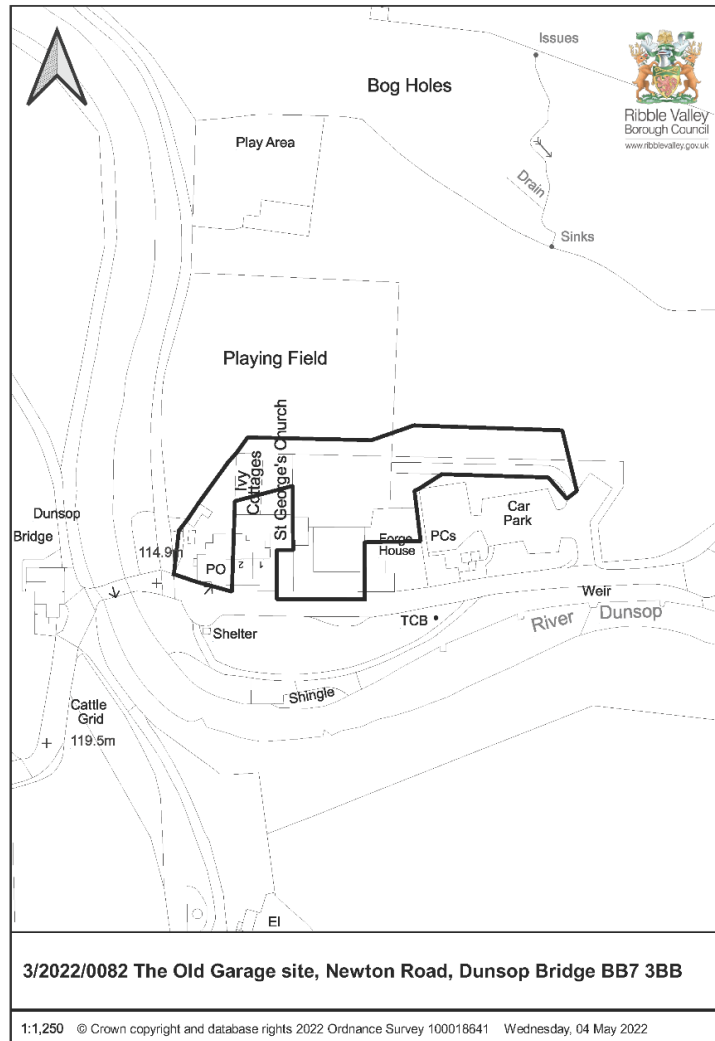


APPLICATION REF: 3/2022/0082

GRID REF: SD 366038 450100

DEVELOPMENT DESCRIPTION:

REDEVELOPMENT OF THE OLD GARAGE SITE TO PROVIDE NEW BUILDING THAT INCLUDES A CAFE, COMMUNITY SHOP, RETAIL UNIT, POST OFFICE, COMMUNITY SPACES TOGETHER WITH A SEPARATE STORE/PLANT ROOM AT THE OLD GARAGE SITE, NEWTON ROAD, DUNSOP BRIDGE, BB7 3BB



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

No comments to make.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

Considers that the application as submitted does not fully assess the highway impact of the proposed development and further information is required as set out in this response. Further information to be submitted following re-consultation.

LANCASHIRE LOCAL LEAD FLOOD AUTHORITY:

No comment to make on the above application.

UNITED UTILITIES:

Object to the proposal and request additional information prior to determination in relation to Ownership Certificate; Protection of United Utilities Water Mains and Drainage solution – request for levels information. Further information to be submitted following re-consultation. However, if minded to approve request conditions be imposed regarding – Protection of United Utilities Water Mains, Foul and Surface Water Drainage and Management and Maintenance of Sustainable Drainage Systems.

ENVIRONMENT AGENCY

Having regard to the submitted FRA no objection to the development as proposed. The previous use of the proposed development site as a petrol station presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. The proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy.

ADDITIONAL REPRESENTATIONS:

Originally Three letters of objections have been received which raise the following issues. However following amendments relating to fencing and garden areas and restriction to access 2 objections have been withdrawn or of less concern.

- Scale of the proposal and whether there is a need.
- Highway safety as a result of additional traffic.
- Residential amenity impact with additional noise and privacy concerns.
- Loss of garden areas.
- Impact on the local environment and wildlife.
- Visual impact by the additional built form.

