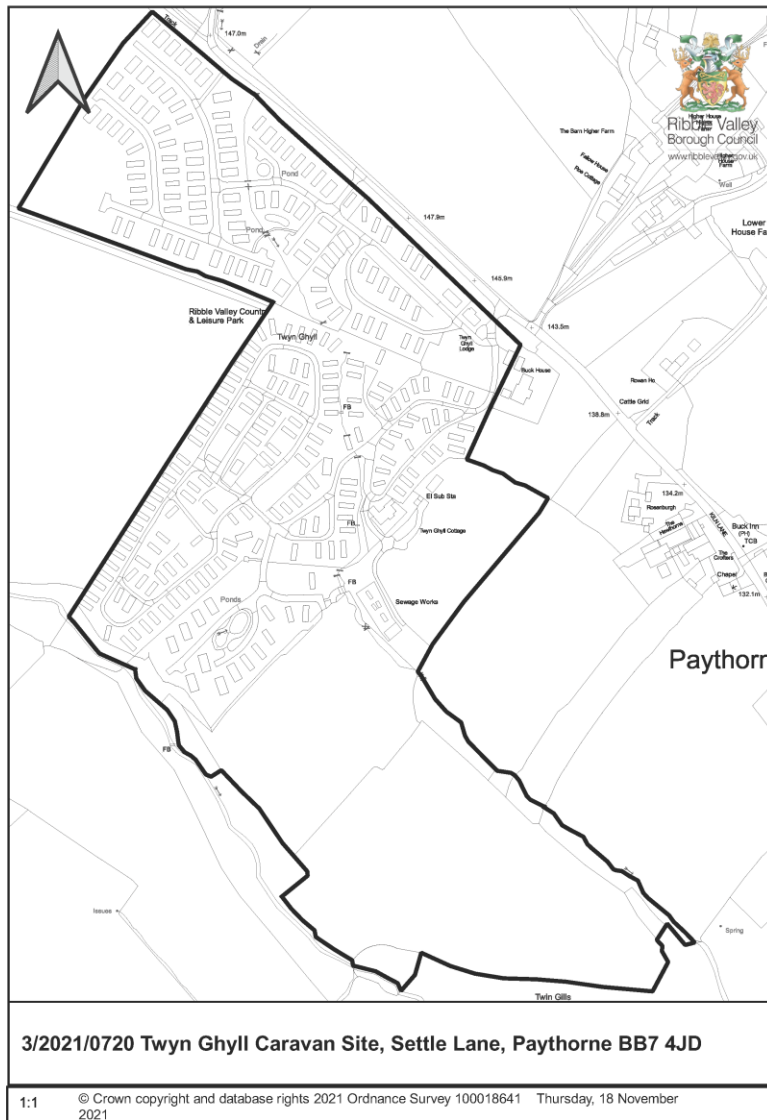


APPLICATION REF: 3/2021/0720

GRID REF: SD 382579 451917

DEVELOPMENT DESCRIPTION:

CHANGE OF USE OF LAND TO FORM AN EXTENSION OF RIBBLE VALLEY COUNTRY AND LEISURE PARK TO FACILITATE AN ADDITIONAL 62 STATIC CARAVAN PITCHES (ALLOWING A TOTAL OF 387 PITCHES ACROSS THE PARK), ASSOCIATED HIGHWAY WORKS, SEWAGE TREATMENT PLANT AND PUMPING STATION, IMPROVEMENTS TO THE EXISTING OPEN SPACE AND THE CREATION OF ADDITIONAL OPEN SPACE, LANDSCAPING AND OTHER ASSOCIATED WORKS AT TWYN GHYLL CARAVAN SITE, SETTLE LANE, PAYTHORNE, BB7 4JD



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

Paythorne Parish Council wishes to object to the application a detailed letter has been submitted and the main areas of concerns raised are in relation to:

- Highway safety, access, deliveries.
- Impact on ecology no biodiversity net gain
- Detrimental visual impact on the surrounding countryside and landscape.

Following reconsultation, the Parish Council do not consider that the revised scheme adequately addresses their concerns and that the development will still have an unacceptable impact.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

The Highways Development Control Section has raised no objection to the proposal subject to the imposition of technical conditions which are discussed further in the report.

WOODLAND TRUST:

Object:

- Detrimental impact to ancient woodland – potential damage.
- Damage to plantations on ancient woodland sites.
- Non-suitable buffer zone.
- Increasing amount of pollution including dust, light.
- Disturbance to wildlife from traffic and visitors.
- Changing landscape character of area.
- Increasing damaging activities like fly-tipping and domestic pets.

