs 189–190 of the NPPF, great weight must be given to conserving and enhancing the landscape, with development required to be sensitively located and designed to avoid or minimise adverse effects.

Key Statements EN2 and EN3 of the Ribble Valley Core Strategy seek to protect and enhance landscape character and require development to respond to local distinctiveness and incorporate sustainable design principles.

The site comprises a small, pre-existing area of hardstanding that is physically and visually contained by boundary features, including a drystone wall, roadside vegetation and the woodland edge of Gisburn Forest to the north. Its position adjacent to Hole House Lane and the surrounding undulating topography limit wider visibility, with effective containment from the north, east, south and west.

The proposals are largely temporary in nature and, aside from the retention of the existing hardstanding and the introduction of boundary vegetation, would not result in permanent change to the landscape. The proposal is therefore considered to be sensitively designed and is consistent with the requirements of the NPPF and Local Policy with regard to its location in the Forest Bowland National Landscape.

The proposals would support recreational use of the area and enhance opportunities for visitors and tourists to experience the National Landscape, contributing to its enjoyment and wider public value. In this respect, the development can be considered to deliver benefits in the public interest, having regard to the need for the development, the limited scope for alternative locations, and the absence of permanent adverse environmental effects.

Subject to a sensitive design approach, including the retention and reinforcement of boundary features and vegetation, the proposals would be consistent with the objectives of national and local policy.

NATIONAL CHARACTER AREA - NCA 34

Natural England's National Character Area (NCA) divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. The proposal site area falls within National Character Area 34, Bowland Fells.

REGIONAL CHARACTER AREA

Forest of Bowland National Landscape Character Assessment (July 2025)

A landscape character assessment was produced for natural England by The Environment Partnership in July 2025. The proposal site is included in the assessment and falls within LCA K1 Harrop Fold and Stephen Moor (figure 7.1) and is adjacent to LCA L1 Gisburn Forest and Stocks (figure 7.2) which fall within LCT L: Forestry and Reservoir and LCT K: Rolling Upland Farmland respectively.

LCA K1 Harrop Fold and Stephen Moor

Key Characteristics

- A patchwork of marginal rush pasture and more fertile pastoral fields, bounded by a distinctive pattern of dry stone walls and hedgerows which contributes to landscape pattern.
- A strong sense of remoteness, isolation and tranquility through most of the area.
- A network of narrow, often single-track roads, lined with dry stone walls, species-rich roadside verges and occasional stunted windblown hawthorns and oaks to higher ground.
- Isolated farmsteads where farm buildings are generally tightly grouped around the house. There is evidence of increasing renovation of farmsteads.
- Strong sense of openness throughout much of this landscape.
- Dramatic, open views westwards towards the higher ground of Harrop and Newton Fells, White Hill and Bleasdale Unenclosed Moorland Hills.
- Dramatic open views from higher ground north and west towards the Yorkshire Dales with Gisburn Forest forming a notable feature in closer views.
- Open views south across the flatter floodplain of the River Ribble towards Clitheroe where the distinct profile of Pendle Hill contributes to recognisable sense of place

LCA L1 Gisburn Forest and Stocks

Key Characteristics

- Gisburn Forest is the single largest block of woodland in the Forest of Bowland.
- Dense commercial coniferous woodland provides a strong sense of enclosure.
- Provides an important recreational destination with an extensive network of PRow and cycle routes.
- A patchwork of pastoral fields slope down to the edge of Stocks Reservoir, punctuated with clumps of deciduous trees and delineated by a network of wooden fences and occasional stone walls.
- A stone bridge crosses the corridor of Bottom's Beck and forms a landscape feature.
- The church provides some of the only landmark built form within this area.
- Stocks reservoir is a recognisable feature in open views from the surrounding higher Unenclosed Moorland Hills and Moorland Plateaux LCTs.
- Open views across the wide expanse of water of Stocks Reservoir, with glimpsed views towards the smooth texture of the Unenclosed Moorland Hills to the north and west.
- Areas of felling and re-planting also contribute to the texture to the landscape.
- Roads and tracks in the forest are often lined with distinctive moss clad stone walls and deciduous trees, which give the impression of a softer woodland edge, screening the more regular plantation woodland from view
- At the eastern edge of the area there are open views towards the Yorkshire Dales.
- Waders are often seen on Stocks Reservoir.



Fig 8.1 Forest of Bowland National Landscape Character Assessment (July 2025) - LCA K1 Harrop Fold and Stephen Moor

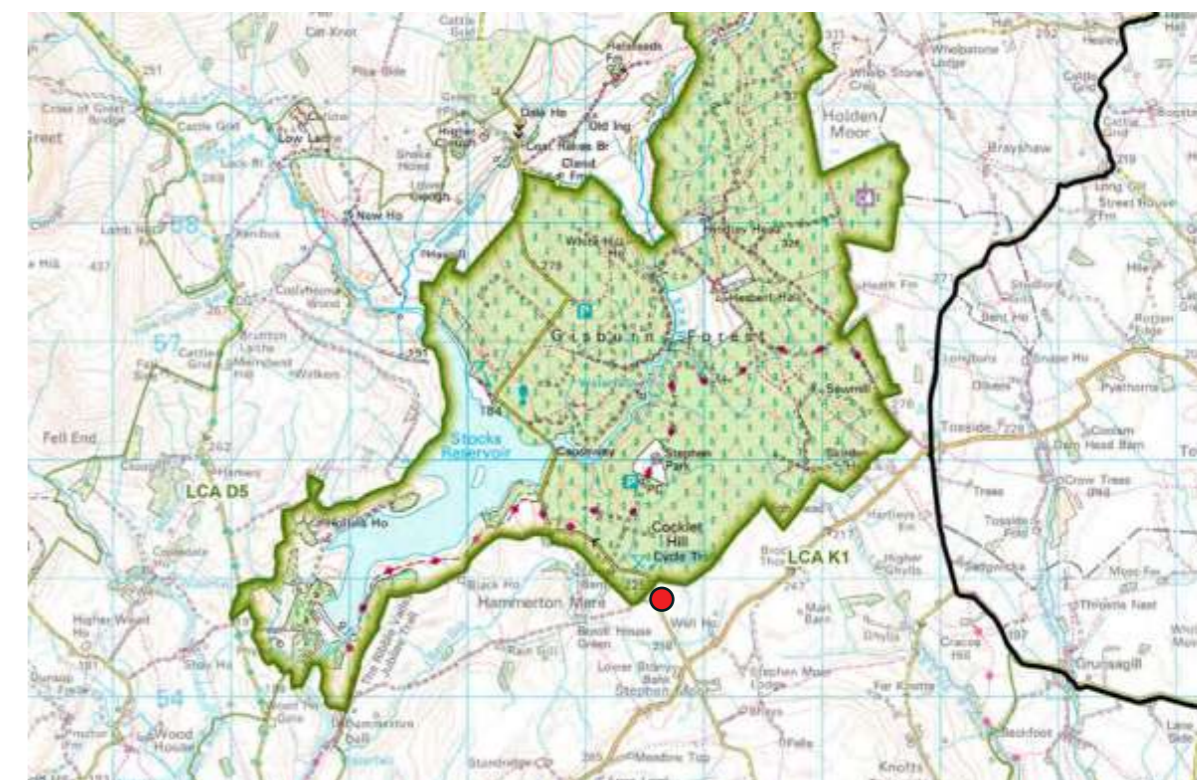


Fig 8.2 Forest of Bowland National Landscape Character Assessment (July 2025) - LCA L1 Gisburn Forest and Stocks

SUMMARY OF THE LANDSCAPE CHARACTER IN THE CONTEXT OF THE PROPOSAL SITE

The site reflects some characteristics of the surrounding landscape, including its rural context, proximity to Gisburn Forest and the presence of drystone wall boundaries, as identified within the Forest of Bowland National Landscape Character Assessment (July 2025), particularly LCT K1: Harrop Fold and Stephen Moor. However, it is only partially representative of the wider character area.

This is due to its small scale, edge-of-road location and use as a hardstanding area, which contrasts with the predominantly pastoral and undeveloped landscape. The site also lacks the strong sense of openness and tranquility identified in the wider landscape, as it is visually contained by woodland, boundary features and local topography.

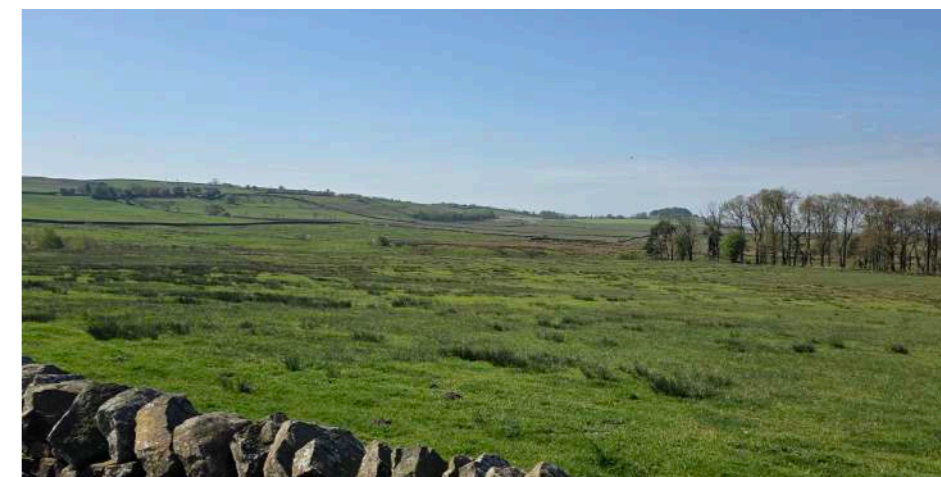
As such, the site does not meaningfully contribute to the key characteristics of the regional character area and is considered to have a lower sensitivity to change than (for instance) a more prominent hillside location in the open landscape, provided development remains appropriately designed and contained.

Fig 9 Local Landscape Character Map



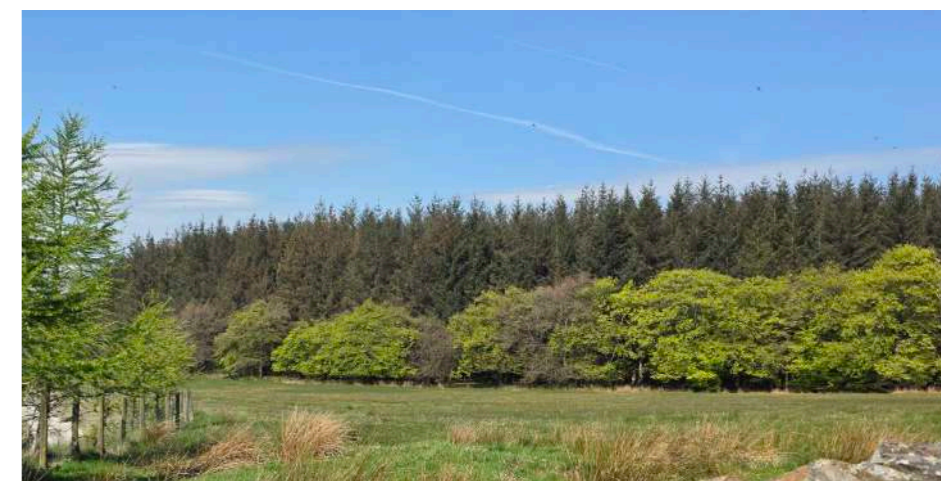
 Proposal Site

**LANDSCAPE CHARACTER TYPE DESCRIPTION
FOREST OF BOWLAND NATIONAL LANDSCAPE CHARACTER
ASSESSMENT (JULY 2025)**



 **LCA K- ROLLING UPLAND FARMLAND**

The Rolling Upland Farmland LCT is an open landscape characterised by undulating pastoral land on soft rolling hills. It only occurs in a single location in the eastern part of the Forest of Bowland, to the east of Slaidburn and Gisburn Forest. It is generally of a higher elevation than the undulating lowland farmland LCTs which are also found at the periphery of the Forest of Bowland forming a transition to the higher Bowland Fells.

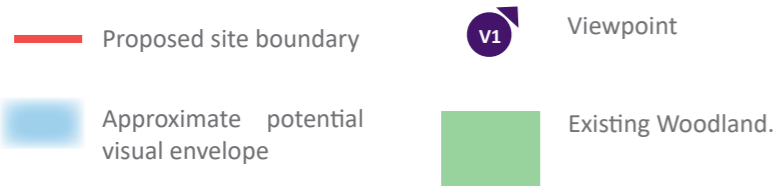
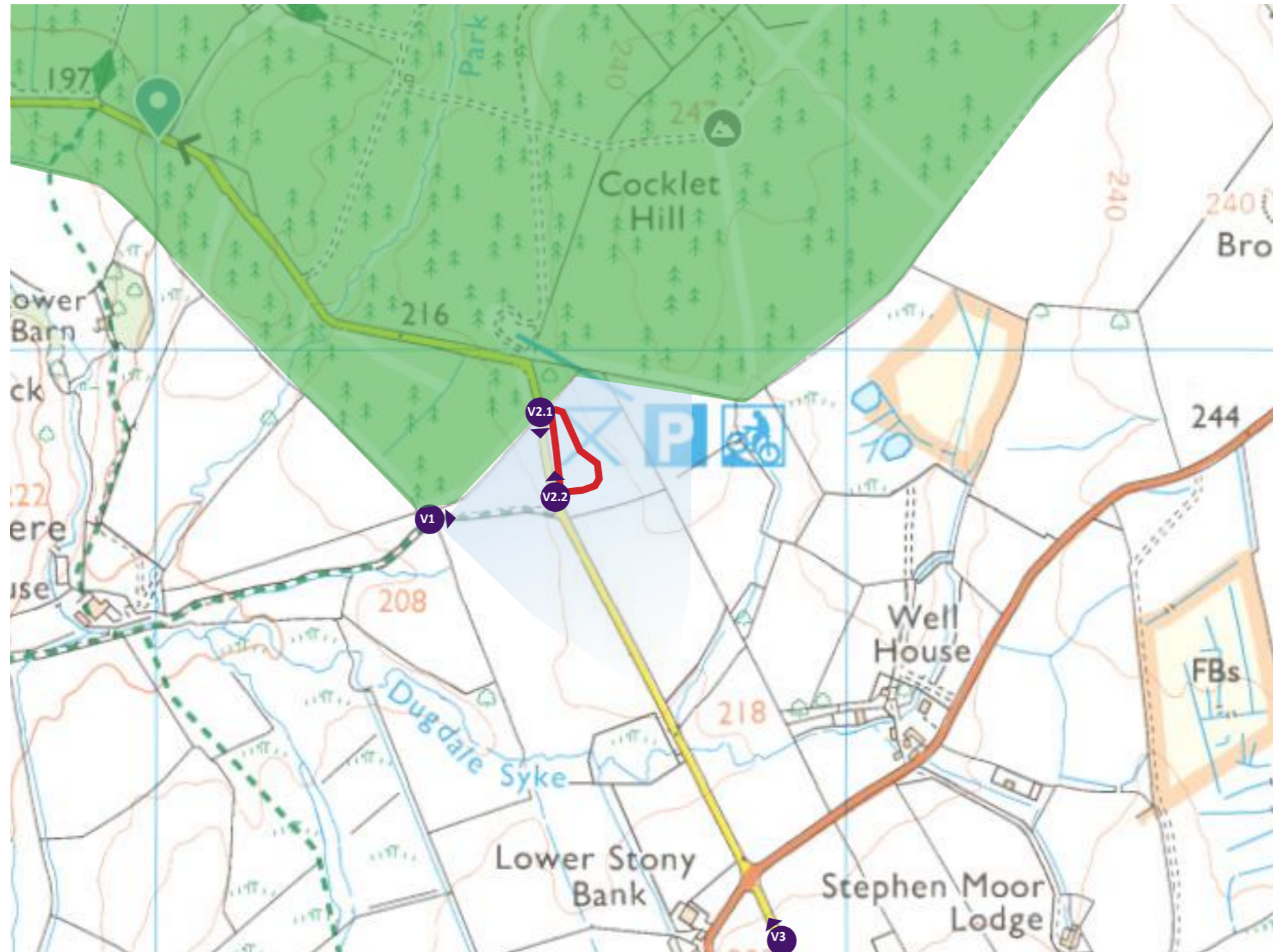


 **LCA L - FORESTRY AND RESERVOIR**

The Forestry and Reservoir LCT is located to the east of the Forest of Bowland, to the northeast of Slaidburn encompassing Gisburn Forest, and to the south-east of Pendle Hill near Barley.

The LCT is characterised by open water and coniferous forestry, where these man-made or 'engineered' features strongly influence the character of the landscape. Reservoirs and forestry also exist elsewhere within the National Landscape, but not with the same level of dominance as seen in this landscape. Reservoir infrastructure such as dams, stone walls, roads and slipways and buildings add to the engineered character.

Fig 10 Map showing Factors restricting potential visual envelope and the location of potential visual receptors.



VISUAL ENVELOPE

The potential visual envelope of the proposed development is restricted by the following factors:

- To the north by the Gisburn Forest
- To the south by undulating topography

VIEWPOINTS

The considered viewpoints in Figure 9 were chosen to represent a variety of receptors who might be affected by the proposals. Representative photographs were taken for each identified receptor.