1. Site Description and Surrounding Area

- 1.1 The proposal relates to the Old Garage site, St Georges Chapel and Puddleducks Café in the village of Dunsop Bridge. The Old Garage site sits in a prominent location in the heart of the village and to rear of the site is a playing field and open countryside. The main garage buildings are of limited architectural merit.
- 1.2 The site is within the Forest of Bowland Area of Outstanding Natural Beauty (AONB)

2. **Proposed Development for Which Consent is Sought**

- 2.1 The proposed development consists of the redevelopment of the Old Garage site in Dunsop Bridge including St Georges Chapel. The scheme seeks to demolish the old corrugated iron building and the large main garage building and erect a single new community hub building. The building will be linked to St Georges Chapel by a covered walkway.
- 2.2 The proposals also request internal alterations to the existing café/post office unit to bring the building back into full residential use. This includes internal reconfiguration and raising the floor levels to satisfy requirements of the Flood Risk report. The proposal includes the retention of the existing post office and shop and reversion to residential use would only happen when the new building on the old garage site is complete and open to the public which would ensure a continued offering to the village.
- 2.3 The proposed new community hub will have a Gross External Area of approximately 300 sq m. The building will use traditional materials of stone, timber and glazing to ensure the assimilation with the village setting. It is proposed the site will include a café, community shop, retail unit, post office and community spaces, separate store and plantroom. A rear extension to the community hub is proposed to have a flat and mono pitched zinc roof to external covered seating area with PV panels fitted above. The building is a two storey predominantly stone construction with blue slate roof and designed with a catslide roof to reflect a stone barn. The building is linked to the chapel building by an open walkway with a pitched roof.
- 2.4 The scheme includes the conversion of St Georges Church into community therapy rooms and community library/workspace/meeting room. The proposals also include a request for the existing café and post office (at Puddleducks) to revert to residential use once the new building is complete and open to the public. The proposal would result in the removal of external flues and signage associated with the shop.
- 2.5 Additional 20 car parking spaces are also proposed to the north east of the site, to the rear of the existing public car park. The proposed development includes electric car charging points and bike storage including e -bike charging points.
- 2.6 The proposal also includes reduction in rear gardens which would now be incorporate a building to accommodate plant and storage.
- 2.7 The proposal would lead to the loss of some trees and hedgerows which would be replaced by new hedgerows which would be in excess of the area to be removed.

3. **Relevant Planning History**

3/1989/0058 New car park – Approved with conditions.

3/2001/0847 – Post office and flat. Approved with conditions.

4. **Relevant Policies**

Key Statement DS1 – Development Strategy

Key Statement DS2 – Presumption in Favour of Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN3 – Sustainable Development and Climate Change

Key Statement EN5 – Heritage Assets
Key Statement EC1 – Business and Employment Development
Key Statement EC3 – Visitor Economy
Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations
Policy DMG2 – Strategic Considerations
Policy DMG3 – Transport and Mobility
Policy DME2 – Landscape and Townscape Protection
Policy DME3 – Site and Species Protection and Conservation
Policy DME4 – Protecting Heritage Assets
Policy DME5 – Renewable Energy
Policy DMB1 – Supporting Business Growth and the Local Economy
Policy DMB3 – Recreation and Tourism

Historic Environment Planning Practice Guidance (HEPPG)
National Planning Policy Framework
Technical Guidance to National Planning Policy Framework
National Planning Practice Guide

5. **Assessment of Proposed Development**

5.1 Principle:

5.1.1 The proposal has been subject of pre application advice and it was considered that the principle of the redevelopment was acceptable, The main considerations relate to impact on heritage and the built environment, transport, landscape, biodiversity and visual impact as well as residential amenity issues. Dunsop Bridge is a Tier 2 Village settlement where development will need to meet proven local needs or deliver regeneration benefits. The proposal seeks to deliver economic benefits with the introduction of additional commercial and community buildings or uses

5.2 Highways:

5.2.1 In relation to highway issues the concerns initially expressed was a lack of information but based on the additional details and justification it is now considered to have an acceptable impact on the highway network. The proposal may lead to additional traffic movements, but it is envisaged that the hub building will be predominantly used by the immediate community.

5.2.2 The additional car parking facilities may assist/ease congestion and issues of parking on the roads to the benefit of highway safety

5.3 Landscape/Ecology:

5.3.1 The proposal includes sufficient replacement landscaping to compensate for the loss of some trees resulting from the new car parking area and the additional buildings. It is considered that the scheme would not adversely impact on the immediate landscaped area or the wider area. The Councils Countryside officer is satisfied that there would no significant impact on biodiversity or landscape.

5.3.2 The proposal incorporates additional areas of planting to compensate for the loss of some trees and hedgerows. It is considered that the proposed development would not present any significant adverse impacts to the landscape or the local visual amenity.