The Woodland Trust has been consulted on the revised scheme but at the time of writing the report have not provided further comments.

CAMPAIGN TO PROTECT RURAL ENGLAND:

Object:

- Too much farmland is being lost for development.
- Contrary to adopted local plan policy DMB3 (as undermines character and visual amenity of area).
- Levels of traffic would be too high – noise and air pollution issues.
- Impact on site ecology.
- Not enough amenities in Paythorne.

UNITED UTILITIES:

- Concerns around water supply - Extending of water mains needed.
- Sustainable draining of surface water.
- No wastewater assets in the area.

LANCASHIRE FIRE AND RESCUE:

- Scheme fully meets all the requirements of Building Regulations Approved Document B, Part B5 'Access and Facilities for the Fire Service'

ADDITIONAL REPRESENTATIONS:

65 Objections have been received.

Issues of Concern:

Social/Community:

- Dominate the hamlet and surrounding countryside - character
- Noise pollution from caravan site – will be exacerbated further with extension
- Hamlet has a lack of facilities to accommodate more tourists
- Increased risk to privacy and security for Paythorne residents
- Psychological distress from increased traffic
- Increased disruption to local businesses
- Extra demand on power services
- No immediate community benefit

Highways:

- Safety issues for pedestrians - Lack of walkways, street-lighting, no road markings or street signage
- Rising carbon emissions from increased site traffic
- Heavy traffic will erode local roads during construction
- Traffic congestion
- Air Pollution from increased car use
- Damage to the Grade II historically significant bridge by HGVs delivering caravans
- Parking issues

Environmental:

- Visible from the main road – especially during winter months when leaves won't conceal
- Detrimental impact on wildlife (deer, protected bats, buzzards, rare barn owls)
- Damage to Green Belt
- Damage to heritage value of area (Twyn Ghyll Heritage Woodland)
- Detrimental effect on trees and hedgerows
- No evidence supplied that trees have ash die back
- Park Leisure currently has a lack of regard to PRow
- Effect on listed buildings and scheduled ancient monuments
- Poor water pressure currently
- Increased risk of flooding

Other:

- Numerous empty plots and caravans for sale – no current demand for more caravans
- Unbalanced scale of scheme

Main Concerns:

- Safety of pedestrians
- Increase traffic and congestion
- Lack of privacy
- Impact on wildlife
- Visual amenity
- Community amenities – impacts on water, electricity and power supply

Paythorne Action Group: 43 Objections on petition:

- Litter concerns
- Volume of traffic
- Risk for pedestrians
- Noise pollution
- Landscape and habitat damage – visual amenity
- Water supply concerns

Bowland Game-Fishing Association: Object

- Potential for further river pollution
- Increased traffic
- Loss of habitat
- Question the need for expansion

Ribble Rivers Trust:

Object

- Increased Traffic
- Visual Impact
- Impact on habitats and biodiversity
- Detrimental impact on the water quality of the River Ribble and increased flood risk.

1. **Site Description and Surrounding Area**

1.1 The site is not within the Forest of Bowland AONB but is located in a rural location on the edge of the hamlet of Paythorne which is located in a dip close to the River Ribble, 3 miles to the North of Gisburn. The site is outside any defined settlement boundaries.

1.2 The caravan site is a large development in comparison to the scale of Paythorne with a current licence for up to 325 caravans. The site of the proposed extension is located to the South of the existing caravan site with a field to the East between it and the road there are trees surrounding the field boundaries. The site area is 16.8 hectares which is a similar size to the existing site and would represent a significant linear extension in footprint.

2. **Proposed Development for which consent is sought**

2.1 The application seeks consent for the change of use of the land from agricultural for the siting of up to 62 caravans. This would result in a total of 387 across the site as a whole. A revised layout was received on 5th November 2021 in response to concerns raised by planning officers regarding the scale of the expansion.