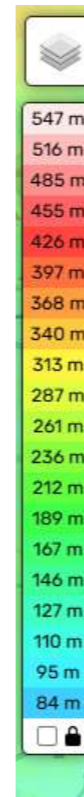
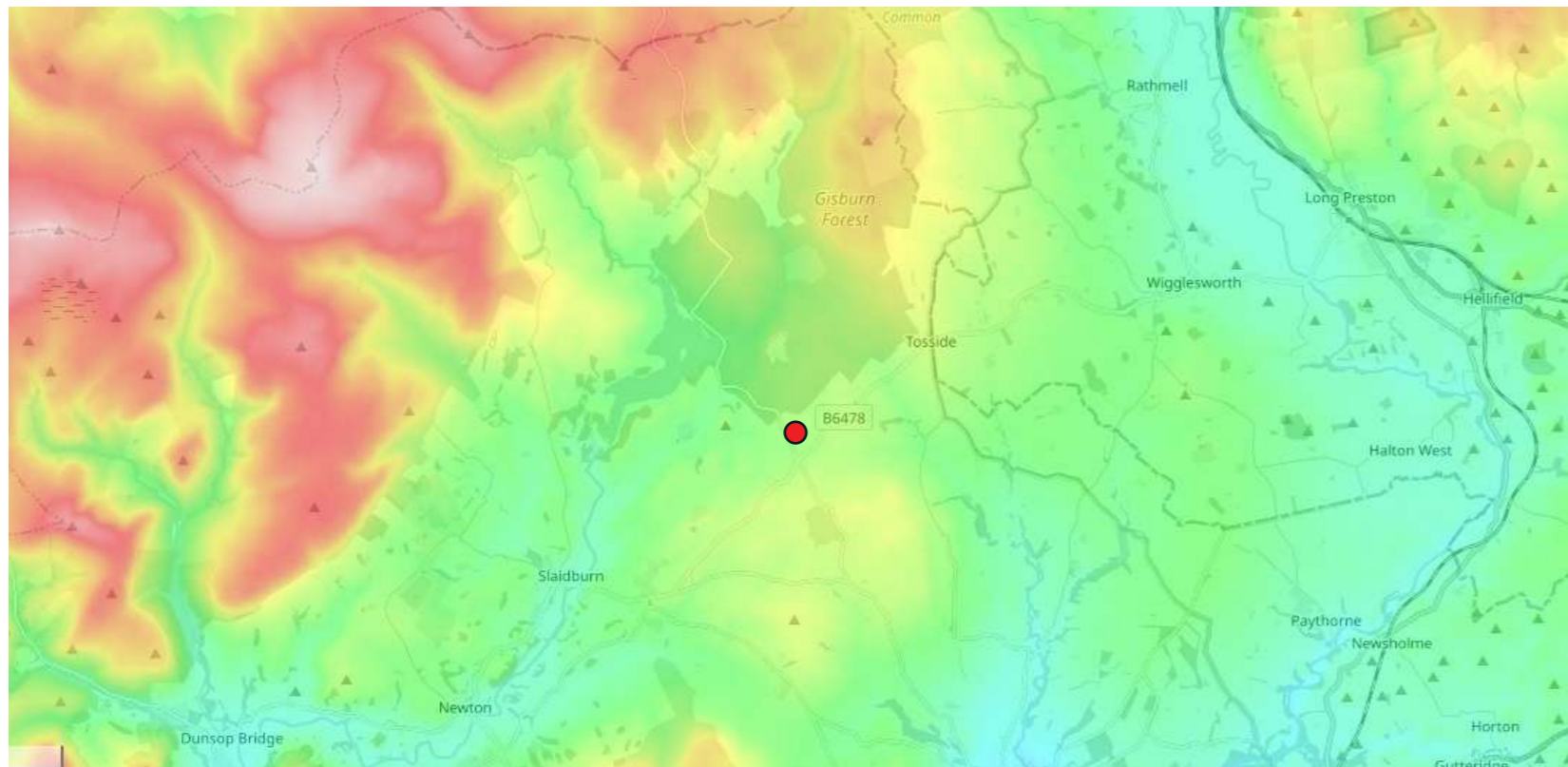
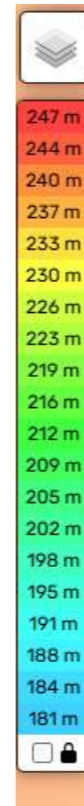
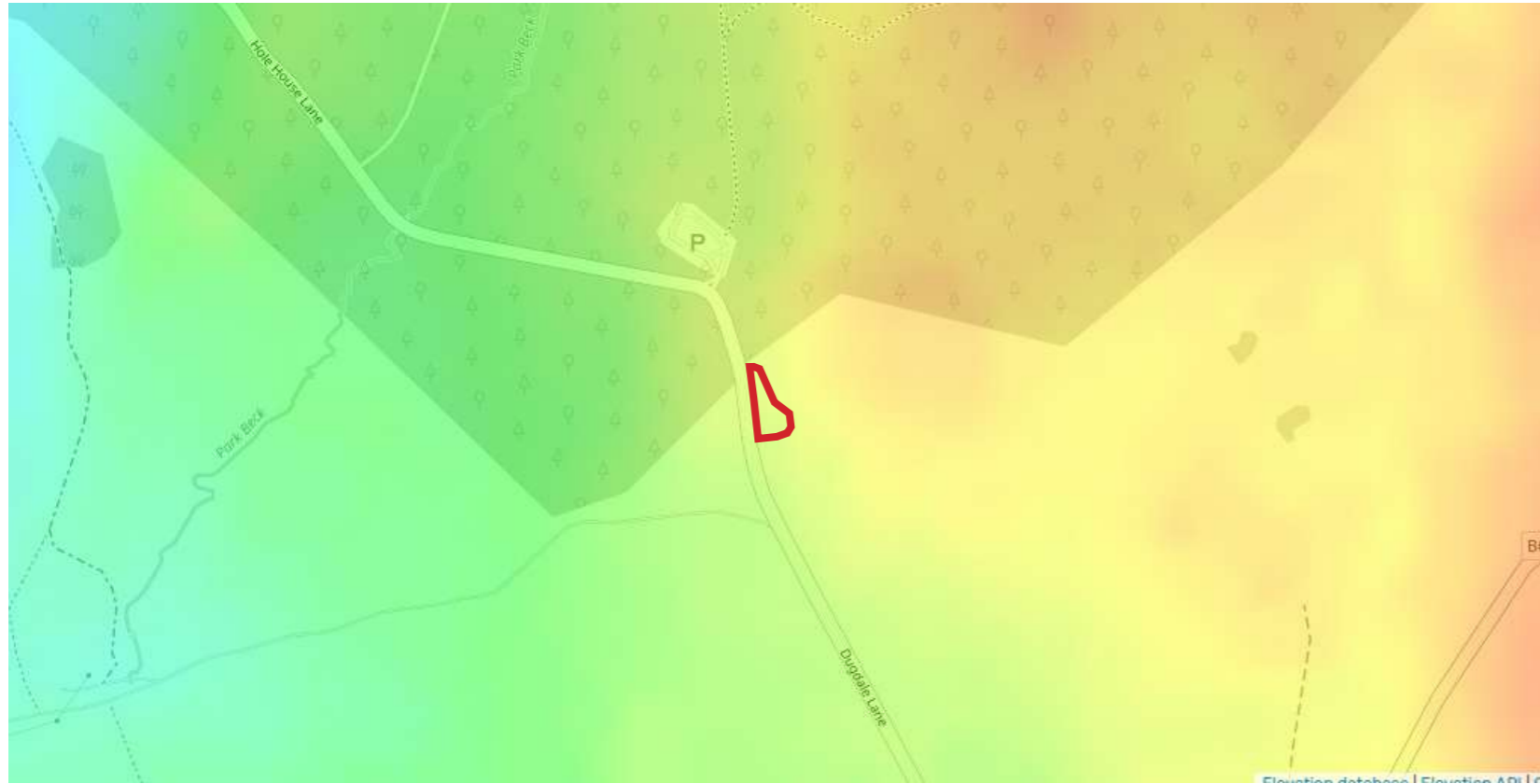
There are limited potential views from publicly accessible locations as a result of the factors restricting the visual envelope described above.

The main visual receptors will be the transit users of Hole House Lane, however, this will be only for a short amount of the journey.

The public right of way (FP0317017) which adjoins Hole House Lane to the west of the site, will not be effected as the proposal site will only be visible to receptors in the immediate vicinity of the site. These include the users of Hole Lane, where cars are already a part of the context.

Fig 11 Topographic Map showing the landform in the vicinity of the proposal site (source: = <https://en-gb.topographic-map.com/>)

The map indicates that the site ranges from 228m AOD at the northern site boundary down to 223m AOD at the southern site boundary. In the wider area, land rises to over 400 m AOD approximately 5km to the west, which can be viewed from the site, while falling more gradually eastwards towards lower-lying ground at Stock Reservoir at approximately 150–250 m AOD. The site is located within a localised undulating landscape.



SENSITIVITY OF RECEPTORS

Sensitivity is often synonymous with the importance placed on the view to the receptor (viewer). Visual receptors are described as being High, Medium or Low, with views from main living areas of residential properties and public footpaths in a rural locations generally being considered to be of High Sensitivity, and views for people at work or traveling in vehicles are generally considered to be of a lower sensitivity.

Transit users of Hole House Lane, including motorists, cyclists and pedestrians, are assessed as having Medium Sensitivity. Whilst these receptors would typically be assessed as having a lower sensitivity, the site's location within the Forest of Bowland National Landscape, together with the recreational value of the surrounding area and the use of the lane as a scenic route, elevates their sensitivity in this instance.

NATURE AND QUALITY OF THE VIEW

This is assessed with regard to aesthetic characteristics, and is defined on a scale from exceptional (such as might be found at a National Park) to ordinary (a normal view typical of the area and usually without designation), to low (where there is a predominance of detracting elements within the landscape).

Views in the near vicinity of the site are considered to be of good quality where they are predominantly focused on the wooded landscape and open countryside.

In the wider landscape, the topography increases dramatically in the north/northwest which indicates potential visibility from higher locations, depending on the design and mitigation.

Views expand beyond the vicinity of the site particularly to the west, however they are restricted due to the undulating topography and existing vegetation to field boundaries. There are few locations in the wider landscape where the site will be visible from due to the modest scale and temporary nature of the proposal.

MAGNITUDE OF CHANGE TO THE VIEW

The potential change is assessed for each of the receptor types in consideration of several factors, including (but not confined to):

- The proximity of the viewer to the proposal site
- The relative elevation of the viewer and the proposed development
- The existing field of view (a wide panorama to a contained view)
- The relative proportion of view taken by the proposals
- Whether the view is open or filtered



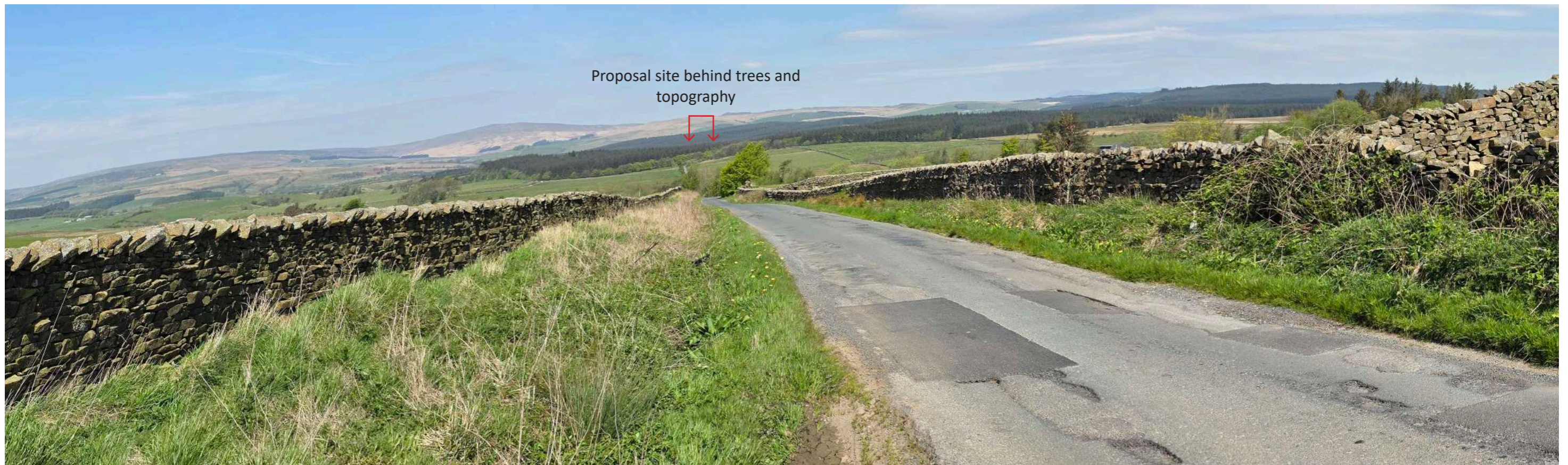
Viewpoint V1 Representative view taken from public footpath FP0317017 facing east towards the proposal site beyond the dry stone wall and roadside vegetation. View representative of pedestrian receptors assessed to have High Sensitivity. The quality of the view is considered to be Good. The change will be Low/Negligible as the development is set back behind the boundary wall and will be Nil when the van and cars aren't present. The proposed additional native trees and shrubs will substantially reduce any potential for views.



Viewpoint V2.1 Representative view taken from Hole House Lane at the site entrance facing south. This is the only location where there is potential for the proposal to be readily visible from. The view is representative of vehicle visual receptors as well as cyclists, and pedestrians waling along country lanes. These receptors are assessed as Medium Sensitivity due to the National Landscape location. The development is set back beyond the low drystone wall. The quality of the view is considered Good for the wider landscape beyond the site. The change to the view would be Medium in the immediate vicinity when the food van is present and the site is in active use, including parked vehicles. However, when these are not present, the change would reduce to Low to Negligible, reflecting the limited permanent alterations to the site. The incorporation of mitigation measures, including the retention and reinforcement of boundary vegetation, would further assist in filtering views and reducing the overall visual effects and provide a contained setting for the sandwich van and parked cars.



Viewpoint V2.2 View taken from Hole House Lane facing north, adjacent to the western site boundary. View is representative of vehicle visual receptors as well as cyclists and pedestrians. These receptors are assessed as having Medium Sensitivity due to the location within a National Landscape. The proposal site can be seen to the right of the view and the landscape beyond the immediate site is considered to be Good Quality. The change to the view will be Medium when the van and vehicles are present and will be Nil when the land is vacant. The incorporation of mitigation measures, including the retention and reinforcement of boundary vegetation, would further assist in filtering views and reducing the overall visual effects when mitigation planting becomes established.



Viewpoint V3 Representative view taken from Dugdale Lane, at an elevated position, facing north towards the proposal site. View is representative of vehicle receptors as well as cyclists and pedestrians. The sensitivity of these receptors is assessed as Medium due to the National landscape location. Glimpses of the site can be seen and the quality of the view is considered to be Good. The change to the view will be Low/Negligible when the site is operating and Nil when it is not. Mitigation planting will remove the potential for any views from distance.

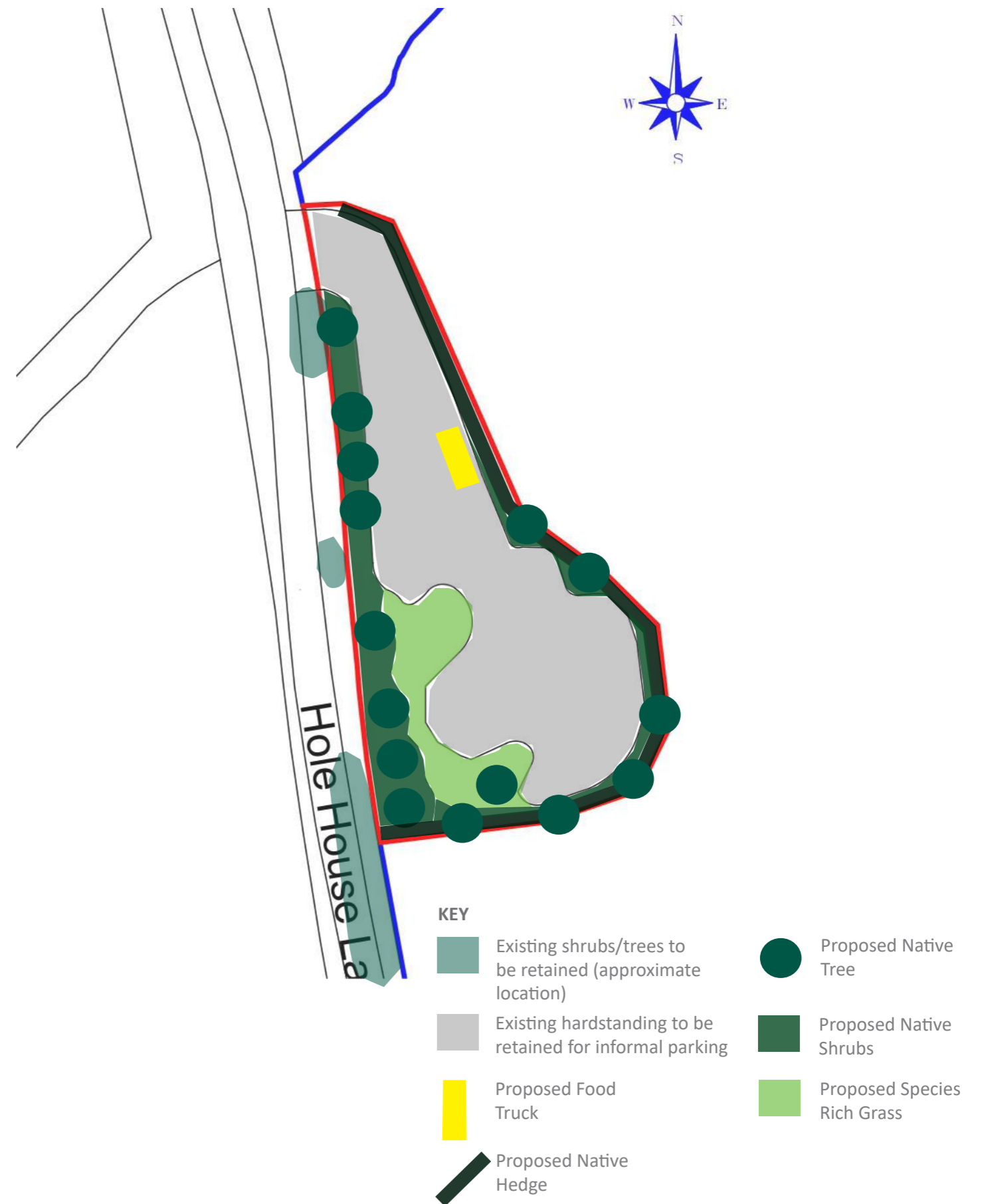
Mitigation Measures

- Plant native tree and shrub planting around the site perimeter to provide additional screening
- Plant native trees along the roadside to integrate the development with existing vegetation structure
- Retain existing vegetation to maintain screening and landscape character.
- Position sandwich van toward the eastern boundary, reducing visibility from the approach to Gisburn Forest along Hole House Lane and limiting wider landscape effects
- Adopt a 'non-glare', sympathetic colour for the food van to help screen the van, and reduce the potential reflection across the landscape
- Consider restricting operation of the van to the months of April to October when the proposed mitigation planting is in leaf



Precedent Images

Fig 12 Landscape Mitigation Plan



SUMMARY

This Outline Landscape and Visual Appraisal (LVA) has been prepared to assess the potential effects of a proposal for a temporary food van on the landscape and visual resource of the Forest of Bowland National Landscape. The purpose of an Outline LVA is to assess whether there is any potential for significant effects to the landscape and visual resource which would require further assessment through a full LVA. The Outline LVA has been assessed with regard to potential effects to landscape character, and to consider the potential visual effects of a proposed development, with regard to the potential impacts to views, visual receptors, and the character and setting of the site.

PLANNING CONTEXT

The proposal site is located within the Forest of Bowland National Landscape.

LANDSCAPE DESIGNATIONS

The site is located within the Forest of Bowland National Landscape which is a very sensitive landscape generally, and susceptible to development which is obtrusive or not sensitively designed.

THE CHARACTER AND SETTING OF THE PROPOSAL SITE

The site comprises an area of existing hardstanding which adjoins the eastern side of Hole House Lane and is located on the southern edge of Gisburn Forest, and approximately 80m from Cocklet Hill car park (within the forest).

The site has the forest as a backdrop to the north, however has a more open aspect to the east, south and west, with wide panoramic views across the landscape.

The western boundary is defined by a drystone wall along Hole House Lane, with the remaining boundaries enclosed by post-and-wire fencing. Access is taken from Hole House Lane at the north-western corner. Gisburn Forest lies immediately to the north, with the village of Tosside and Stocks Reservoir located further to the north-east and north-west respectively.

Whilst the site is screened almost entirely from the wider landscape by the woodland and topography, there is potential for the van and associated parking to be seen in the immediate vicinity of the site, on the southern approach to Cocklet Hill car park. However the proposal has been designed in consideration of the sensitive location, and the mitigation measures described will mean that the change to the character and setting will be minimal, and in the immediate vicinity of the site only, and of a temporary nature when the van is open for business.

LANDSCAPE Character The proposal site area falls within National Character Area 34 Bowland Fells and in the Landscape Character Area K1, adjacent to Landscape Character Area L1 of the Forest of Bowland National Landscape Character Assessment and shares some characteristics of the Regional Landscape Character such as its rural setting, however, it is only partially representative of the wider character area.

POTENTIAL LANDSCAPE CHANGE

Wider Landscape Characteristics

The proposal site is located within open countryside. The land is in good condition, and the change to the wider landscape character is assessed as Low/Negligible. When the van is not in business, there will be no change to landscape character, which will remain as it is. There are no impact to key landscape elements, such as trees and hedgerows.

The proposals would support recreational use of the area and enhance opportunities for visitors and tourists to experience the National Landscape, contributing to its enjoyment and wider public value. In this respect, the development can be considered to deliver benefits in the public interest, whilst avoiding adverse environmental effects on the wider landscape.

POTENTIAL VISUAL CHANGE

Visual Envelope

The potential visual envelope of the proposed development is restricted by the following factors:

- To the north by the existing Gisburn Forest
- To the south and southeast by undulating topography, and dry stone walls lining country lanes with intermittent self seeded trees and scrub vegetation across the landscape.

Potential views from the wider landscape are restricted by vegetation and by the undulating topography in the wider landscape, which means that there are limited elevated public locations, where the site can potentially be viewed from.

Residential Receptors

The main visual receptors will be those located in the immediate vicinity of the site. There are no residential receptors in the immediate vicinity.

Public Footpath Receptors

A Public Right of Way FP0317017 is located to the west of Hole House Lane and to the southwest of the site. These receptors will have High Sensitivity, however, the change will be Low/Negligible as the development is set back behind the boundary wall and will be Nil when the van and cars aren't present. The proposed additional native trees and shrubs will also reduce any potential views substantially.

Vehicle and Pedestrian Receptors

Vehicle users as well as cyclists and pedestrians of Hole House Lane will have a filtered view of the site when travelling past for the short distance past the site. However, these views are only for a very small portion of the road journey. These are generally low sensitivity receptors, however, given the context of the National Landscape location, these receptors are assessed as having Medium Sensitivity. The magnitude of change will be Low/Medium when the van and cars are present, but only when passing the site, and will reduce as the proposed mitigation planting becomes established. The magnitude of change will be Nil when the van and parked cars are not present.

Mid and Long Distance Views

There is only very limited potential for anything but the slightest glimpse of the proposal from mid distance due to the modest scale of the proposal, and the contained nature of the site. With appropriate mitigation (as outlined below), all potential views from outside the immediate vicinity of the site can be reduced to Nil/ Negligible.

DESIGN AND MITIGATION MEASURES

The Landscape Framework Plan within this Outline LVA indicates that the sandwich van will be set to the eastern side of the hardstanding area, away from the roadside where it is less prominent and allows for roadside planting, and there will be no permanent features to change the landscape character.

It would be beneficial to include the following key objectives to provide a well integrated edge of settlement development:

- Plant native tree and shrub planting around the site perimeter to provide additional screening
- Plant native trees along the roadside to integrate the development with existing vegetation structure
- Retain existing vegetation to maintain screening and landscape character.
- Position sandwich van toward the eastern boundary, reducing visibility from the approach to Gisburn Forest along Hole House Lane and limiting wider landscape effects.
- Adopt a 'non-glare', sympathetic colour for the food van to help screen the van, and reduce the potential reflection across the landscape
- Consider restricting operation of the van to the months of April to October when the proposed mitigation planting is in leaf

CONCLUSION

The potential landscape and visual effects of the proposed development have been assessed at an outline level. Whilst the site lies within the Forest of Bowland National Landscape, the proposals comprise the use of a small area of existing hardstanding for a temporary food van and parking for approximately 6 cars (and for a limited time only, whilst the van is in business). As such, the proposal would not create any permanent change to the local landscape and when the food van is not operational the landscape will be exactly the same as it is at present.

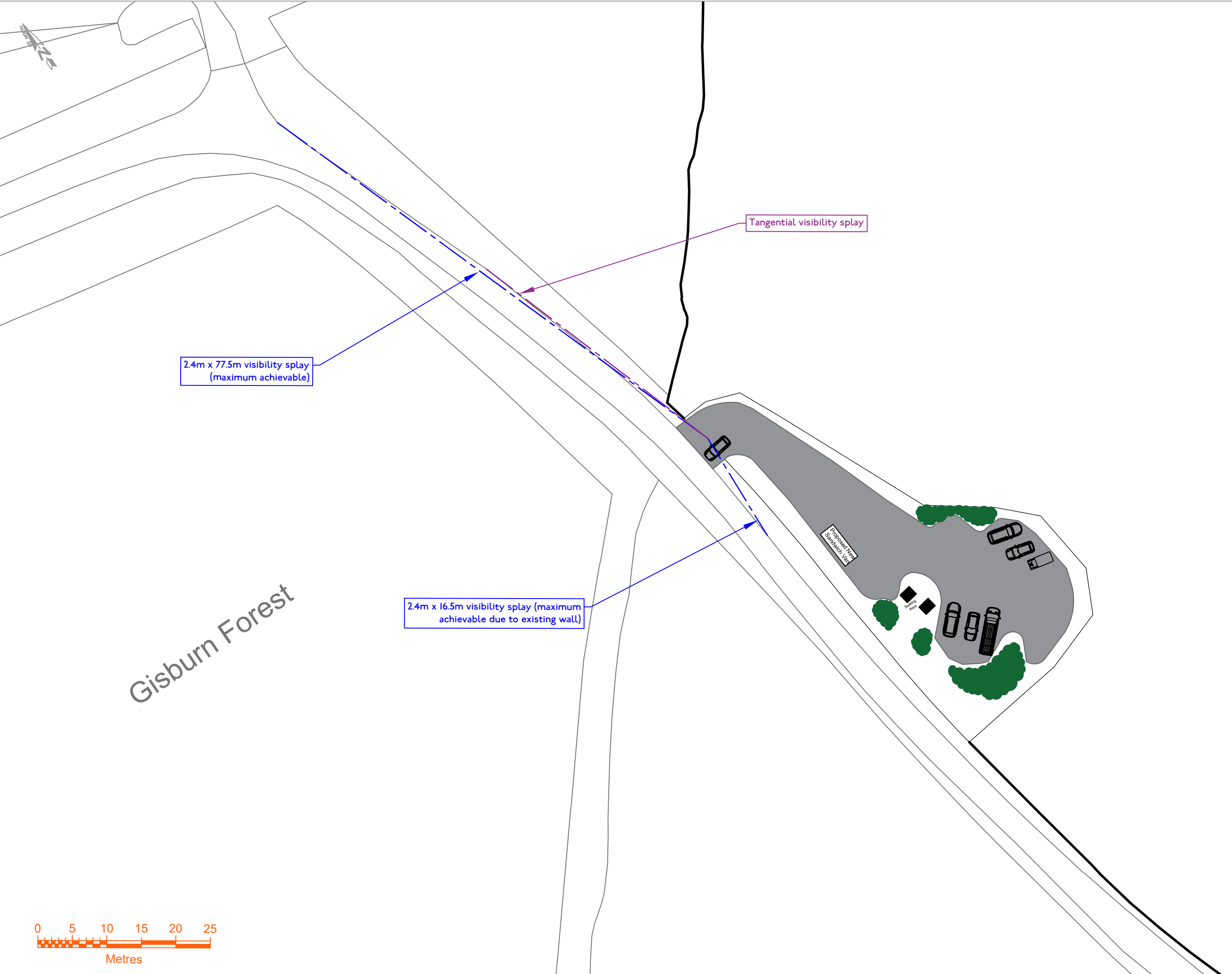
The proposals would support visitors to the local area and enhance recreational opportunities, aligning with the wider public objectives of the National Landscape. The proposal will not result in any permanent adverse effects on landscape character, and will have only very limited and contained temporary visual effects in the immediate vicinity of the site, which will reduce to almost Nil when the proposed mitigation planting becomes established.



Transport Planning

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e info@modetransport.co.uk
w www.modetransport.co.uk

ISO A3 297mm x 420mm
Approved: ME
Checked: MA
Designer: LCW
Project Management Initials:
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Last saved by: WINDOWS Last Priced: 2026-04-29



- Notes:
1. This drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. All dimensions to be checked before commencement of work on site.
 3. All dimensions in metres unless otherwise stated.
 4. The design is subject to approval of Lancashire County Council.
 5. Drawing based on OS Mapping.

Issue/Revision

I/R	Date	Issued	Description
-	29/04/2026		

Client: Mr D Cowking
 Project: Hole House Lane, Tosside, Skipton
 Project Number: J329495
 Scale: 1:250@A3
 Drawing Title: Visibility Splays
 Drawing Number: J32-9495-PS-001

Tuesday 28 April 2026

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	Vehicle Speed		
			15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic									MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph
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0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0800 - 0900	5	1	0	2	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0
0900 - 1000	15	4	4	2	5	0	0	10	0	3	0	0	1	1	0	0	0	0	0	0	1	4	5	5	0	0	0
1000 - 1100	22	6	12	2	2	0	0	18	1	3	0	0	0	0	0	0	0	0	0	0	0	1	9	6	6	0	0
1100 - 1200	14	4	4	4	2	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	3	4	6	1	0	0	0
1200 - 1300	10	2	3	3	2	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	1	5	3	1	0	0	0
1300 - 1400	5	4	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	1	0	0	0
1400 - 1500	6	2	0	3	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0
1500 - 1600	5	1	1	2	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0
1600 - 1700	9	2	2	2	3	0	0	6	0	2	0	0	1	0	0	0	0	0	0	0	0	3	5	1	0	0	0
1700 - 1800	6	1	3	1	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0
1800 - 1900	13	1	5	6	1	1	0	11	0	1	0	0	0	0	0	0	0	0	0	2	6	2	3	0	0	0	0
1900 - 2000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2000 - 2100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2100 - 2200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2200 - 2300	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 1900	114	28	35	28	23	1	8	88	2	12	0	0	2	1	0	0	0	0	0	5	18	34	35	21	1	0	0
0600 - 2200	119	29	37	30	23	1	8	92	2	13	0	0	2	1	0	0	0	0	0	5	19	34	36	23	2	0	0
0600 - 0000	122	30	38	31	23	1	8	95	2	13	0	0	2	1	0	0	0	0	0	5	20	34	36	25	2	0	0
0000 - 0000	125	30	40	32	23	1	8	97	2	14	0	0	2	1	0	0	0	0	0	5	20	35	37	25	3	0	0

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH <10mph	MPH <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph		
Mon	104	31	19	24	30	1	6	79	3	12	0	1	2	0	0	0	0	0	0	0	1	5	7	31	45	12	2	1	0
Tue	125	30	40	32	23	1	8	97	2	14	0	0	2	1	0	0	0	0	0	0	1	5	20	35	37	25	3	0	0
Wed	191	54	53	47	37	4	20	142	4	18	0	1	0	1	1	0	0	0	0	1	6	15	59	76	31	2	1	0	
Thu	148	44	30	39	35	1	22	105	1	18	0	1	0	0	0	0	0	0	0	0	5	11	42	55	31	3	1	0	
Fri	157	31	27	40	59	4	12	117	1	20	1	1	0	0	1	0	0	0	0	0	6	24	48	51	24	4	0	0	
Sat	185	63	33	45	44	5	30	117	0	26	1	4	0	2	0	0	0	0	0	5	27	27	57	53	12	3	1	0	
Sun	158	38	46	35	39	8	12	108	1	26	1	1	0	1	0	0	0	0	0	2	19	26	56	37	12	5	0	1	
Total	1068	291	248	262	267	24	110	765	12	134	3	9	4	5	2	0	0	0	0	9	73	130	328	354	147	22	4	1	

Total

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed									
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH <10mph	MPH <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	
Total	1068	291	248	262	267	24	110	765	12	134	3	9	4	5	2	0	0	0	0	9	73	130	328	354	147	22	4	1

MPH 50 <35mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	-	38.0	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	29.3	26.3	2.9
0	0	0	0	32.7	27.6	5.0
0	0	0	0	29.8	24.3	5.4
0	0	0	0	29.0	25.0	3.8
0	0	0	0	28.9	21.7	7.0
0	0	0	0	25.2	19.4	5.6
0	0	0	0	20.3	15.5	4.6
0	0	0	0	20.3	13.0	7.1
0	0	0	0	23.3	16.7	6.4
0	0	0	0	27.5	22.0	5.3
0	0	0	0	32.3	23.8	8.2
0	0	0	0	28.8	23.6	5.0
0	0	0	0	28.3	24.0	4.2
0	0	0	0	30.6	26.0	4.5
0	0	0	0	33.2	27.2	5.8
0	0	0	0	-	33.0	-
0	0	0	0	33.0	33.0	0.0
0	0	0	0	-	18.0	-
0	0	0	0	29.0	22.3	6.5
0	0	0	0	29.4	22.7	6.5
0	0	0	0	29.5	22.8	6.6
0	0	0	0	29.7	22.8	6.6

MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	38.0	-
0	0	0	0	29.3	26.3	2.9
0	0	0	0	35.9	29.7	6.1
0	0	0	0	39.6	28.0	11.2
0	0	0	0	23.2	17.6	5.4
0	0	0	0	28.0	24.0	3.9
0	0	0	0	25.5	19.9	5.4
0	0	0	0	21.9	17.3	4.5
0	0	0	0	31.4	24.5	6.6
0	0	0	0	28.0	24.5	3.4
0	0	0	0	32.2	24.5	7.5
0	0	0	0	31.2	27.5	3.5
0	0	0	0	28.5	25.5	2.9
0	0	0	0	28.0	28.0	0.0
0	0	0	0	25.3	18.0	7.1
0	0	0	0	35.3	28.0	7.1
0	0	0	0	-	28.0	-
0	0	0	0	-	-	-
0	0	0	0	41.5	30.5	10.6
0	0	0	0	29.8	23.1	6.5
0	0	0	0	29.9	23.2	6.5
0	0	0	0	30.0	23.3	6.5
0	0	0	0	30.2	23.3	6.6

MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	28.0	-
0	0	0	0	32.9	25.0	7.6
0	0	0	0	28.3	24.0	4.2
0	0	0	0	29.5	23.6	5.6
0	0	0	0	31.0	25.8	5.1
0	0	0	0	31.1	25.1	5.8
0	0	0	0	31.1	25.7	5.2
0	0	0	0	33.5	30.5	2.9
0	0	0	0	30.6	26.0	4.5
0	0	0	0	29.3	27.0	2.2
0	0	0	0	32.8	23.8	8.6
0	0	0	0	34.7	27.0	7.4
0	0	0	0	34.2	30.5	3.5
0	0	0	0	29.6	25.0	4.5
0	0	0	0	-	-	-
0	0	0	0	-	43.0	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	31.3	25.7	5.5
0	0	0	0	31.6	25.8	5.6
0	0	0	0	31.6	25.8	5.6
0	0	0	0	31.6	25.8	5.6

MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	-	38.0	-
0	0	0	0	-	28.0	-
0	0	0	0	-	23.0	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	33.0	33.0	0.0
0	0	0	0	31.7	26.8	4.8
0	0	0	0	28.7	20.0	8.4
0	0	0	0	32.6	27.7	4.8
0	0	0	0	31.6	26.9	4.6
0	0	0	0	29.6	24.8	4.6
0	0	0	0	29.4	25.0	4.2
0	0	0	0	30.5	22.0	8.2
0	0	0	0	30.9	25.5	5.2
0	0	0	0	31.9	26.0	5.7
0	0	0	0	30.3	26.9	3.3
0	0	0	0	36.5	28.8	7.4
0	0	0	0	25.7	20.3	5.3
0	0	0	0	-	28.0	-
0	0	0	0	-	18.0	-
0	0	0	0	-	38.0	-
0	0	0	0	37.0	28.0	8.7
0	0	0	0	-	-	-
0	0	0	0	31.1	25.3	5.6
0	0	0	0	31.4	25.5	5.7
0	0	0	0	31.5	25.5	5.8
0	0	0	0	31.7	25.6	5.8

MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	28.0	28.0	0.0
0	0	0	0	33.5	30.5	2.9
0	0	0	0	33.3	29.7	3.5
0	0	0	0	31.0	25.1	5.7
0	0	0	0	30.0	24.7	5.1
0	0	0	0	30.3	25.5	4.7
0	0	0	0	30.1	24.2	5.7
0	0	0	0	31.9	26.6	5.0
0	0	0	0	29.3	23.5	5.7
0	0	0	0	30.9	27.1	3.6
0	0	0	0	28.6	25.0	3.5
0	0	0	0	31.9	27.2	4.5
0	0	0	0	38.7	30.0	8.4
0	0	0	0	33.2	27.2	5.8
0	0	0	0	33.7	26.3	7.1
0	0	0	0	34.3	31.8	2.5
0	0	0	0	-	28.0	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	31.2	25.8	5.2
0	0	0	0	31.5	26.1	5.3
0	0	0	0	31.5	26.1	5.3
0	0	0	0	31.5	26.1	5.2

MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	34.2	30.5	3.5
0	0	0	0	35.7	29.7	5.8
0	0	0	0	32.0	29.4	2.4
0	0	0	0	30.9	27.6	3.2
0	0	0	0	31.2	25.3	5.7
0	0	0	0	31.8	25.8	5.8
0	0	0	0	34.0	28.2	5.5
0	0	0	0	31.0	24.4	6.4
0	0	0	0	31.5	25.1	6.2
0	0	0	0	33.9	26.8	6.9
0	0	0	0	31.9	28.0	3.8
0	0	0	0	32.7	26.0	6.5
0	0	0	0	28.0	28.0	0.0
0	0	0	0	33.2	28.0	5.0
0	0	0	0	27.7	24.7	2.9
0	0	0	0	-	-	-
0	0	0	0	-	28.0	-
0	0	0	0	-	-	-
0	0	0	0	32.3	26.6	5.5
0	0	0	0	32.3	26.7	5.4
0	0	0	0	32.3	26.7	5.4
0	0	0	0	32.3	26.7	5.4

MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	18.0	-
0	0	0	0	34.2	30.5	3.5
0	0	0	0	33.3	29.0	4.2
0	0	0	0	32.5	28.0	4.3
0	0	0	0	28.6	23.4	5.0
0	0	0	0	31.0	25.0	5.8
0	0	0	0	29.0	23.0	5.8
0	0	0	0	32.9	26.8	5.9
0	0	0	0	29.4	24.2	5.1
0	0	0	0	29.4	24.5	4.7
0	0	0	0	32.7	25.9	6.6
0	0	0	0	31.7	28.0	3.5
0	0	0	0	35.1	28.6	6.3
0	0	0	0	30.0	24.7	5.2
0	0	0	0	35.3	28.0	7.1
0	0	0	0	24.2	20.5	3.5
0	0	0	0	-	18.0	-
0	0	0	0	-	-	-
0	0	0	0	-	-	-
0	0	0	0	-	28.0	-
0	0	0	0	31.2	25.4	5.6
0	0	0	0	31.2	25.4	5.6
0	0	0	0	31.2	25.4	5.6
0	0	0	0	31.2	25.4	5.6

MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	31.6	25.8	5.6
0	0	0	0	31.7	25.6	5.8
0	0	0	0	31.5	26.1	5.2
0	0	0	0	32.3	26.7	5.4
0	0	0	0	31.2	25.4	5.6
0	0	0	0	29.7	22.8	6.6
0	0	0	0	30.2	23.3	6.6
0	0	0	0	31.2	25.1	5.8

MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0	0	0	0	31.2	25.1	5.8

Parcel details

J. J & D Cowking

Parcel ID: SD7454 6386

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	1.66
Total area (ha)	1.66



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	1.66
Total area	1.66

Parcel details

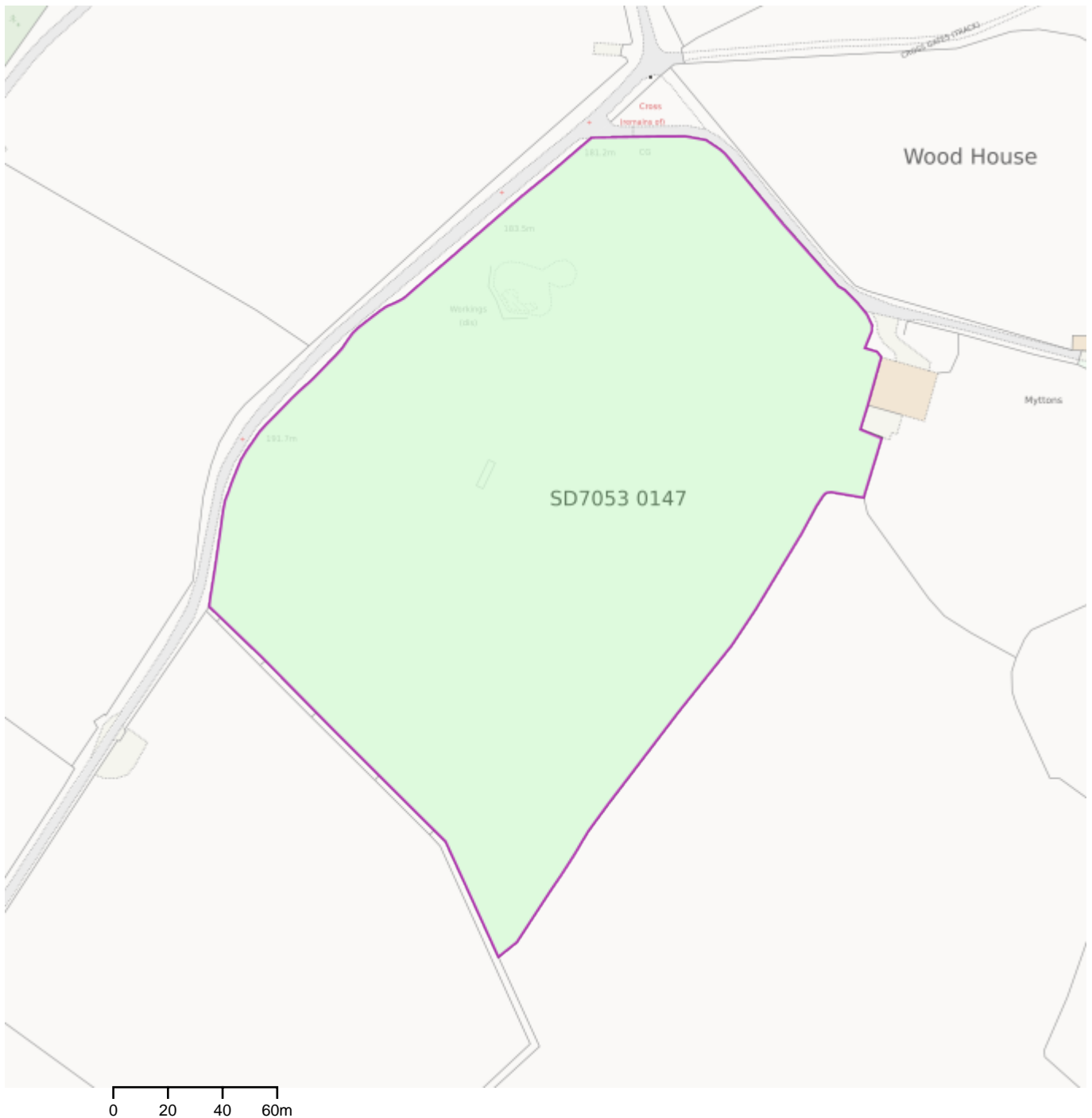
J. J & D Cowking

Parcel ID: SD7053 0147

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	4.16
Total area (ha)	4.16



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	4.16
Total area	4.16

Parcel details

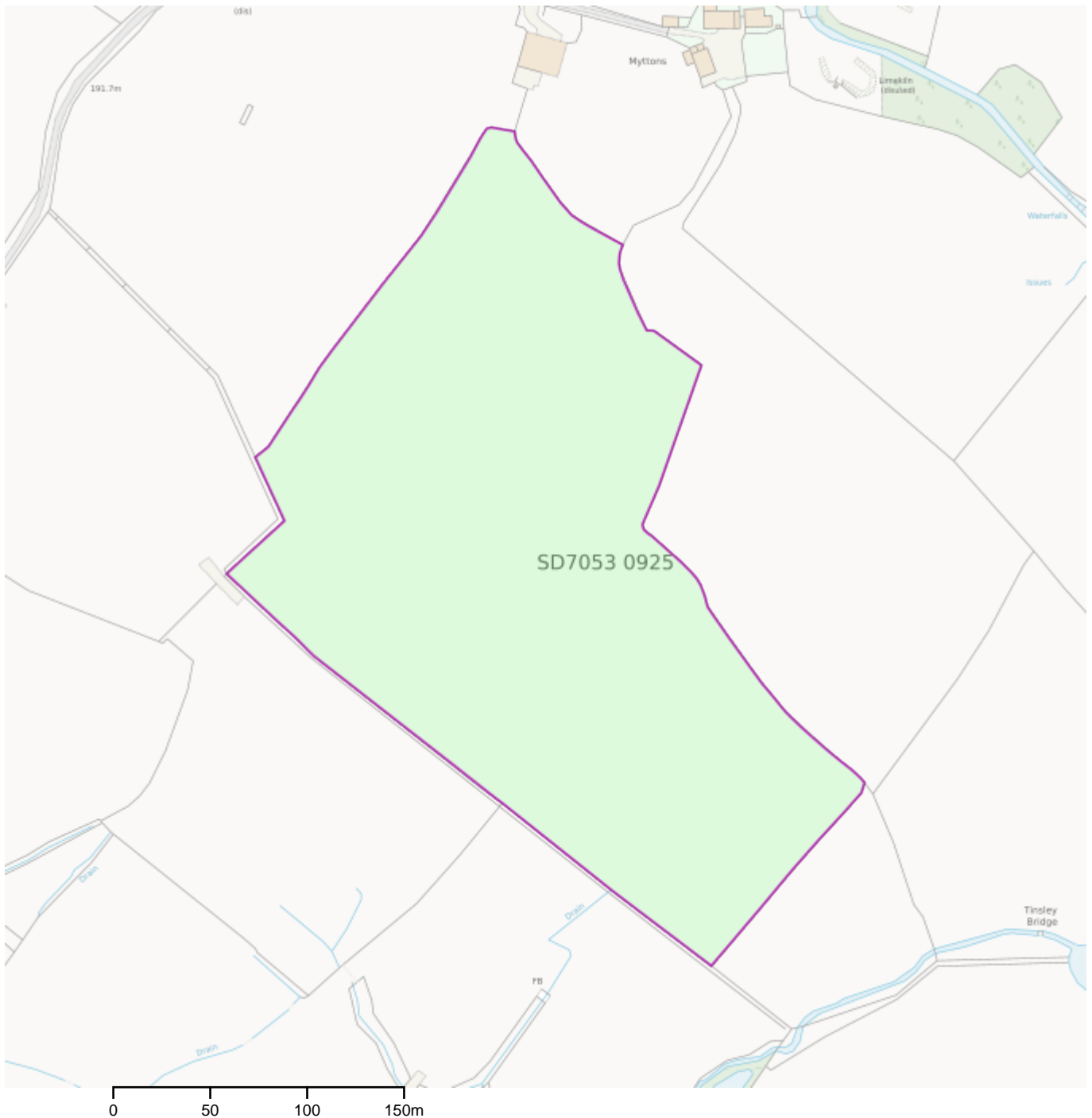
J. J & D Cowking

Parcel ID: SD7053 0925

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	6.68
Total area (ha)	6.68



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	6.68
Total area	6.68

Parcel details

J. J & D Cowking

Parcel ID: SD7053 1745

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.83
Total area (ha)	0.84



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Hard Standings	0.01
Permanent Grassland	0.83
Total area	0.84