3. **Relevant Planning History**

Various previous applications relating to the caravan site none of specific relevance to this application. The most recent expansion was granted in 2015 (for 30 additional units 2015/0567)

4. **Relevant Policies**

- Ribble Valley Core Strategy:
- Policy DS1: Development Strategy
- Policy DS2: Sustainable Development
- Policy EN2: Landscape
- Policy EN3: Sustainable Development and Climate Change
- Policy EN4: Biodiversity and Geodiversity
- Policy EC1: Business and Employment Development
- Policy EC3: Visitor Economy
- Policy DMI1: Planning Obligations
- Policy DMI2: Transport Considerations
- Policy DMG1: General Considerations
- Policy DMG2: Strategic Considerations
- Policy DMG3: Transport and Mobility
- Policy DME1: Protecting Trees and Woodlands
- Policy DME2: Landscape and Townscape Protection
- Policy DME3: Site and Species Protection and Conservation
- Policy DMB1: Supporting Business Growth and The Local Economy
- Policy DMB3: Recreation and Tourism Development

National Planning Policy Framework (NPPF)

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

5.1.1 The proposed extension is for a relatively large extension to the land area of the site to accommodate 62 new units over the 325 currently permitted resulting in a total of 387. Amended plans were received on 5th November following discussions with the agent. The scale has been reduced by approximately 1/3 and now encompasses a smaller developed site area. The layout shows a lower density than on the existing park which would appear to be in line with current trends on caravan site, to meet a demand for more space with vans at lower densities.

5.1.2 In general, from an economic perspective the Council seeks to encourage business growth in support of the local economy and the development of tourism facilities to increase the range and quality of accommodation and facilities in the borough. This is supported by the Council's Economic Plan. In particular it is important to encourage opportunities for a range of employment especially in the wider rural area. It is also acknowledged that the demand for UK holidays has increased as a result of the pandemic but as yet not known whether this will be a permanent change in trend.

5.1.3 Planning policy within the adopted Core Strategy for the borough supports the principles of the development, the site is in open countryside and policies provide

support for expansion of existing business and growth which strengthens the wider rural and village economies. In principle from an economic development and planning policy perspective the proposal would comply with the objectives of the NPPF and Policies DS2, EC1, EC3, EN2, DMB1, DMB3 and DMG2 of the core strategy. The economic benefits of the development must be balanced with the potential harm,.

5.1.4 Policy DMG2 seeks to direct development to the existing settlements. Outside the defined settlements there are criteria which must be met, those most relevant to this proposal are:

- 1) The development is essential to the local economy or social wellbeing of the area.
- 4) Small scale tourism or recreational development appropriate to a rural area.

The proposal could certainly not be considered small scale, but nor is the existing park and this would represent an increase in the number of approx. 20% compared to the originally submitted increase of almost 30%.

5.1.5 Within the open countryside development will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the area by virtue of its size design, use of materials, landscaping and siting.

5.1.6 Policy DMB1 allows for the expansion of existing businesses in rural areas however it must be essential to support the existing source of employment and can be assimilated into the local landscape. There is no evidence presented to suggest that this expansion is essential to maintain the existing source of employment and the impact on the landscape will be considered in detail in the section below

5.1.7 Policy DMB3 again supports the principle of the development in terms of expanding the range of visitor attractions but consideration will need to be given to the criteria in this policy, of most relevance are.

- 1) The proposal must not conflict with other policies in the plan
- 2) It must well be related to an existing settlement or group of buildings
- 3) It 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 highway network, it should not generate additional traffic movements of a scale and type likely to cause undue problems or additional disturbance. Where possible the proposals should be well related to the public transport network.

5.1.8 Policy EN2 refers to general landscape impacts and states:

“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.”

Whilst the development could not be seen in long distance views at the time of a site visit when the trees are in leaf and is located in a dip in the landscape it would increase the footprint of the existing site and projects southwards at a 90 degree angle to the main site creating a Z shaped development, rather than

rounding off or infilling around the existing site. There is a concern that Paythorne would be overwhelmed by this development as well as the loss of a large area of agricultural land in a rural area as well as the development being at odds with the historic landscape and evolution of the settlement over time. As such it could not be reasonably argued that it is in keeping with the scale, local distinctiveness or vernacular style of the vicinity. However, it must be considered that the caravan park exists and is well established and that the increase in units by 20% is not disproportionate to its existing scale.

- 5.1.9 The proposal will bring some benefits to the area due to additional visitors which are likely to spend money in the local area and the creation of jobs and spending through the construction and operational phases. However, the site is not in a particularly sustainable location. It is 3 miles by road to the nearest larger village (Gisburn) However main services such as supermarkets can be found in Barnoldswick (Pendle Brough) which is 7 miles away and a 15 min drive or Clitheroe (Ribble Valley) or Settle (North Yorkshire) both of which are 11 miles away and a 20-minute drive, there is no public transport. As Paythorne only has one pub the very localised economic benefits will be confined to this and the site operator, but there will be some wider benefits to Ribble Valley and the adjacent boroughs.
- 5.1.10 The revised scheme is considered to accord with the Core Strategy in principle subject to the other material planning considerations.