Parcel details

J. J & D Cowking

Parcel ID: SD7053 1756

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	1.75
Total area (ha)	1.75



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	1.75
Total area	1.75

Parcel details

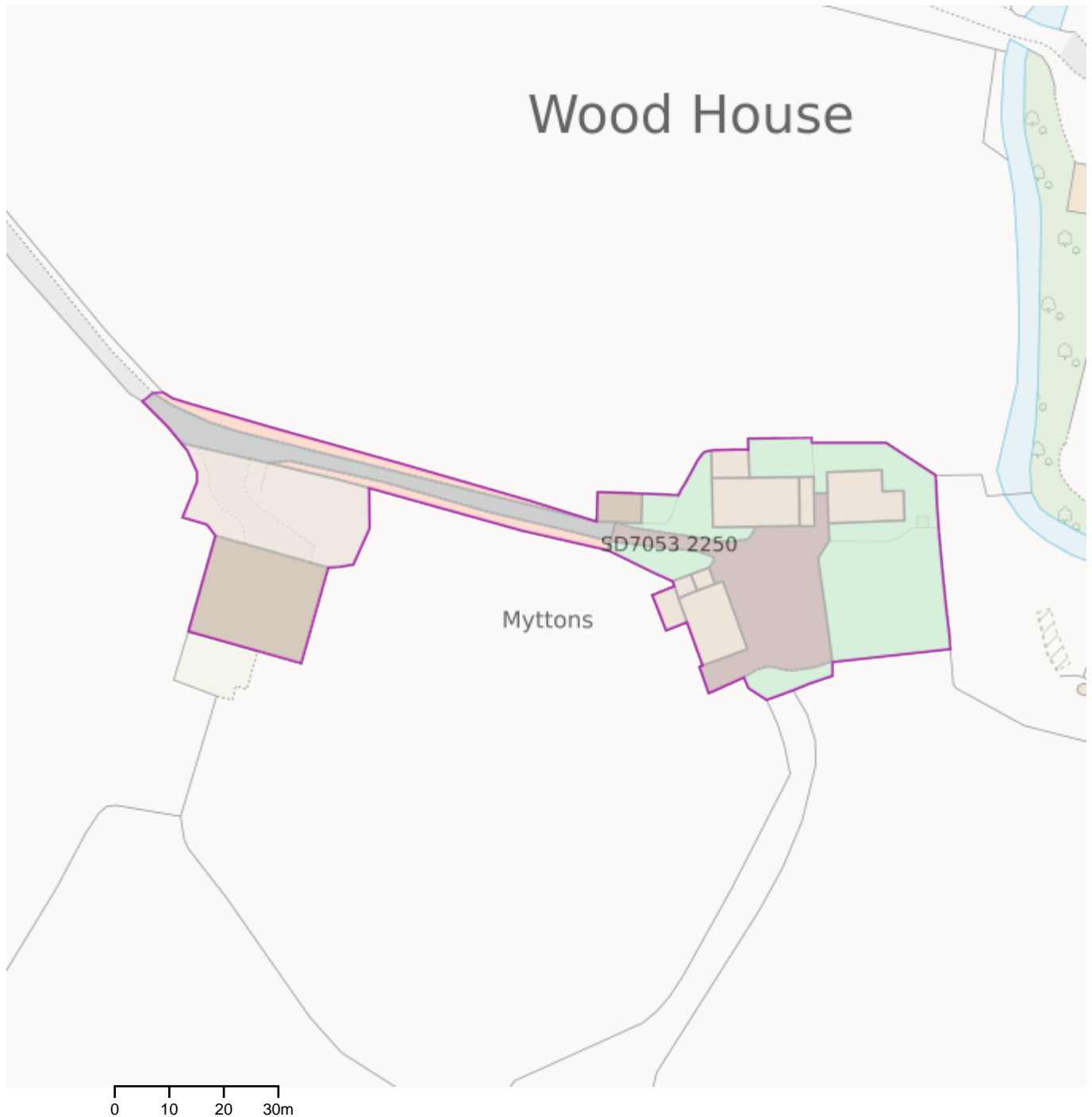
J. J & D Cowking

Parcel ID: SD7053 2250

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.00
Total area (ha)	0.36



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Scrub - Ungrazeable	0.01
Residential Gardens	0.01
Metalled track	0.03
Farmyards	< 0.01
Farmyards	0.01
Farm Building	< 0.01
Farmyards	0.01
Scrub - Ungrazeable	0.01
Farmyards	< 0.01
Residential Gardens	0.08
Farmyards	< 0.01
Farm Building	0.04
Farmyards	< 0.01
Hard Standings	0.06
Farmyards	< 0.01
Farmyards	0.01
Residential Gardens	0.01
Farmyards	0.05
Total area	0.36

Parcel details

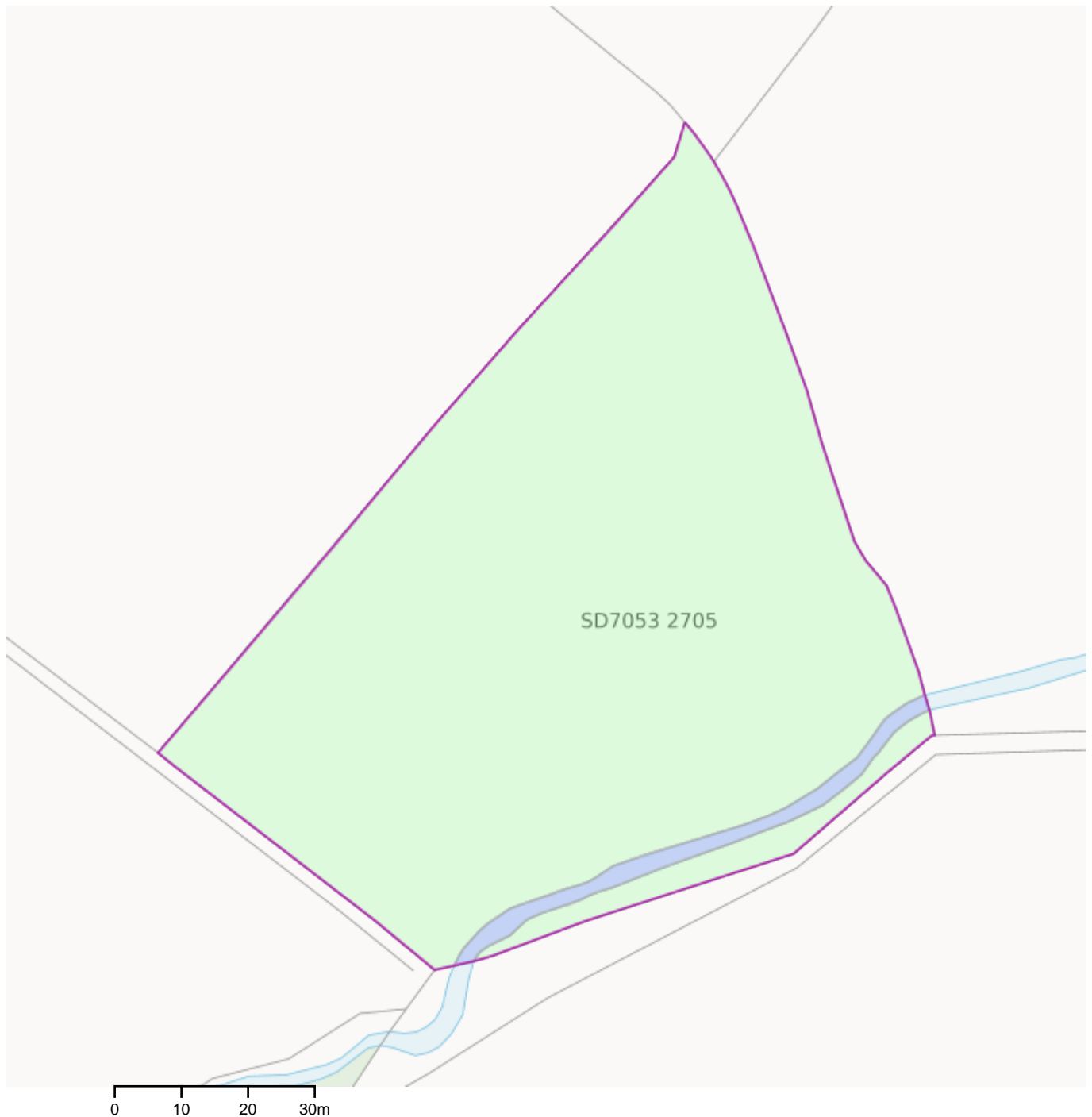
J. J & D Cowking

Parcel ID: SD7053 2705

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.75
Total area (ha)	0.77



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.72
Permanent Grassland	0.03
Rivers and streams type 2	0.02
Total area	0.77

Parcel details

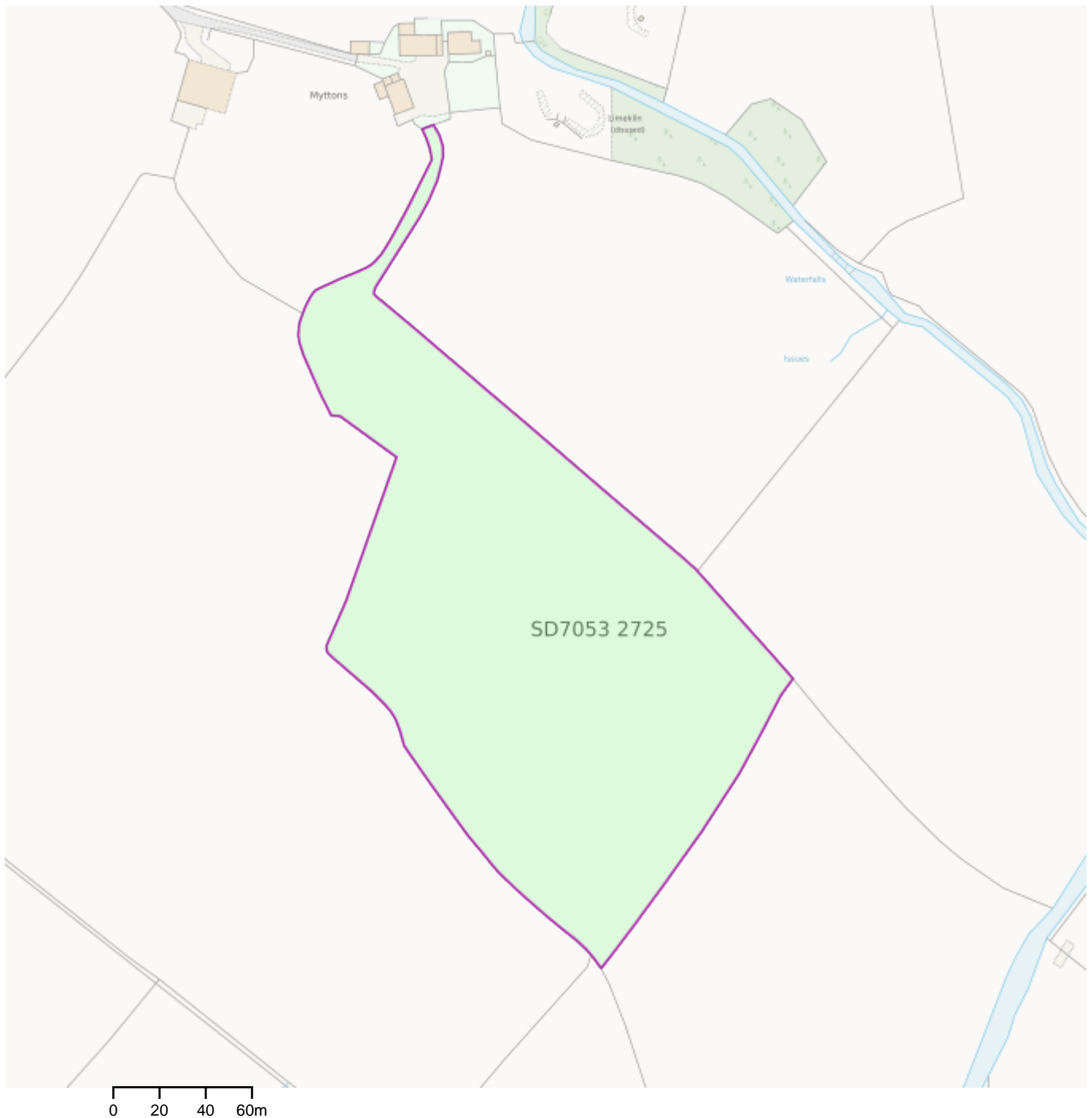
J. J & D Cowking

Parcel ID: SD7053 2725

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	3.13
Total area (ha)	3.13



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	3.13
Total area	3.13

Parcel details

J. J & D Cowking

Parcel ID: SD7053 3139

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	2.36
Total area (ha)	2.36



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	2.36
Total area	2.36

Parcel details

J. J & D Cowking

Parcel ID: SD7053 3246

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.38
Total area (ha)	0.46



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.01
Permanent Grassland	0.37
Rivers and streams type 3	0.08
Total area	0.46

Parcel details

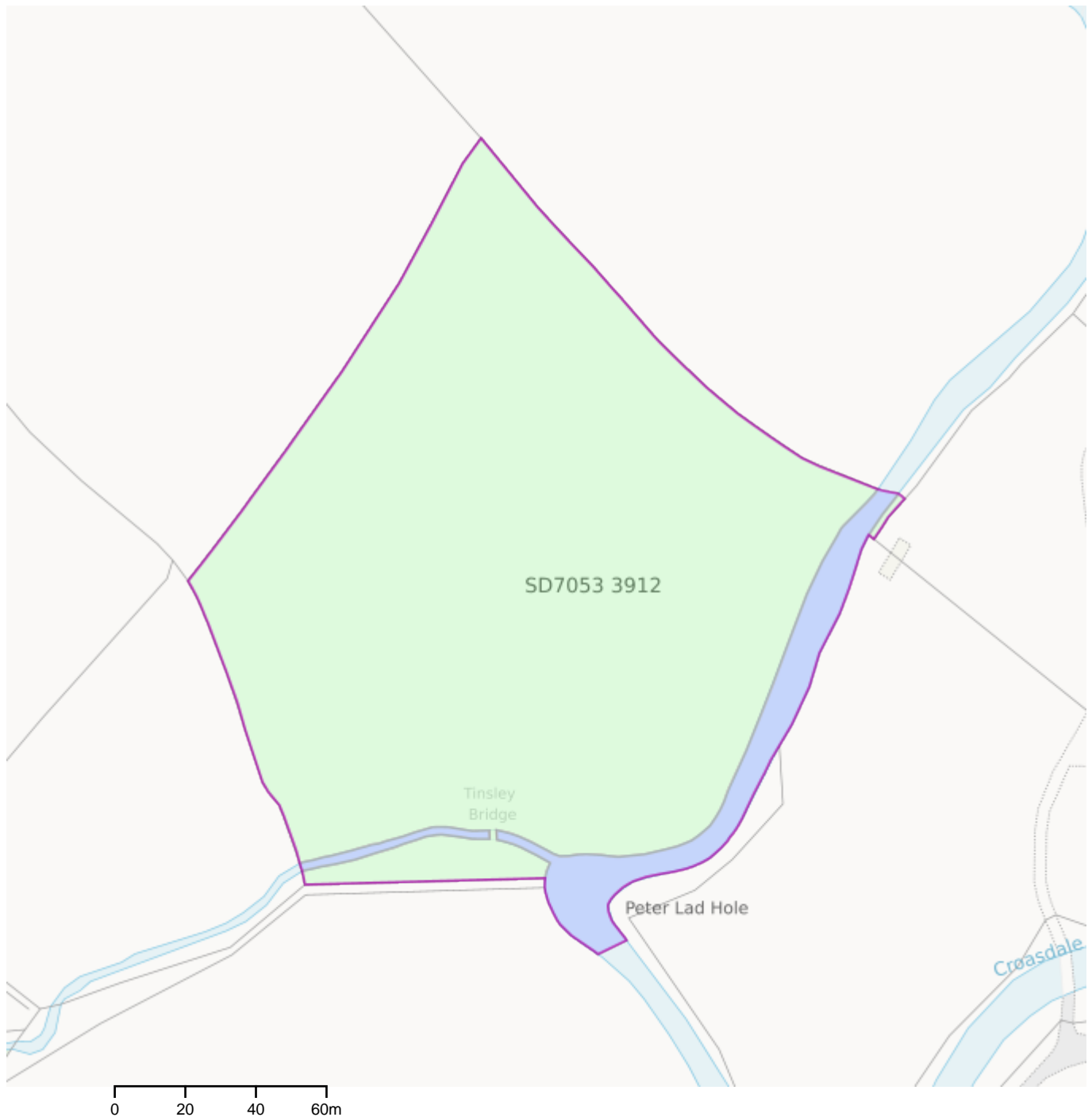
J. J & D Cowking

Parcel ID: SD7053 3912

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	2.38
Total area (ha)	2.55



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	< 0.01
Permanent Grassland	2.37
Rivers and streams type 3	0.01
Rivers and streams type 3	0.16
Total area	2.55

Parcel details

J. J & D Cowking

Parcel ID: SD7053 4526

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	3.11
Total area (ha)	3.30



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.02
Permanent Grassland	0.04
Permanent Grassland	0.06
Permanent Grassland	2.99
Rivers and streams type 3	0.19
Total area	3.30

Parcel details

J. J & D Cowking

Parcel ID: SD7253 6398

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	8.81
Total area (ha)	8.97



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.97
Permanent Grassland	7.84
Rivers and streams type 3	0.16
Scrub - Ungrazeable	0.01
Total area	8.97