5.2 Impact upon Residential Amenity:

- 5.2.1 There are a few dwellings located close to the site boundary and the boundary of the existing park.
- 5.2.2 This is a fairly substantial extension to the park, but it is noted that the area to be developed is not closer to dwellings than the existing park area. There is also a buffer around the area provided by the existing topography and trees and as such it is unlikely that the holiday units themselves would have a significant impact on the residents of Paythorne. There will be some intensification of the use through additional visitors and the associated vehicle movements however in comparison to the existing scale it is not considered that the expansion would have a significant additional impact on neighbouring residences.
- 5.2.3 A planning approval would be subject to conditions to control occupancy periods etc as well as the need to adhere to the terms of the site licence which ensures that the site is properly managed.

5.3 Visual Amenity / Landscape:

- 5.3.1 As aforementioned the site is not within the Forest of Bowland AONB but is located in a rural location in an area of undeveloped open countryside. This will be an extension of an existing site but the impact on the landscape is one of the main factors to consider.
- 5.3.2 The intent is to strengthen existing boundary treatments, provide open spaces and that the existing topography will provide some natural screening. The area to be developed is bounded by tree / hedgerow cover. The vans will be set out in a lower density arrangement than other parts of the site and incorporates open

spaces. The number of units has also been reduced so that the southern part of the field is left undeveloped and there is a wider buffer to the woodland areas.

- 5.3.3 The site has been viewed from various vantage points and it is accepted that it would not be highly visible in long distance views given the topography and natural screening. However, the fact that something can be hidden does not necessarily mean that it is not having an impact as such a large development is at odds with the peaceful rural nature of this area and the historic form of the hamlet as well as resulting in the loss of attractive open fields. There is an argument that caravans are not permanent structures and therefore not development, but this is a permanent change of use of the land which as well as bringing additional caravan units brings landscaping, hard standings and additional activity into a currently open area of land. However, the reduction in scale does alleviate some of the initial concerns and is a much more modest extension to an existing site which now on balance is considered acceptable given the tourism and economic benefits it will bring.

5.4 Highway Safety and Accessibility:

- 5.4.1 Lancashire County Council acting as the Local Highway Authority (LHA) does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to technical conditions being imposed on any approval
- 5.4.2 It is acknowledged that the site is accessed via narrow country lanes, but this is common of many such facilities. Potential trip generation data has been submitted and the increase in vehicle movements will not have a detrimental impact on the external highway network. Internally the parking and accesses meet LCC's standards and as such and it is not considered that the impact on the highway network would be severe enough to warrant a refusal on highway safety grounds.
- 5.4.3 The proposal will utilise the existing access which currently serves the existing caravan park. Therefore, as the existing access complies with the LHAs guidance, there is no objection to this being used to access the site expansion.
- 5.4.4 The likely route of delivery vehicles will be over the Paythorne Bridge along Neps Lane. The LHA understands that the bridge during the month of August 2021, there were two collisions which involved two large, delivery vehicles on separate occasions who collided with the bridge as they used the public highway. Therefore, the agent was requested to provide a swept path analysis of the largest vehicle required to access the site. This information demonstrates that the vehicle movements associated with the development will not conflict with the bridge. However, conditions are suggested which will include requesting the Applicant employs an abnormal load company when units are being transported to the site and that any overhanging shrubbery or branches along Neps Lane within 60m of the river bridge are cut back. The LHA also request that a detailed timetable and a risk assessment of the delivery routes undertaken will be submitted to them before any movement of the caravan units.
- 5.4.5 Multiple Public Footpaths cross the site. However, the proposal conflicts with Public Footpath 3-3-FP23 which currently runs through the existing field. In response to this, the LHA request that Public Footpath improvements are made

which should include the footpath to be a minimum of 1.5 metres wide with a compacted bound surface; a replacement of two stiles along the eastern and western boundary of the site with Centrewire Woodstock Pedestrian Kissing gate with mesh hoops; and the replacement of the existing Rural Footbridge (13122K) including handrails as per a specification to be provided by Lancashire County Council. These improvements are all required with the proposal generating additional footfall to a popular Public Footpath. The cost of all these improvements will be £25,686 and this should be agreed under a Section 106 agreement with the Local Planning Authority, in consultation with the LHA