Parcel details

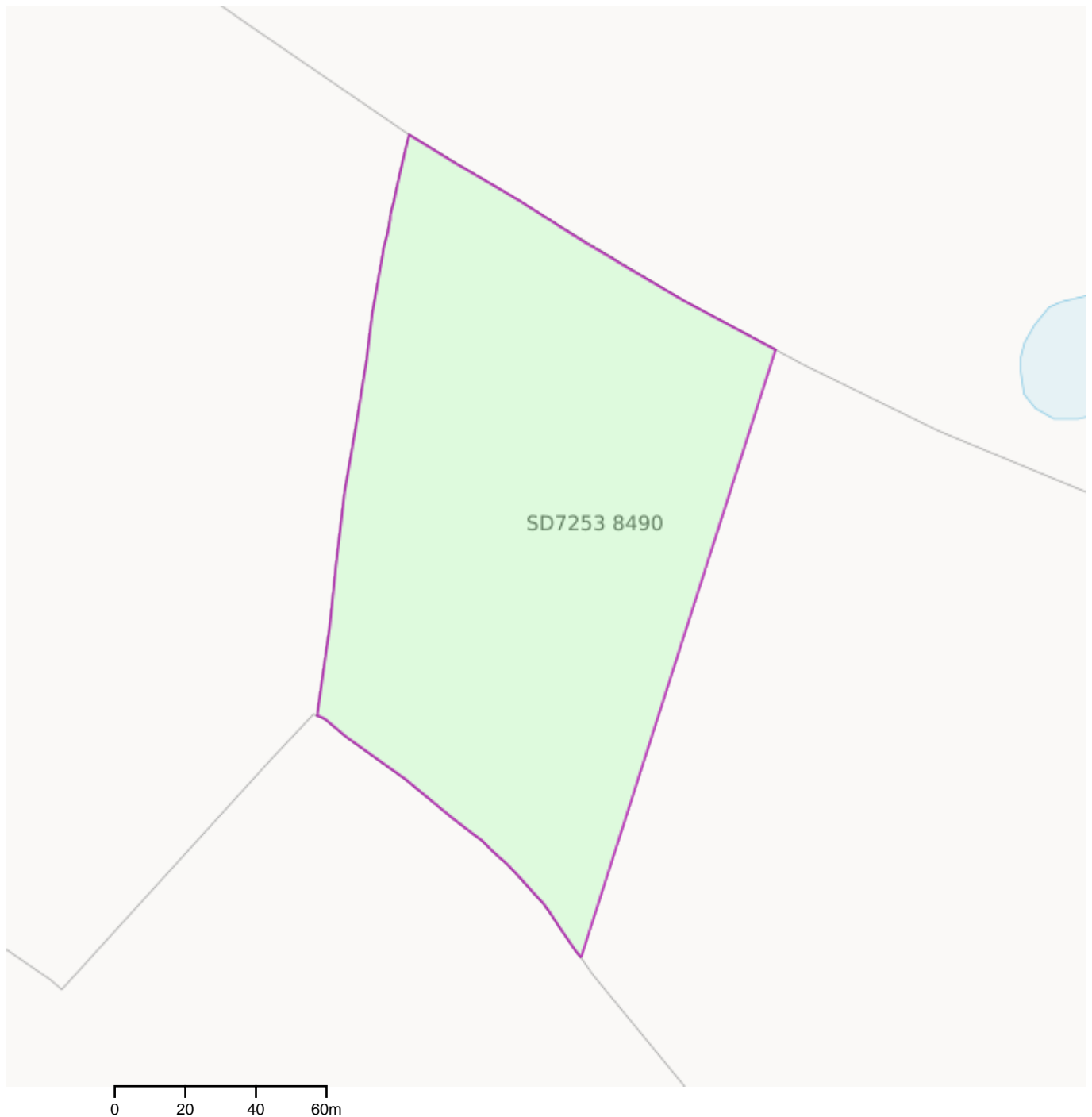
J. J & D Cowking

Parcel ID: SD7253 8490

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	1.75
Total area (ha)	1.75



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	1.75
Total area	1.75

Parcel details

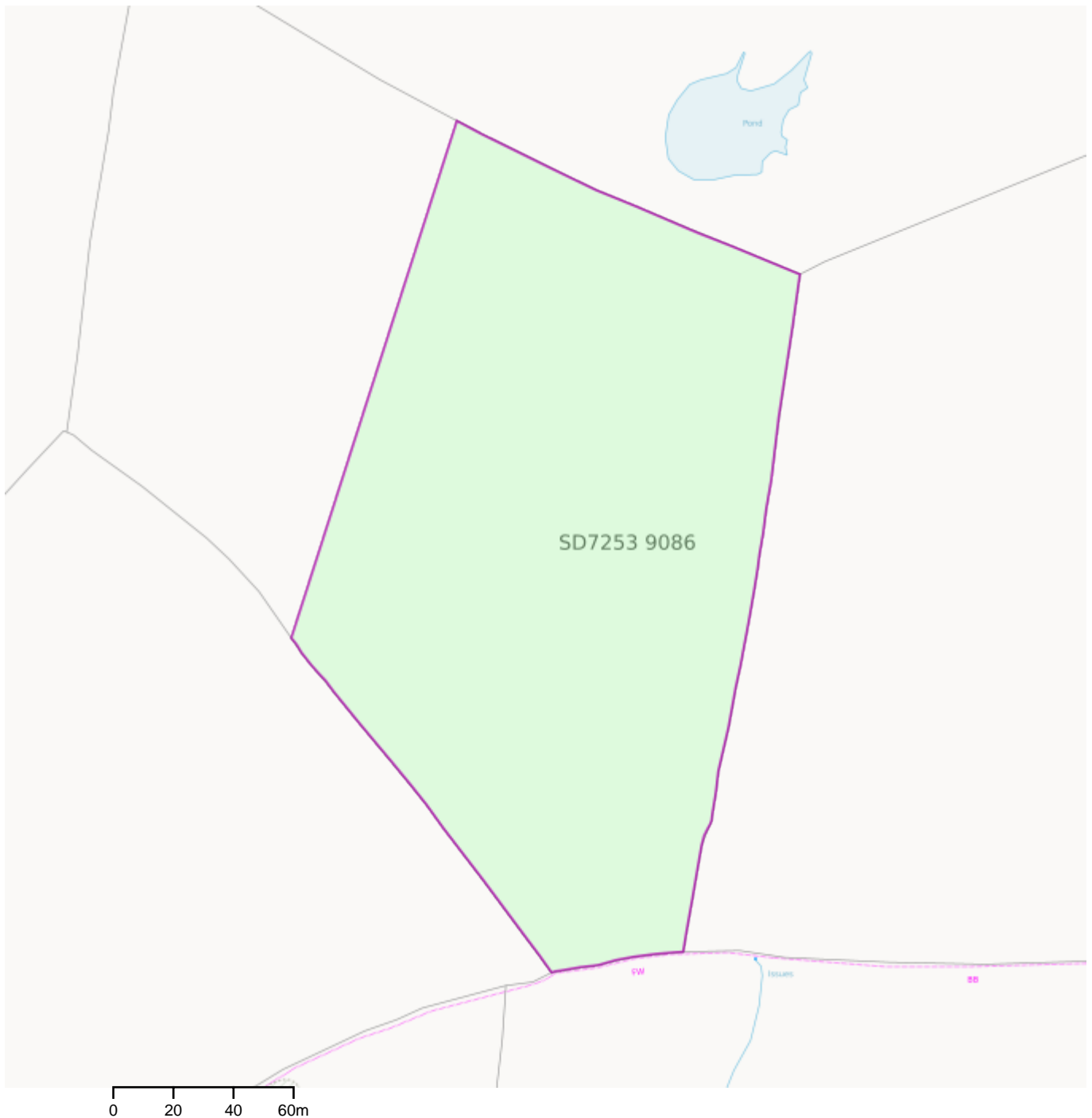
J. J & D Cowking

Parcel ID: SD7253 9086

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	3.07
Total area (ha)	3.07



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	3.07
Total area	3.07

Parcel details

J. J & D Cowking

Parcel ID: SD7254 8533

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.00
Total area (ha)	0.52



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Woodland	0.52
Total area	0.52

Parcel details

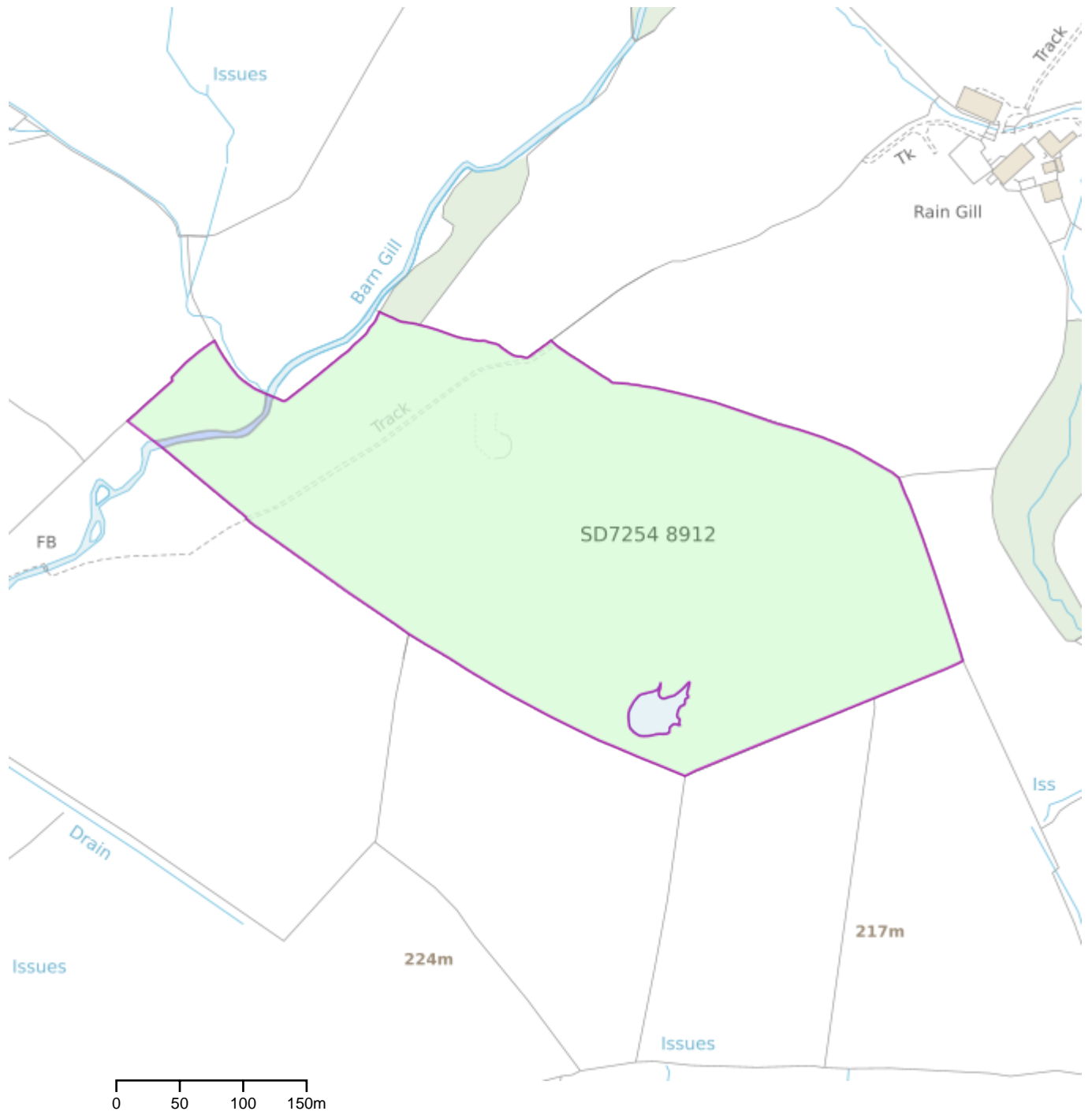
J. J & D Cowking

Parcel ID: SD7254 8912

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	13.17
Total area (ha)	13.23



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	12.72
Rivers and streams type 3	0.05
Permanent Grassland	0.46
Total area	13.23

Parcel details

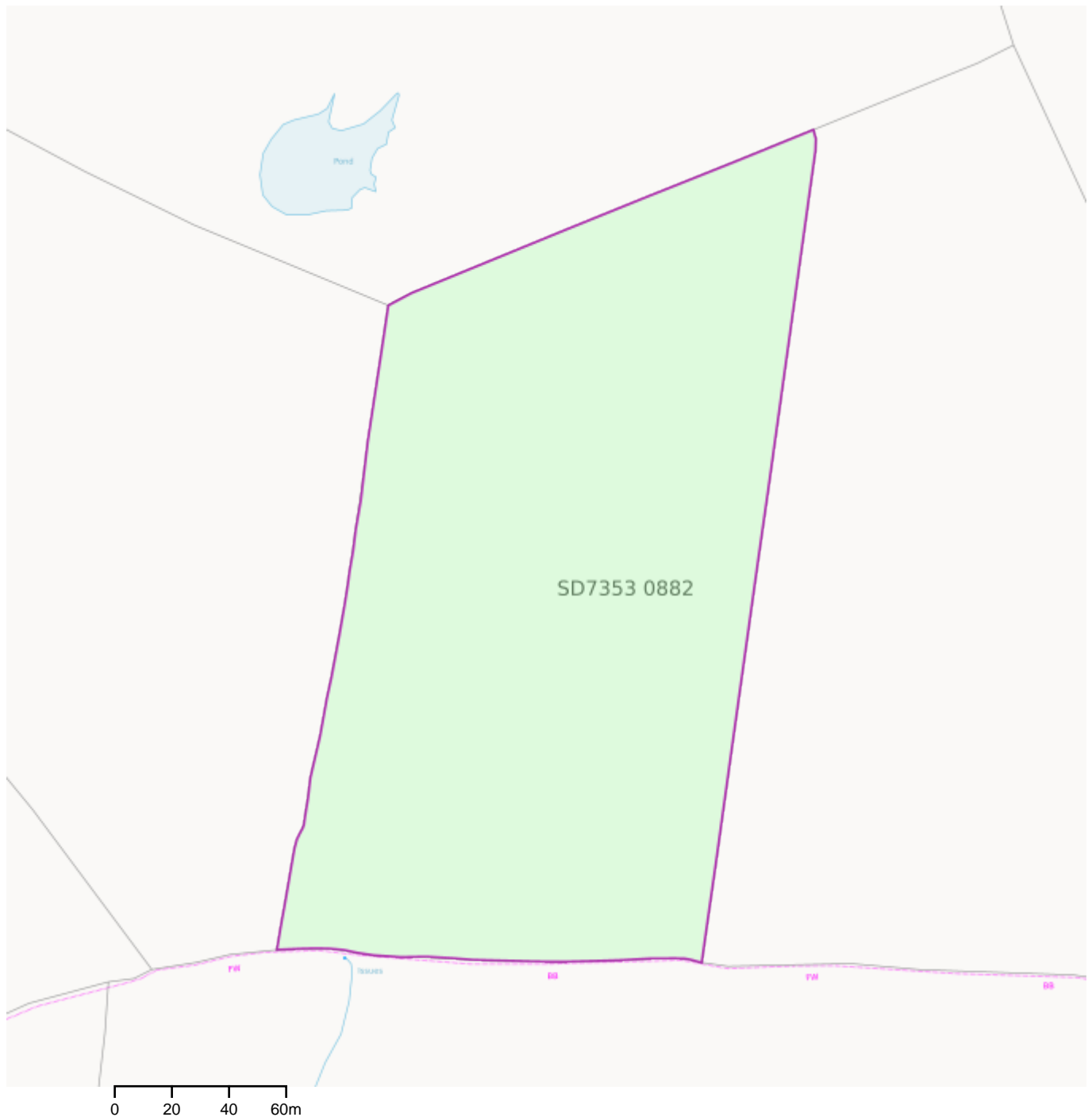
J. J & D Cowking

Parcel ID: SD7353 0882

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	3.73
Total area (ha)	3.73



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	3.73
Total area	3.73

Parcel details

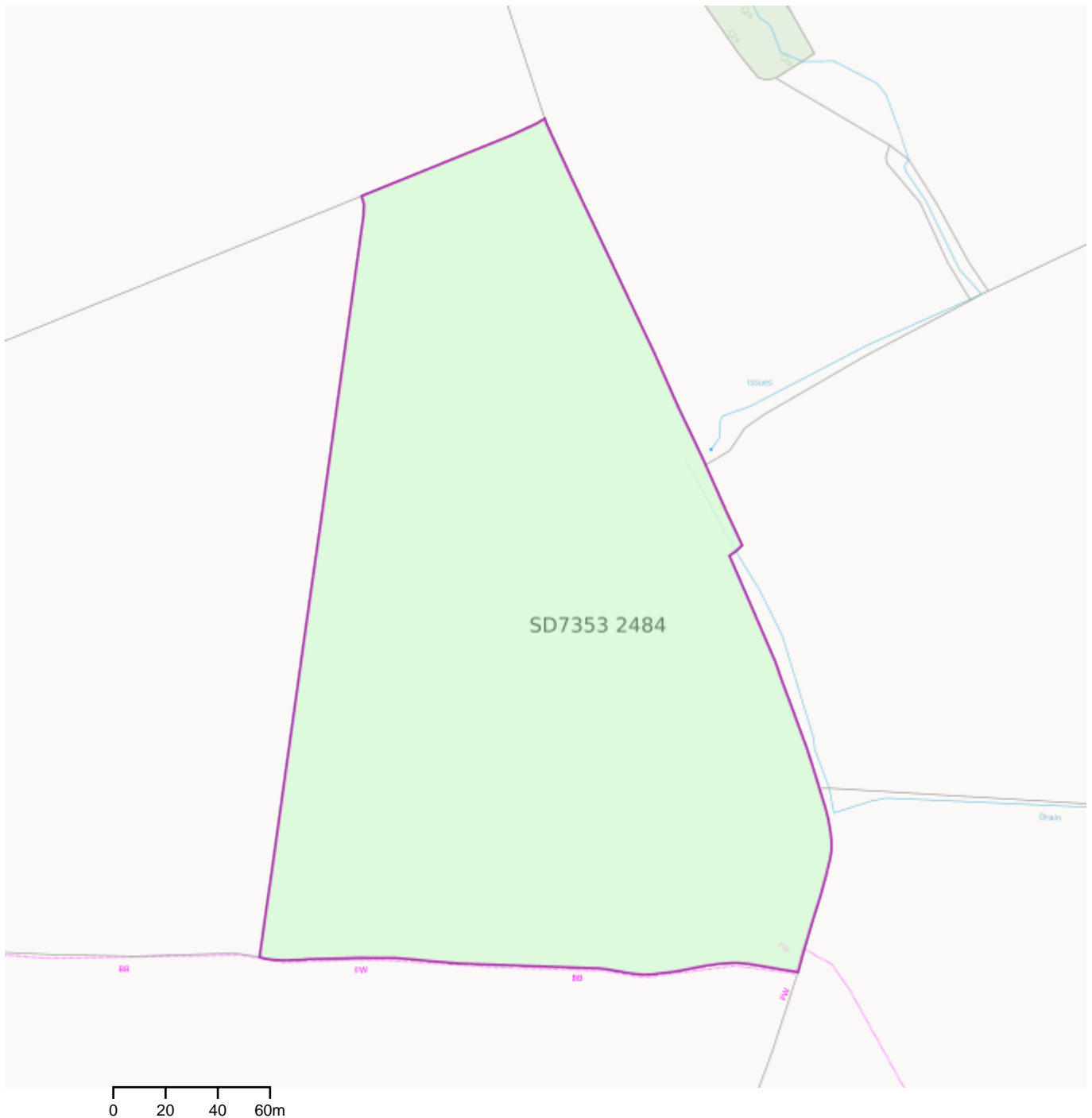
J. J & D Cowking

Parcel ID: SD7353 2484

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	4.86
Total area (ha)	4.86



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	4.86
Total area	4.86

Parcel details

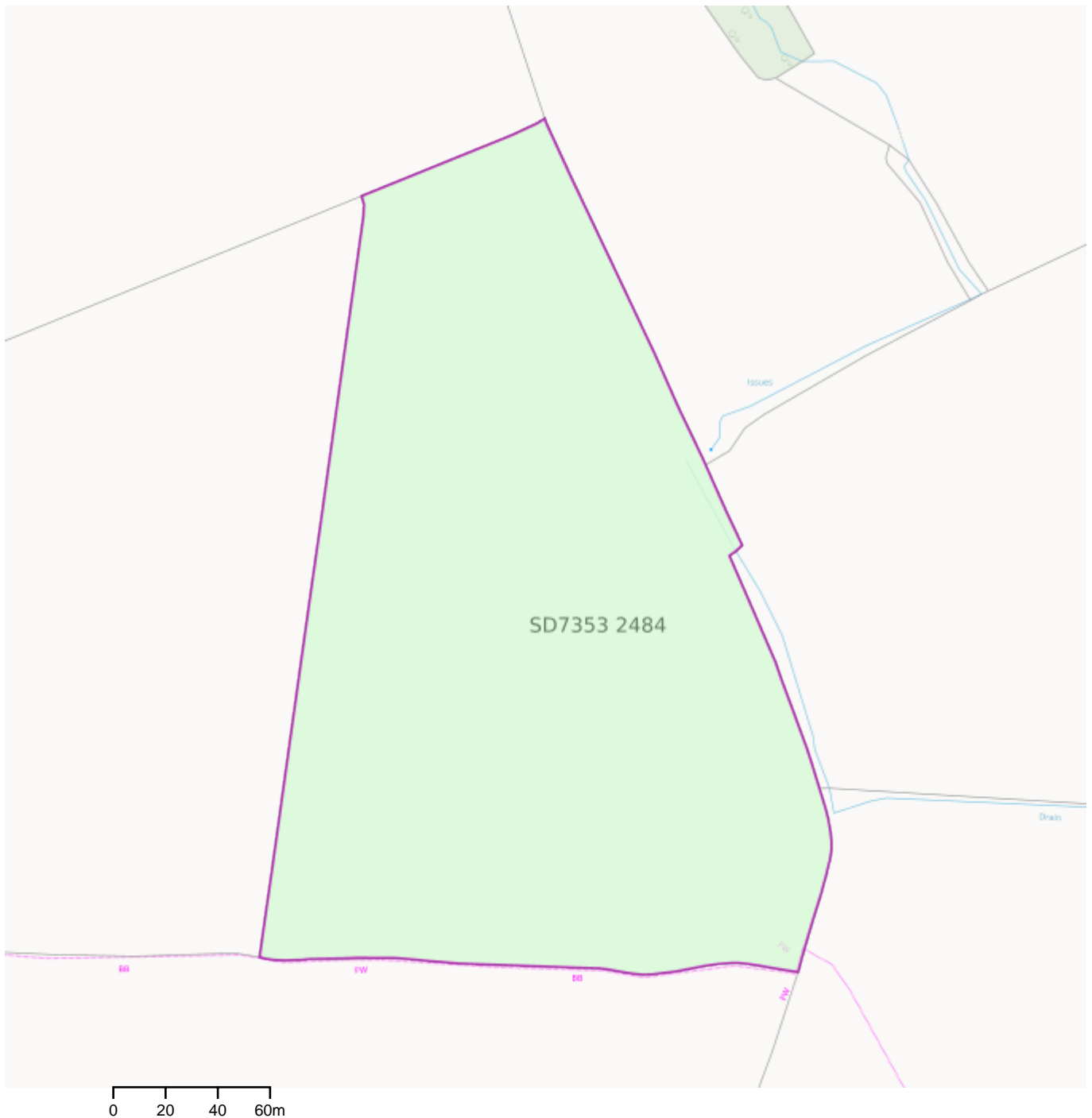
J. J & D Cowking

Parcel ID: SD7353 2484

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	4.86
Total area (ha)	4.86



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	4.86
Total area	4.86

Parcel details

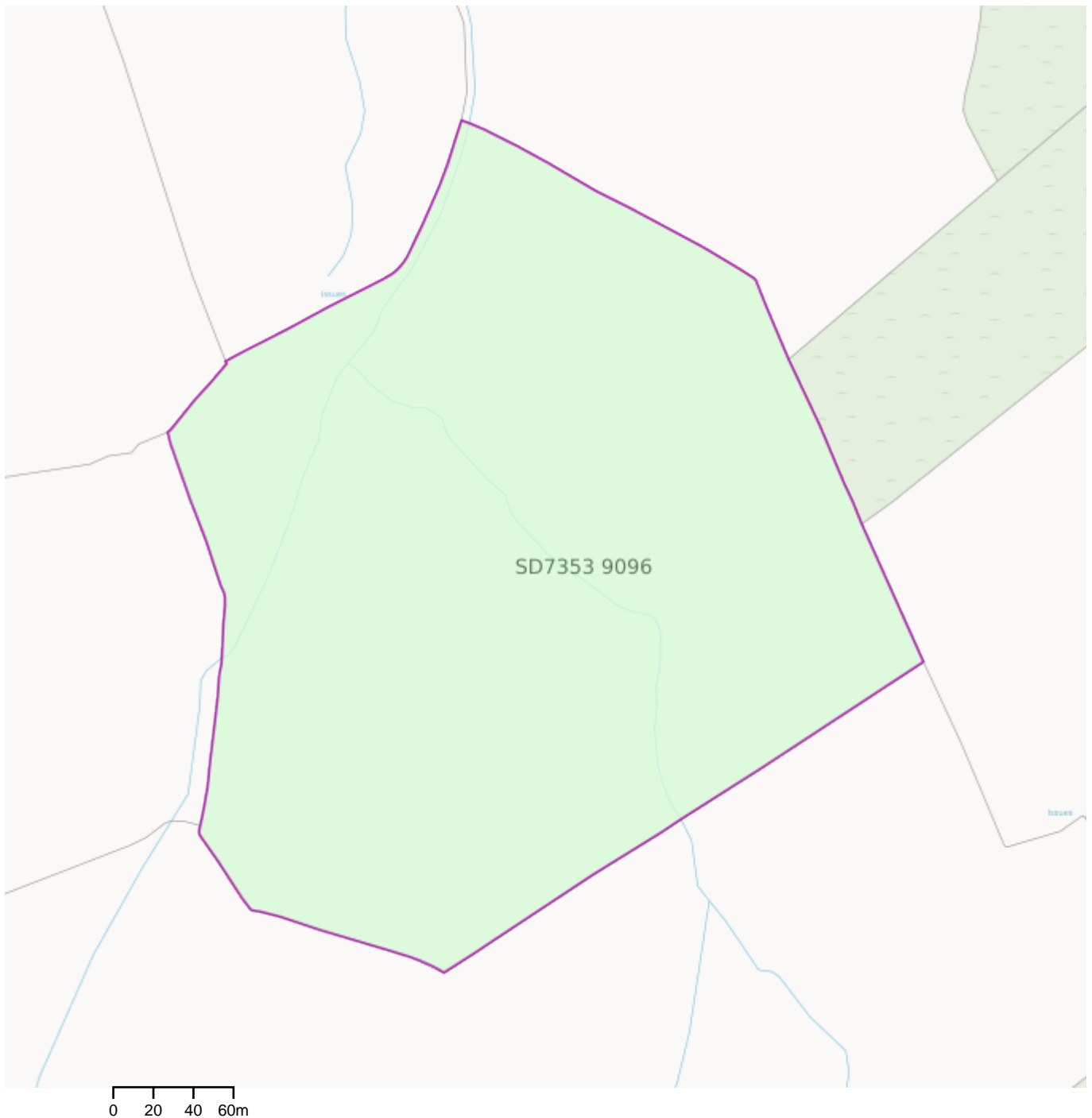
J. J & D Cowking

Parcel ID: SD7353 9096

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	9.98
Total area (ha)	9.98



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	9.98
Total area	9.98

Parcel details

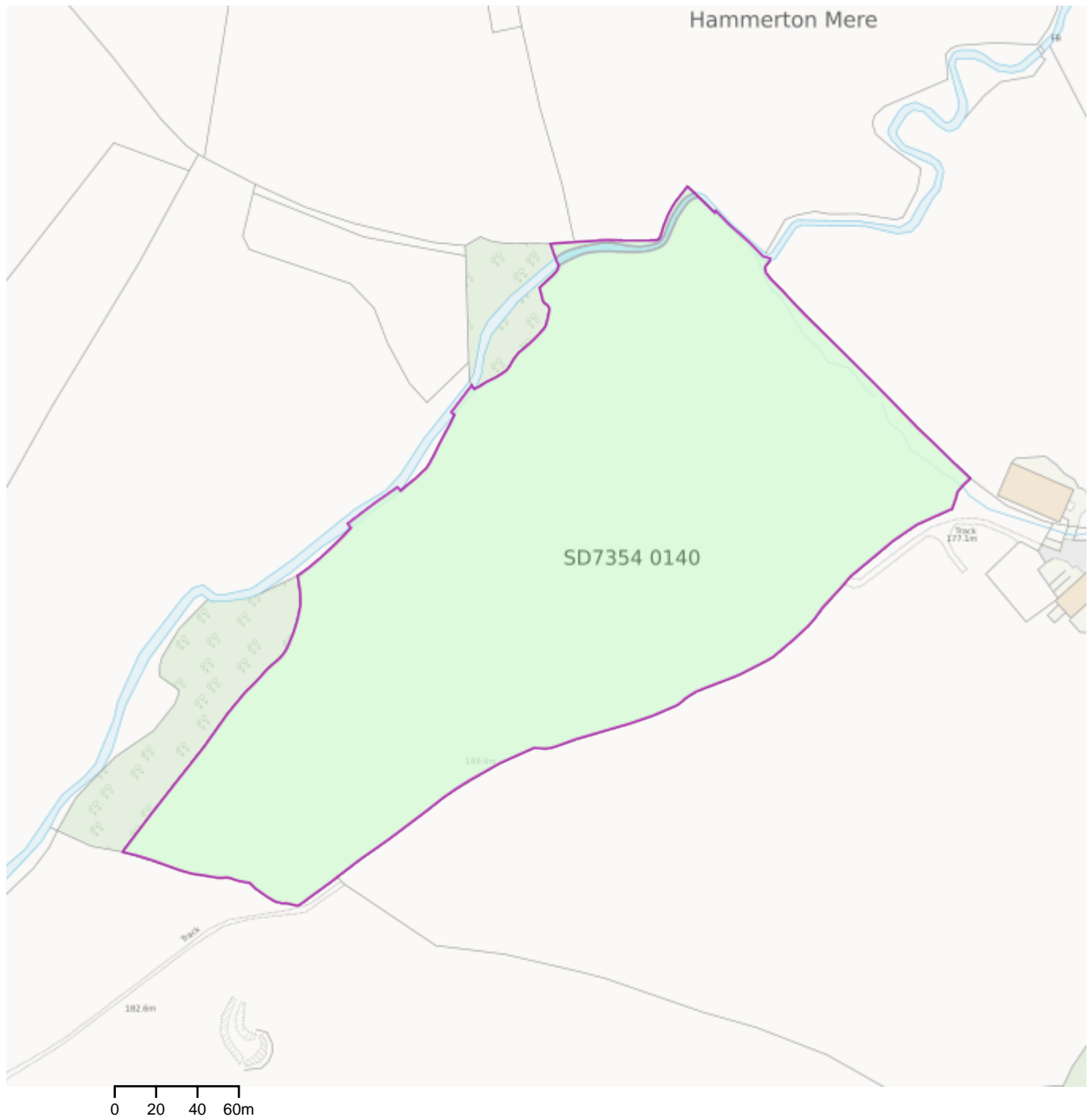
J. J & D Cowking

Parcel ID: SD7354 0140

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	6.00
Total area (ha)	6.02



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Drain/Ditch/Dyke	0.03
Permanent Grassland	0.02
Permanent Grassland	5.98
Total area	6.02

Parcel details

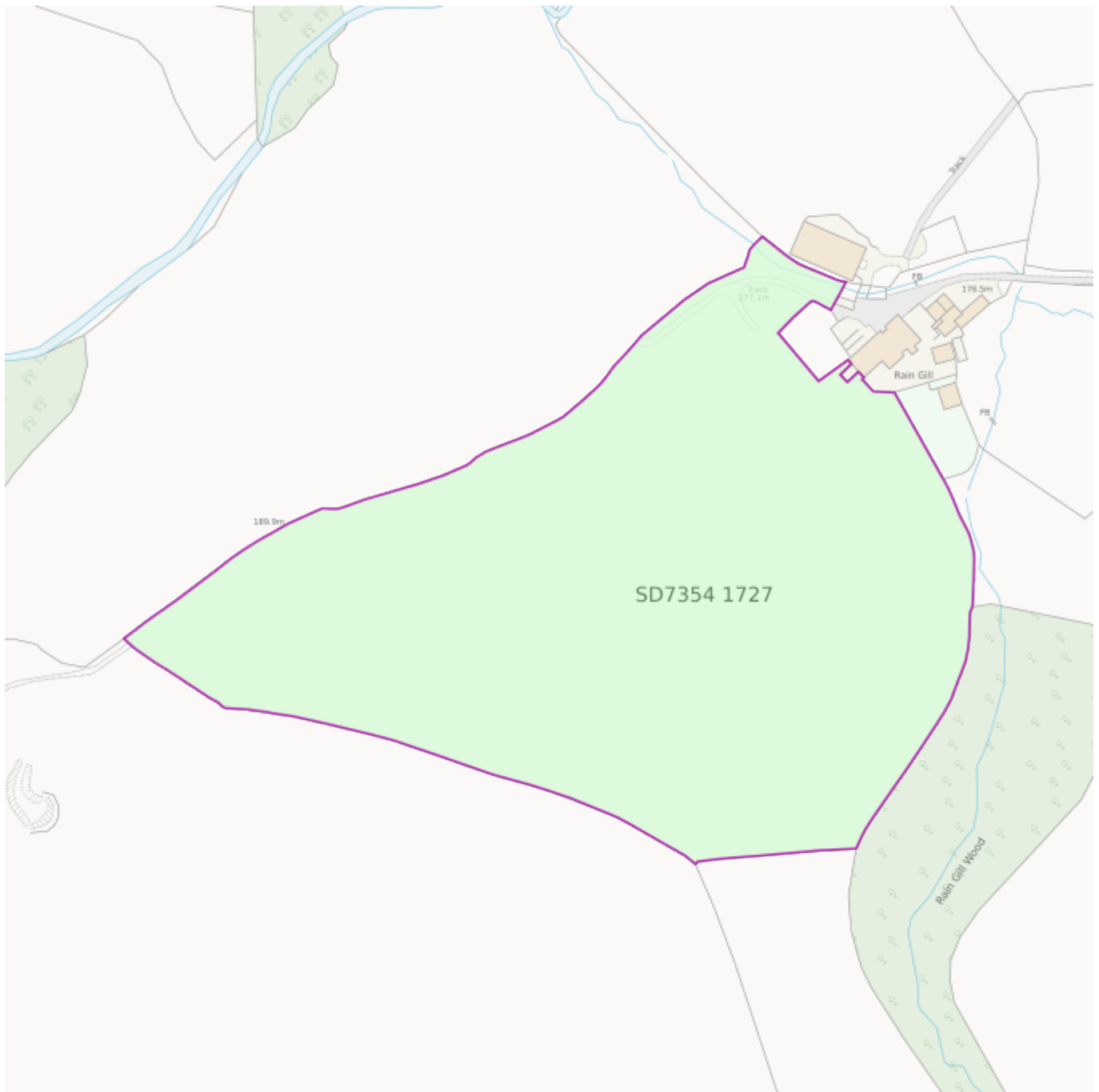
J. J & D Cowking

Parcel ID: SD7354 1727

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	6.50
Total area (ha)	6.50



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	6.50
Total area	6.50

Parcel details

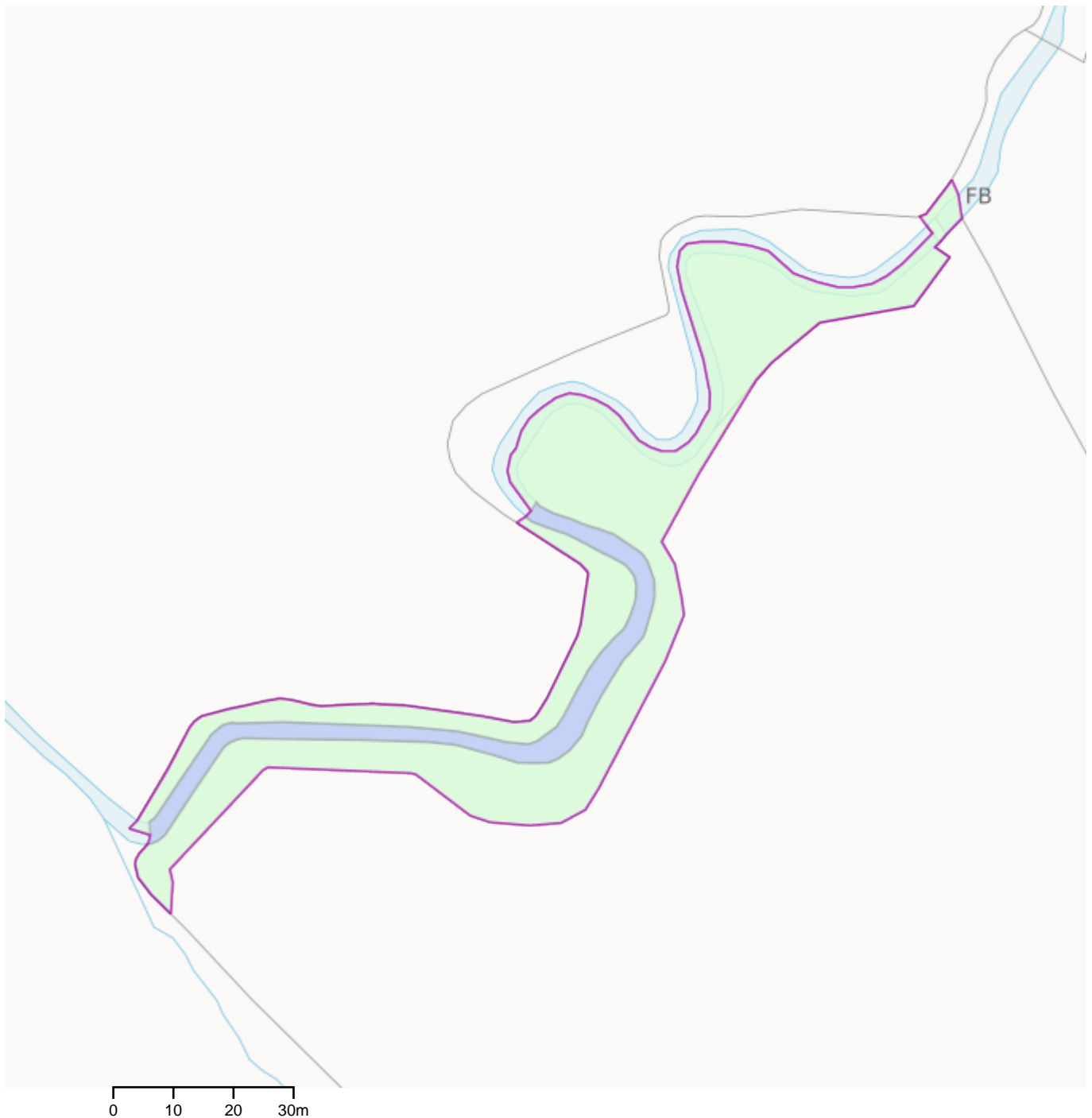
J. J & D Cowking

Parcel ID: SD7354 2060

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.24
Total area (ha)	0.28



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Rivers and streams type 2	0.04
Permanent Grassland	0.05
Permanent Grassland	0.20
Total area	0.28

Parcel details

J. J & D Cowking

Parcel ID: SD7354 2452

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	2.58
Total area (ha)	2.58



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	2.58
Total area	2.58

Parcel details

J. J & D Cowking

Parcel ID: SD7354 2539

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.07
Total area (ha)	0.07



0 2 4 6m

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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.07
Total area	0.07

Parcel details

J. J & D Cowking

Parcel ID: SD7354 2901

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	2.39
Total area (ha)	2.39



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	2.39
Total area	2.39

Parcel details

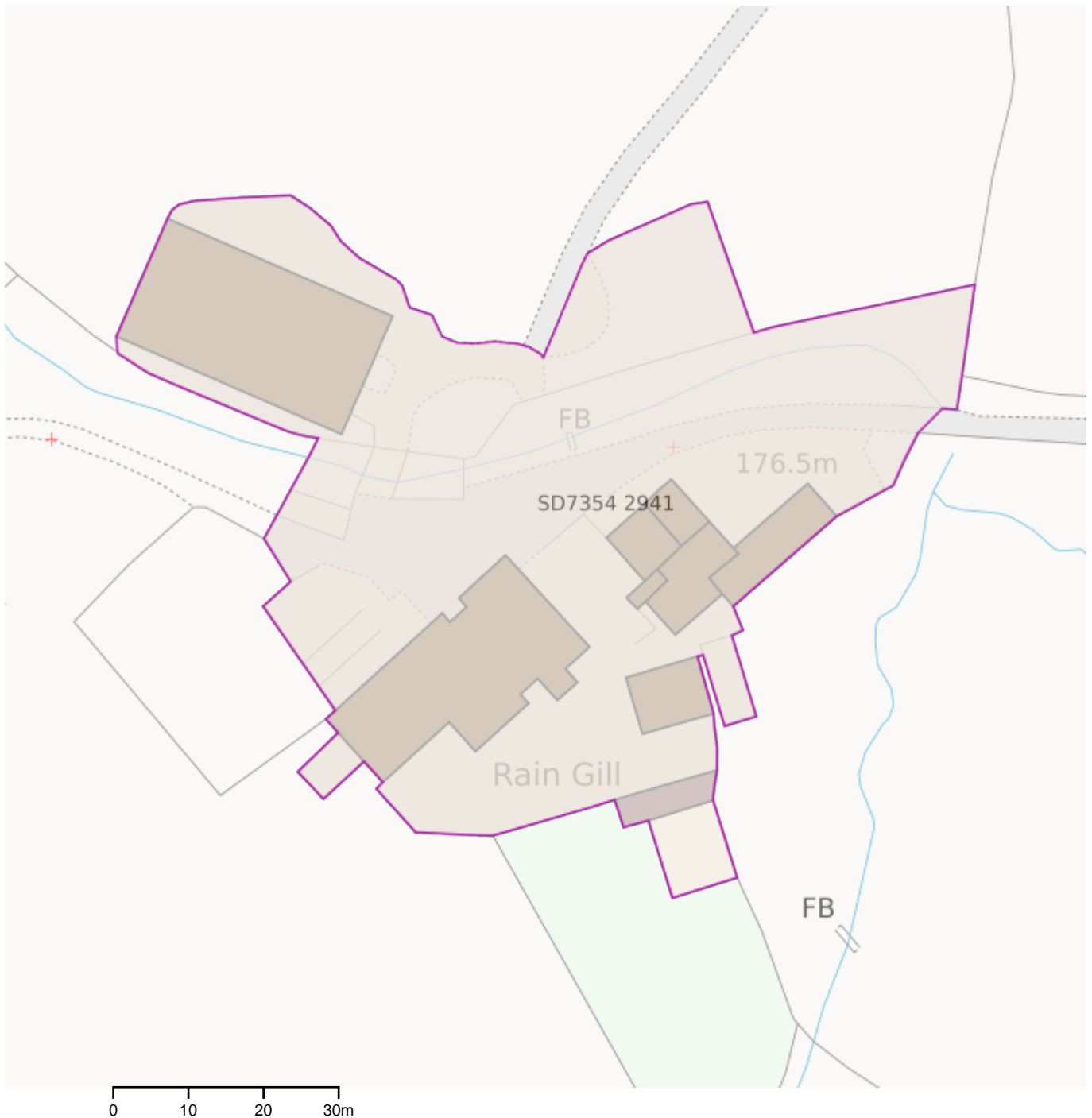
J. J & D Cowking

Parcel ID: SD7354 2941

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.00
Total area (ha)	0.56



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Farm Building	0.01
Farm Building	< 0.01
Farm Building	0.01
Farm Building	0.01
Farm Building	0.06
Farm Building	< 0.01
Residential dwelling, House	0.01
Hard Standings	0.01
Farmyards	< 0.01
Farmyards	0.40
Farm Building	0.05
Farm Building	0.01
Total area	0.56