5.5 Ecology / Trees:

5.5.1 The field itself is currently agricultural semi-improved grassland which is not of high value for biodiversity.

5.5.2 The adjacent woodland is an ancient woodland, which is a very valuable habit that is irreplaceable. There is a concern that the intensification of the use of adjacent land for leisure purposes will have a detrimental impact from increased activity and pollution. As such a larger buffer than originally shown was requested to mitigate the harmful impact of the development. The Woodland Trust do recommend a buffer of 50 metres between development as a precautionary principle and in this case have assessed this particular development and recommended this larger buffer. The applicant has previously referred to Natural England's standing advice of 15 metres however this actually says *"you should have a buffer zone of at least 15 metres to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance, you're likely to need a larger buffer zone. For example, the effect of air pollution from development that results in a significant increase in traffic."*

para 180 of the NPPF states:

"development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists"

5.5.3 The revised plans received on 5th November sought to address the concerns with regards to the woodland and provide a larger buffer. The submitted site plan demonstrates that a much bigger buffer is now provided. All of the holiday units achieve a 50 metre buffer but the amenity areas of 3 or 4 of them just touch the edge.

The government has also indicated that it will soon be mandatory to provide biodiversity net gain; however, notwithstanding this, certain areas such as ancient woodlands will be protected in accordance with the National Planning Policy Framework and the Conservation of Habitats and Species Regulations (2017).

The submitted preliminary ecological appraisal has been submitted and does suggest some measures for enhancement.

A calculation of biodiversity net gain has been included. Which concludes that the site will deliver the following

42.97% net gain – habitat units
155.47% net gain – hedgerow units
0% net gain - river units

Therefore, it is considered that the developer has addressed the concerns with regards to ecology and trees and demonstrated that not only will the ancient woodland be protected but the development will achieve biodiversity net gain which is a clear benefit of the development. Conditions are suggested to ensure that the biodiversity measures, landscaping and tree protection is carried out. Subject to this the proposal is considered to accord with the NPPF, and Core Strategy policies EN4 and DME3.

5.6 Drainage and Water Management:

- 5.6.1 The site will be served by a package treatment plant that will pump treated water back up to the existing site.
- 5.6.2 The site is in flood zone 1 and is at low risk of flooding from all sources. A surface water drainage strategy is included which will discharge surface water to surrounding watercourses at acceptable rates.
- 5.6.3 United Utilities have confirmed that there is no sewage connection in the area but have drawn the developer's attention to the drainage hierarchy and advise that surface water should be drained in the most sustainable way.
- 5.6.4 Environmental Health have requested more details with regard to foul water management to ensure that there is not excessive noise disturbance to neighbours.
- 5.6.5 If approved it could be ensured that the drainage for the site is adequate by imposing technical conditions.

5.7 Infrastructure, Services and Developer Contributions:

- 5.7.1 The applicant will be required to pay a contribution towards footpath / footbridge improvements of £25,686 which they have agreed to.

6. Observations/Consideration of Matters Raised/Conclusion

- 6.1 Taking account of the above matters and all material considerations it is considered that the proposal is in accordance with the requirements of the adopted development plan.
- 6.2 It is further considered that the submitted details demonstrate that the location of the development is such that there will be visual encroachment into the defined open countryside and result in an overall enhancement in biodiversity for the site.
- 6.3 It is considered that subject to the agreed improvements around the access routes it has been demonstrated that the development can be accessed without detriment to highway safety or highway structures and adequate mitigation in the form of a financial contribution will be provided for improvements to the rights of way network.
- 6.4 For the reasons outlined above the proposed development is considered to be in accordance with the main aims and objectives of the adopted development plan and on

balance do not consider that there are any significant material reasons that would warrant the refusal to grant consent.

RECOMMENDATION: That the application be DEFERRED and DELEGATED to the Director of Community Services for approval following the satisfactory completion of a Legal Agreement, within 3 months from the date of this Committee meeting or delegated to the Director of Community Services in conjunction with the Chairperson and Vice Chairperson of Planning and Development Committee should exceptional circumstances exist beyond the period of 3 months and subject to the following conditions:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Insert plans

REASON: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchasing Act 2004.