Parcel details

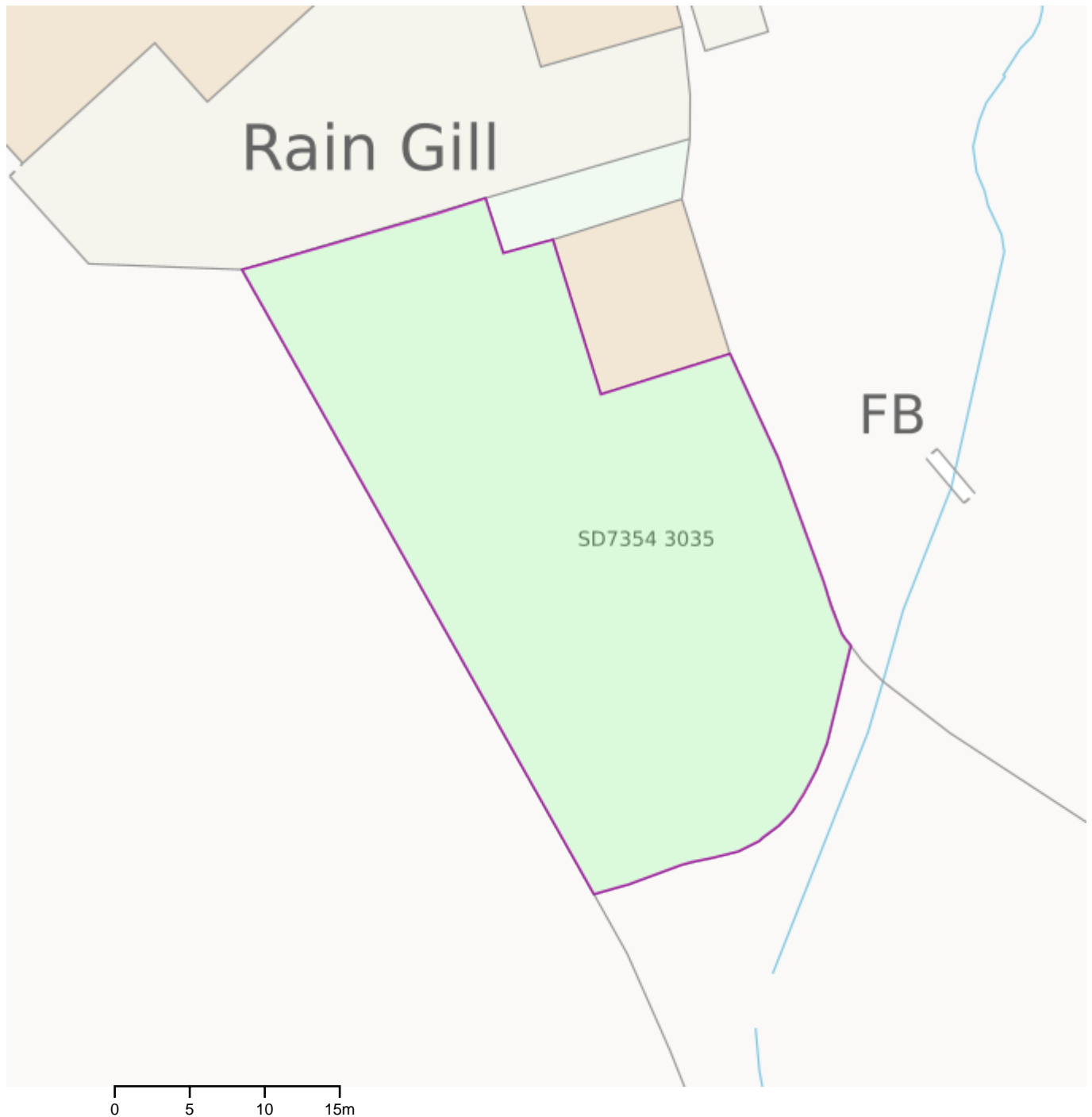
J. J & D Cowking

Parcel ID: SD7354 3035

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.10
Total area (ha)	0.10



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.10
Total area	0.10

Parcel details

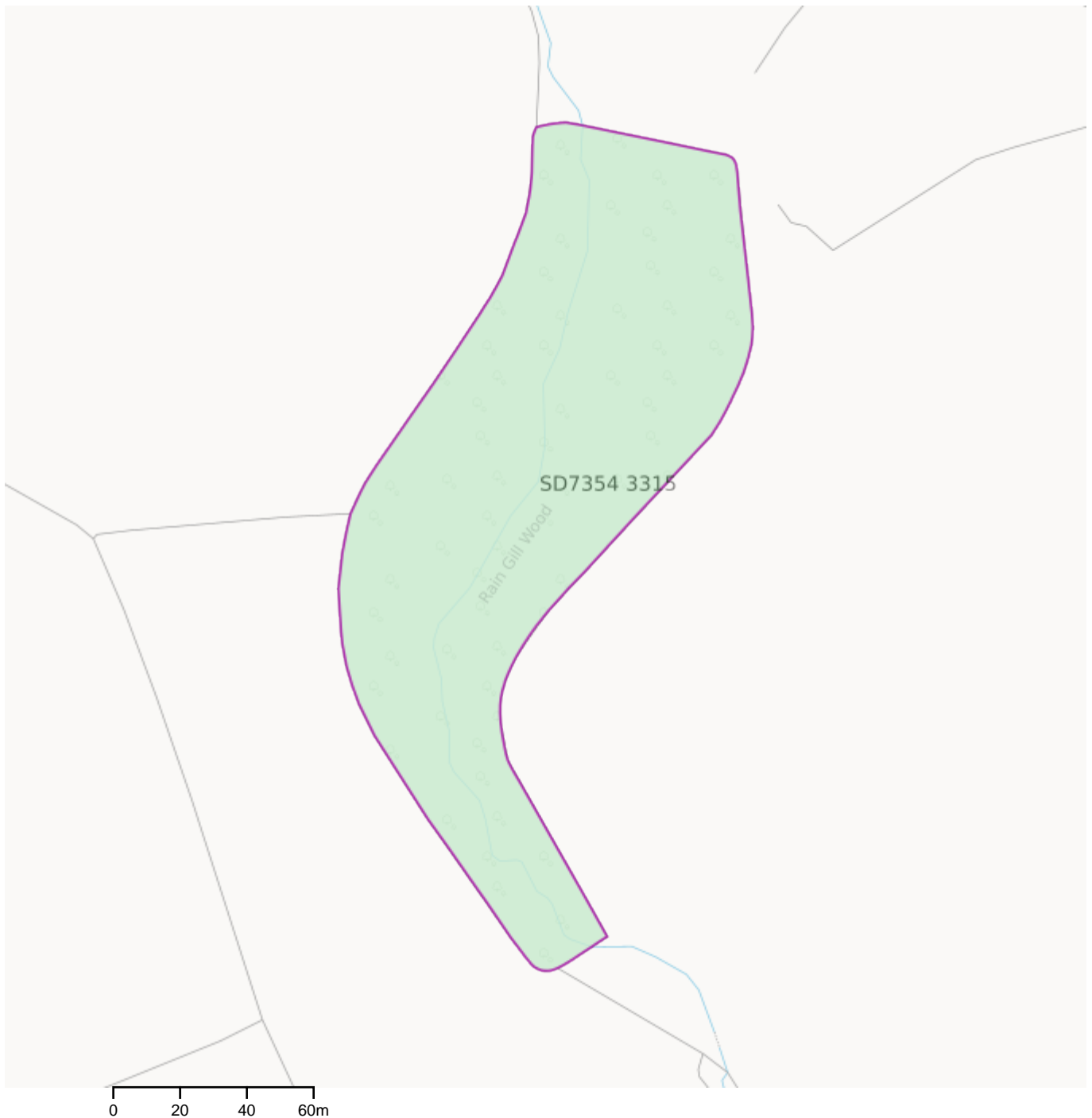
J. J & D Cowking

Parcel ID: SD7354 3315

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.00
Total area (ha)	1.51



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Woodland	1.51
Total area	1.51

Parcel details

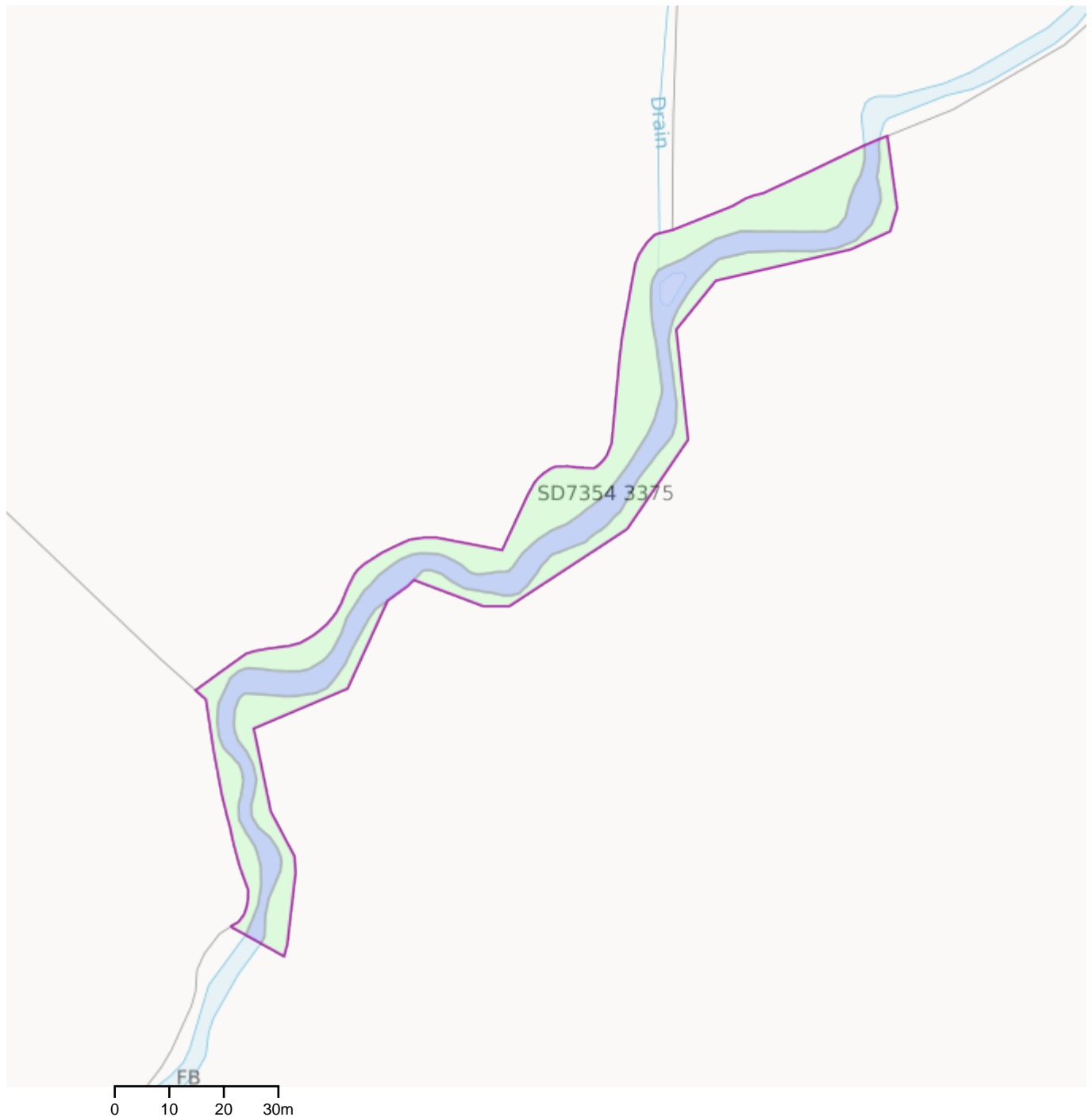
J. J & D Cowking

Parcel ID: SD7354 3375

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.16
Total area (ha)	0.25



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.03
Rivers and streams type 2	0.08
Permanent Grassland	0.02
Permanent Grassland	0.10
Total area	0.25

Parcel details

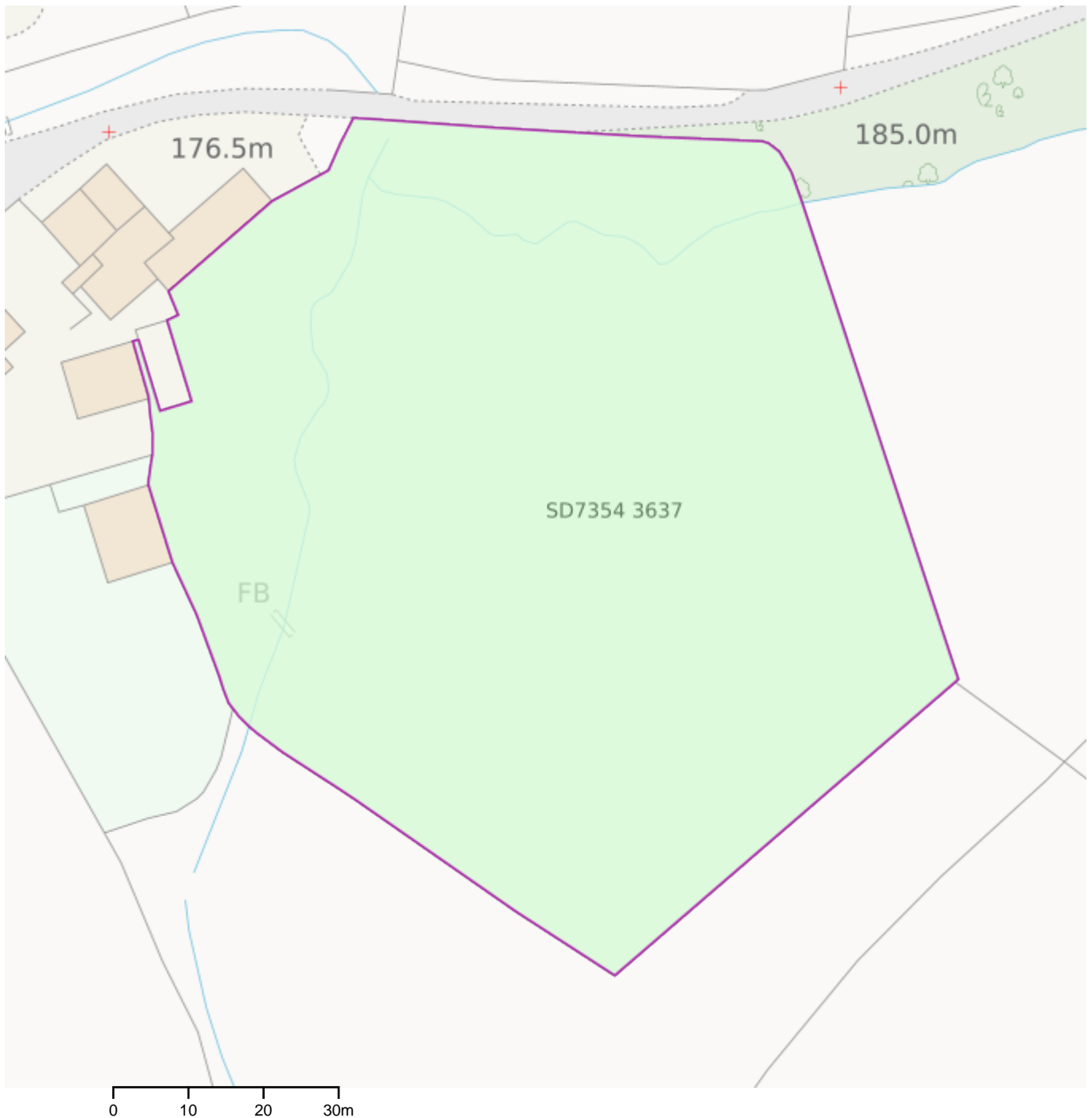
J. J & D Cowking

Parcel ID: SD7354 3637

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.85
Total area (ha)	0.85



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.85
Total area	0.85

Parcel details

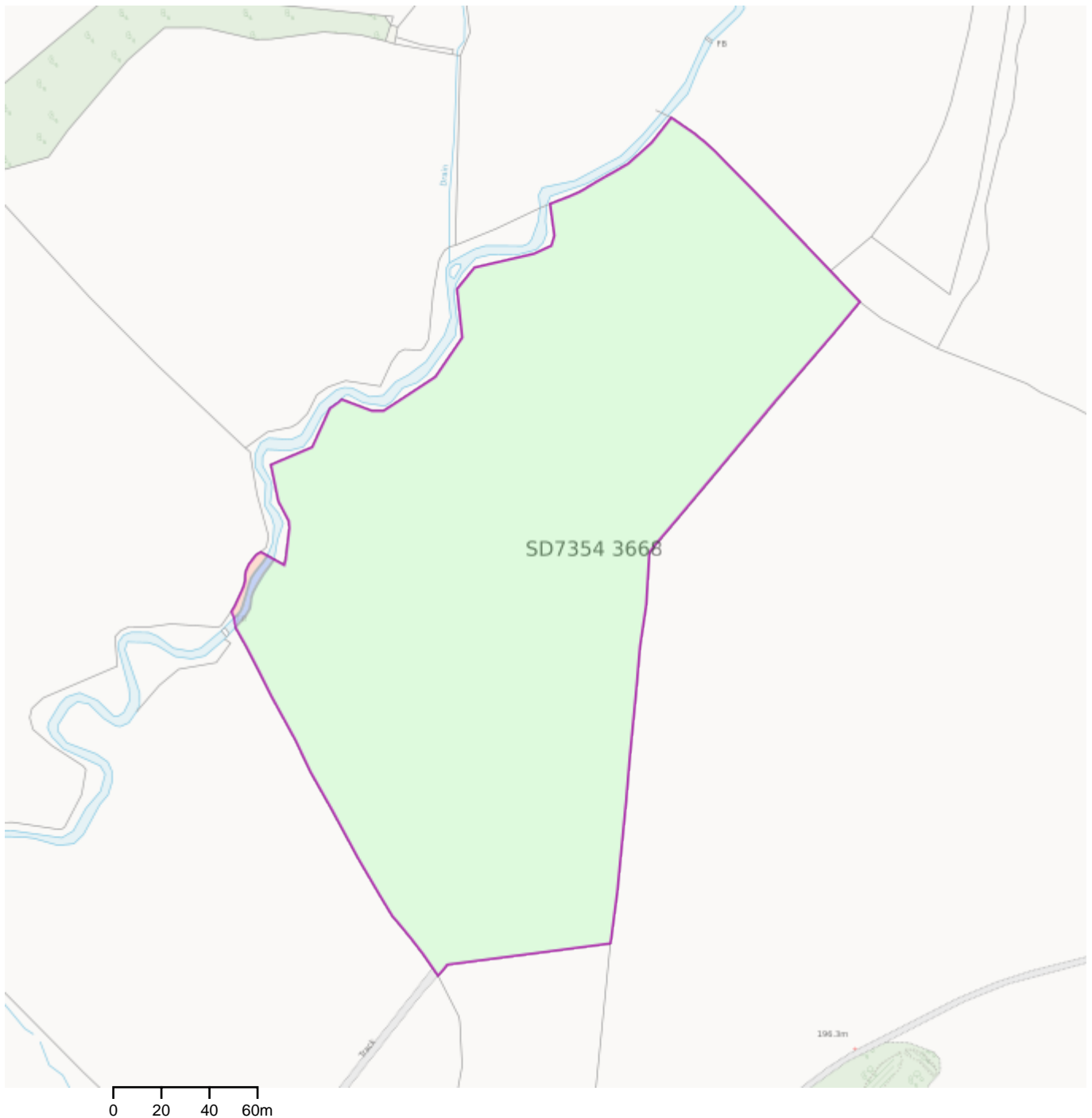
J. J & D Cowking

Parcel ID: SD7354 3668

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	4.60
Total area (ha)	4.62



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Rivers and streams type 2	0.01
Permanent Grassland	4.60
Scrub - Ungrazeable	0.01
Total area	4.62