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Location Plan

Landscape Strategy received 5.11.21

Proposed Site Plan 4528-200 Rev H received 5.11.21

Tree Impact Assessment received 5.11.21

REASON: For the avoidance of doubt as the proposal was the subject of agreed design improvements and/or amendments and to clarify which plans are relevant to the consent hereby approved.

3. Each holiday unit hereby approved shall not be let to or occupied by the owner, any one person or group of persons for a combined total period exceeding 28 days in any one calendar year and in any event shall not be used as a unit of permanent accommodation or any individual(s) sole place of residence.

The owner shall maintain a register of all guests of each unit of accommodation hereby approved at all times and shall be made available for inspection by the Local Planning Authority on request. For the avoidance of doubt the register shall contain:

- the name and address of the owner's permanent residence (where they pay Council tax and/ or are registered to vote and keep the majority of their possessions);
- the name and address (permanent residence) of main guest who made the booking together with dates of occupation.

For the avoidance of doubt permanent residence is where the owner/ guest pay Council tax and/or are registered to vote and keep the majority of their possessions.

REASON: The permission relates to the provision of holiday accommodation. The condition is necessary to define the scope of the permission hereby approved and to ensure that the development promotes sustainable tourism and contributes to the area's economy.

4. The landscaping proposals hereby approved shall be implemented in the first planting season following occupation or use of the development, whether in whole or part and shall be maintained thereafter for a period of not less than 10 years to the satisfaction of the Local Planning Authority.

This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted.

All trees/hedgerow shown as being retained within the approved details shall be retained as such in perpetuity.

REASON: To ensure the proposal is satisfactorily landscaped; that trees/hedgerow of landscape/visual amenity value are retained as part of the development and to provide biodiversity net gain.

5. The development shall be carried out in strict accordance with the recommendations of the preliminary ecological appraisal dated November 2021. Prior to development commencing full details and location of the proposed wildlife enhancements recommended the report shall have been submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with these details. On completion of the approved works a verification report shall be submitted to the Local Planning Authority and the enhancements maintained in perpetuity.

REASON: In order to provide biodiversity net gain and offset any impacts as a result of the development.

6. All tree works/tree protection shall be carried out in strict accordance with the submitted tree survey dated November 2021.

The specified tree protection measures shall remain in place throughout the construction phase of the development and the methodology hereby approved shall be adhered to during all site preparation/construction works.

REASON: To protect trees/hedging of landscape and visual amenity value on and adjacent to the site or those likely to be affected by the proposed development hereby approved.

7. Prior to the first use of the caravan units hereby permitted a scheme showing dedicated electric vehicle charging points throughout the application site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the electric vehicle charging points shall be provided in accordance with the approved scheme prior to the first use of the caravans hereby permitted.

REASON: To promote options for sustainable modes of transport within the site.

8. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;

- Details of loading and unloading of plant and materials; • Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

9. Before the caravan units associated with the planning permission are delivered to the site the off-site highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved in writing by the Local Planning Authority

REASON: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

10. Before the caravan units associated with the planning permission hereby approved are delivered to or taken away from the site any shrubbery or branches overhanging Neps Lane within 60m of the river bridge south abutments and less than 5.2m above road level shall be cut back at least 600mm from the highway boundary.

REASON: To ensure the full width of the highway is available for all vehicle manoeuvring in the interests of highway safety.

11. Before any of the caravan units associated with the planning permission hereby approved, are delivered to, or taken away from the site an abnormal delivery company should be employed to help with the safe passage of the load and to make other road users aware of the delivery.

REASON: To enable all delivery traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

12. No delivery of the caravan units associated with the planning permission hereby approved shall take place until a detailed timetable showing the dates and times of the delivery, and an assessment of the routes the deliveries will take, is submitted to and approved in writing by the Local Planning Authority. The delivery of the caravan units thereafter shall be undertaken in accordance with the approved timetable.

REASON: In the interest of highway safety.

13. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number 4528-200 Rev H have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

14. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with drawing number 4528-200 Rev H. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

Informatives:

The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Any damage caused to the surface of the Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

Any intention to landscape within the vicinity of a Public Right of Way must be at least 3 metres away to ensure there is no encroachment either over the footpath or through the surface, potentially creating a hazard to the public and future maintenance issues.

Drainage should take into account the vicinity of the Right of Way ensuring surface water is not directed over or near the Right of Way to prevent flooding of the footpath.

Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.

In relation to condition 8: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.

- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or emailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway and verge.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2021%2F0720