Parcel details

J. J & D Cowking

Parcel ID: SD7354 3847

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.54
Total area (ha)	0.54



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.54
Total area	0.54

Parcel details

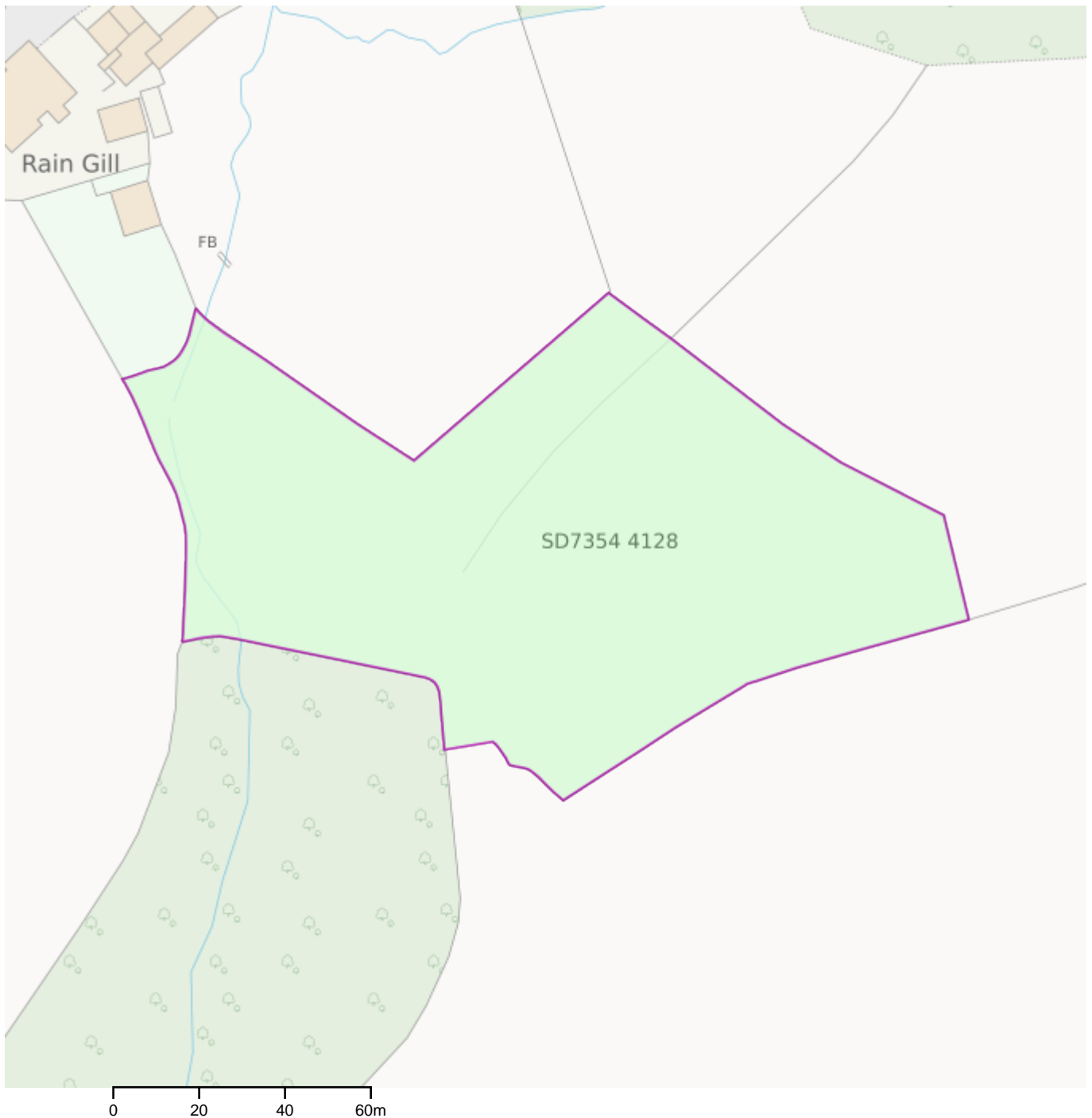
J. J & D Cowking

Parcel ID: SD7354 4128

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	1.26
Total area (ha)	1.26



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	1.26
Total area	1.26

Parcel details

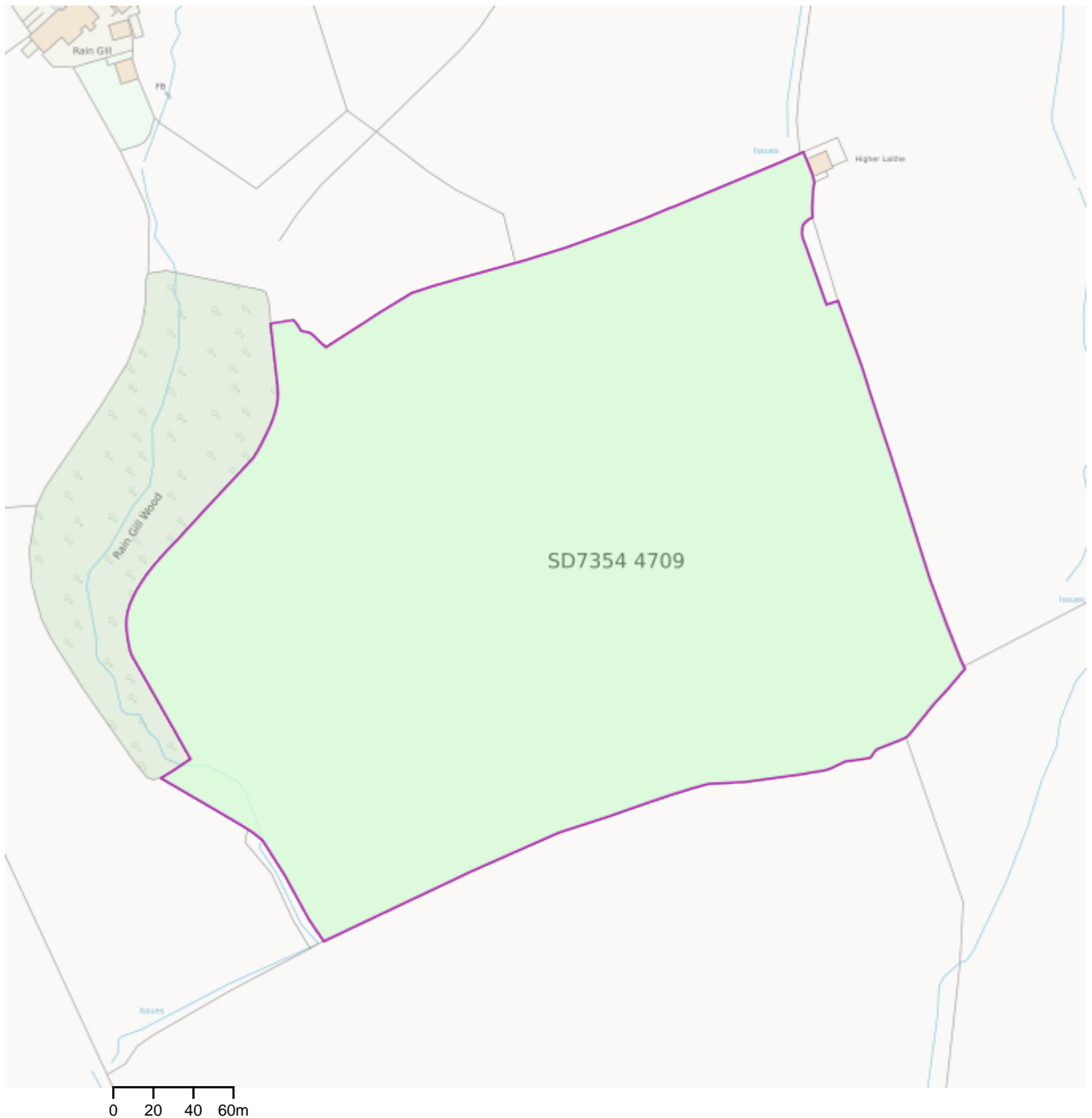
J. J & D Cowking

Parcel ID: SD7354 4709

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	9.95
Total area (ha)	9.95



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	9.95
Total area	9.95

Parcel details

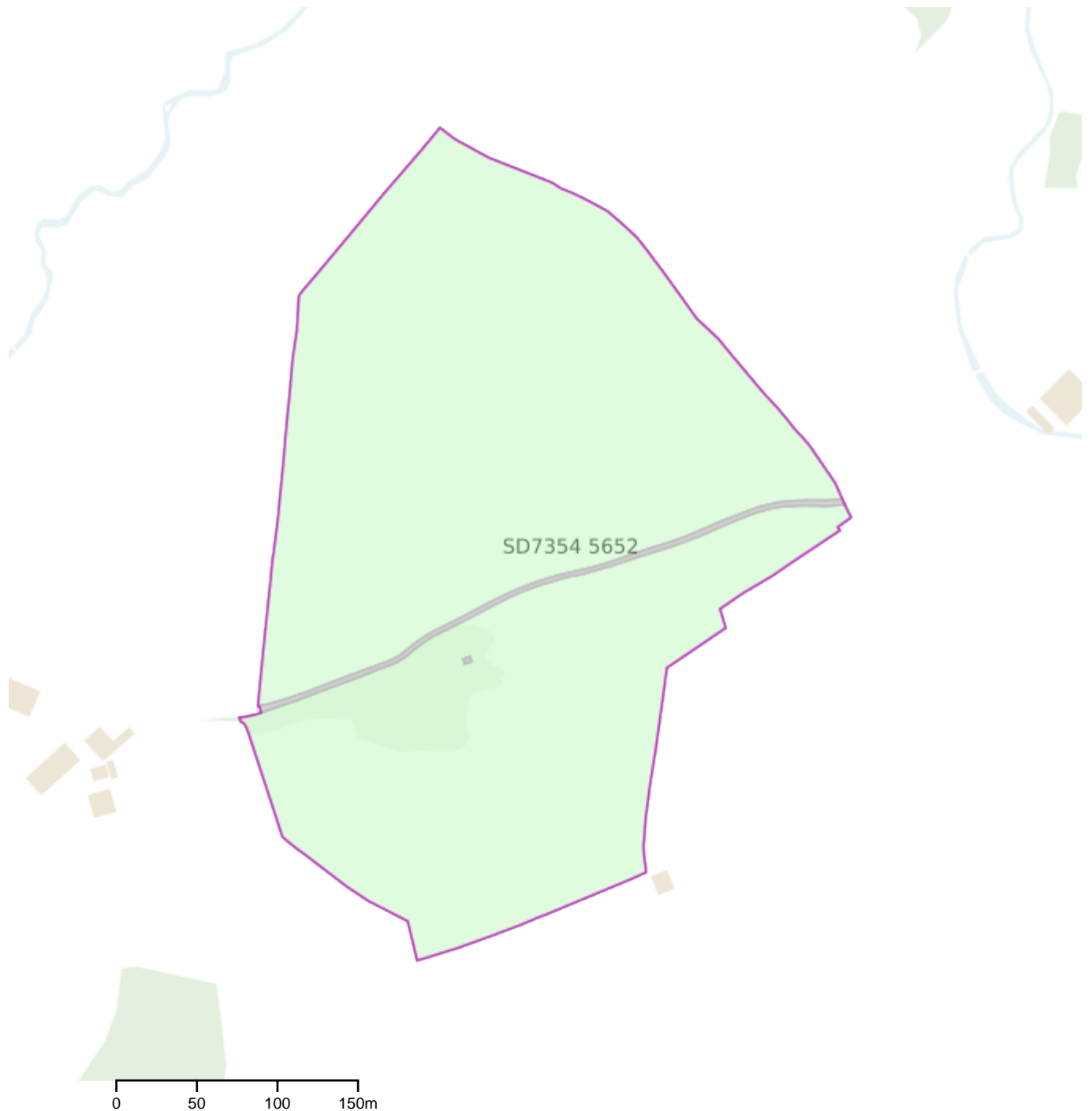
J. J & D Cowking

Parcel ID: SD7354 5652

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	11.77
Total area (ha)	11.87



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	7.07
Farm Building	< 0.01
Permanent Grassland	4.70
Metalled track	0.10
Total area	11.87

Parcel details

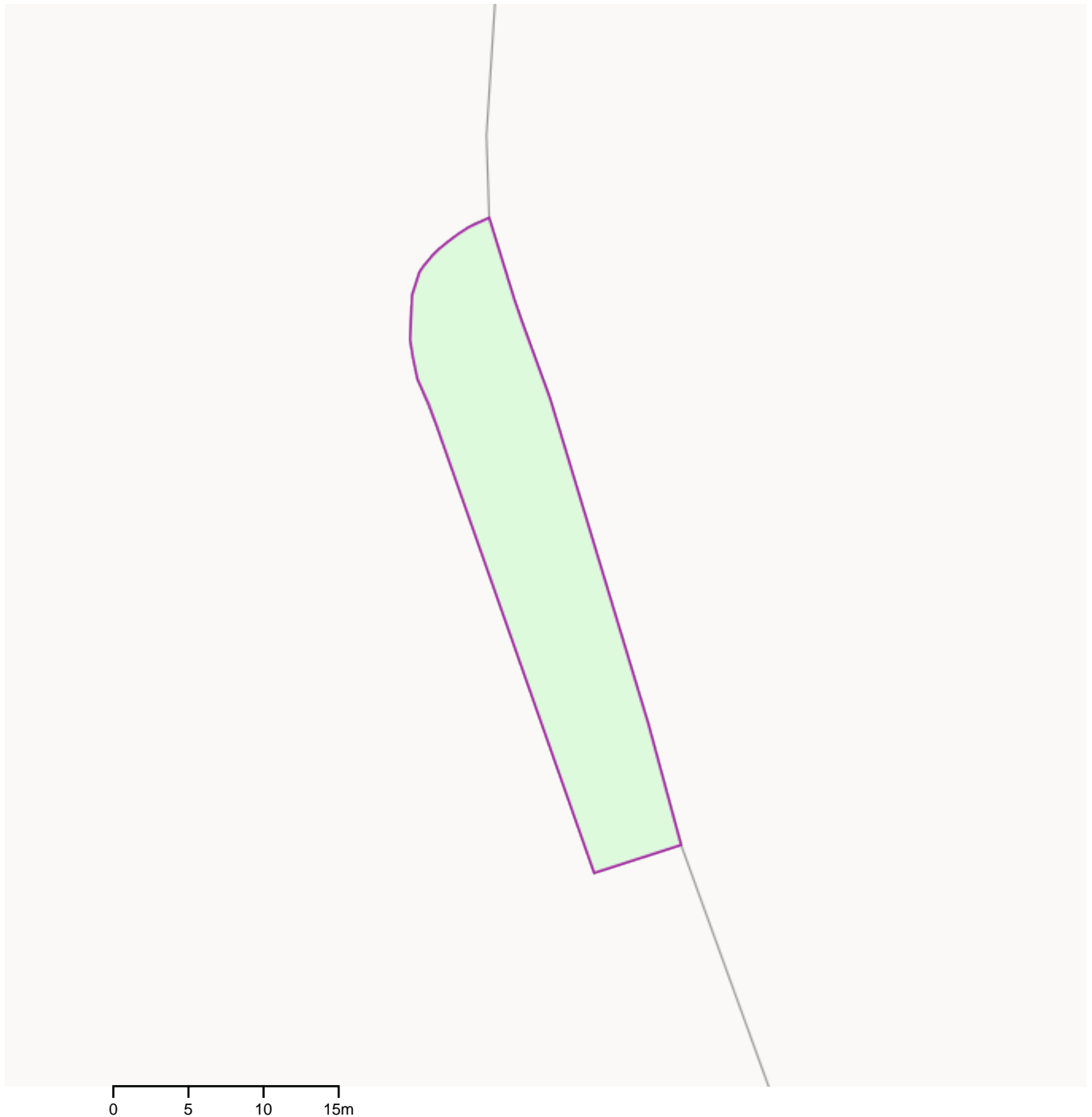
J. J & D Cowking

Parcel ID: SD7354 6628

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.03
Total area (ha)	0.03



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.03
Total area	0.03

Parcel details

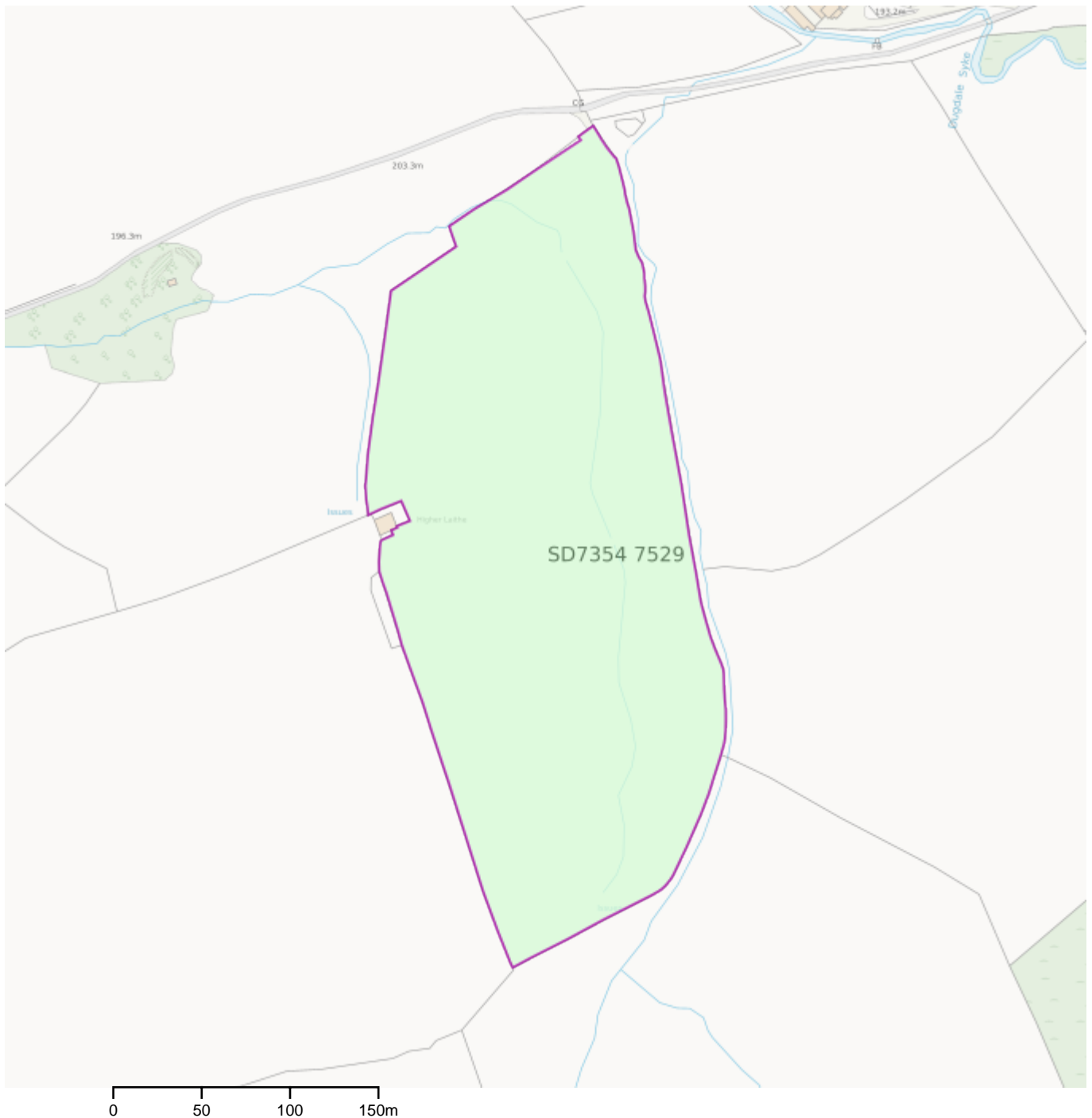
J. J & D Cowking

Parcel ID: SD7354 7529

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	6.37
Total area (ha)	6.37



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	6.37
Total area	6.37

Parcel details

J. J & D Cowking

Parcel ID: SD7454 6090

This is a summary of the land parcel information Rural Payments currently holds for this land.

Summary

BPS eligible area (ha)	0.65
Total area (ha)	0.71



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Land Covers

These are the land covers you have told us about.

Land cover	Total area (ha)
Permanent Grassland	0.65
Hard Standings	0.06
Total area	0.71