5.3.3 The following environmental benefits of development are considered in relation to ecology: Biodiversity net gain – the delivery of c184sqm of new hedgerow as well as new tree planting on the site will help to deliver biodiversity net gain. At the same time bat, swallow and owl boxes will have either an enhancement or at least mitigation impact on these species.

5.4 Residential Amenity:

5.4.1 The concerns of the local residents are noted in relation to additional traffic, noise and privacy but this is not considered to be significant enough to warrant a refusal given the economic and social benefits associated with this scheme.

5.4.2 The proposal has been amended and the footpath alterations have been deleted which would overcome some of the concerns expressed by the objectors and the proposal now safeguards further elements of the existing garden area.

5.5 Economic Benefits:

5.5.1 The method adopted for assessing benefits for the proposed scheme is to determine the employment impact and value of expenditure in the supply chain in order to ascertain economic impact figures. It is important to note however that the proposals will generate other social and cultural benefits beyond its economic footprint; that is the direct impact based on employment at the site. The applicant has submitted an Economic Benefit Assessment which outlines the economic benefits of the scheme.

5.5.2 The quantifiable benefits that will arise are classified as:

- Construction – the value of the construction project and related jobs. (A study by the CBI confirms that: “Analysis by Oxford Economics shows that every £1 spent on UK construction creates £2.92 of value to the whole economy.”)
- Employment – the number of net additional jobs arising and the GVA (gross value added) associated with permanent jobs created by the development and associated infrastructure;
- Expenditure – the benefits accruing from monies spent by the hotel and guests in the local economy.

5.5.3 The proposed development at the Old Garage site will require a construction investment of over a million pounds which may lead to an economic benefit anticipated to be in the region of £3m. Much of this benefit will be realised locally in construction and supply chain businesses. • Delivery of new community facilities in rural Ribble Valley – the provision of new community facilities at Dunsop Bridge will help to deliver jobs in this part of the Ribble Valley. Temporary construction related jobs will clearly be supported during the construction process. • Support for local supply chain companies – all businesses operating from the site will have some supply chain requirements. This should benefit local businesses in the areas.

5.6 Other Benefits Including Social/ Environmental:

- 5.6.1 The following social benefits of development will arise: • Delivery of new community facilities in rural Ribble Valley – the provision of new community facilities at Dunsop Bridge would be likely to enhance the vitality of the village and surrounding area by providing additional services). • The delivery of new community facilities will contribute to the sustainability of the area by allowing those working in the village or surrounding area an opportunity to work in close proximity to where they live. age.
- 5.6.2 As previously reported the scheme would result in a • Biodiversity net gain with the delivery of c184sqm of new hedgerow as well as new tree planting on the site will help to deliver biodiversity net gain. At the same time bat, swallow and owl boxes will have either an enhancement or at least mitigation impact on these species.
- 5.6.3 Other benefits would include the reuse of a previously developed site with a more sustainable building and the removal of asbestos as part of the redevelopment of the site.

6. Observations/Consideration of Matters Raised/Conclusion

- 6.1 The potential further regeneration social and economic benefits and biodiversity measures incorporated with the scheme would have a positive benefit that would outweigh any harms possibly resulting from the development.

RECOMMENDED: That the application be APPROVED subject to following conditions:

Time Scale for Implementation of Consent

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

REASON: Imposed In accordance with the provisions of Section 91 of the Town and Country Planning Act, 1990.

Approved Plans and Documents

2. The development hereby permitted shall not be carried out otherwise than in conformity with the following submitted plans: and details and recommendations therein received by the Local Planning Authority:

Location Plan KL2887

Proposed Site Plan and Block Plan KL2887 105 Rev B

Proposed Elevation Plan KL2887 107 Rev A

Proposed Plans KL2887 106 Rev C

Proposed Plan and Elevation Details KL2887 108

Proposed Elevation Details to Plant and Store KL2887 109 Rev A

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

Materials

3. Prior to the commencement of the construction of the development hereby approved full details of the external materials and surfacing materials shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be constructed in accordance with the approved materials.

REASON: To ensure that the appearance of the development is appropriate to the character and setting of the area.

Drainage

4. No development shall commence until details of the means of ensuring the water mains that are laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water main from construction activities and the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

REASON: In the interest of public health and to ensure protection of the public water supply.

5. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include: (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365; (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and (v) Foul and surface water shall drain on separate systems. The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Highways

6. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

7. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on WDP drawing number 105 Rev B 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).

8. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with WDP drawing number 105 Rev B. 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).

9. Prior to development above ground details of all cycle stores (including design, materials and finishes) shall be submitted to and approved in writing by the local planning authority. The approved cycle stores shall be provided and available for use prior to the occupation of the associated plot or in the case of the flats prior to occupation of the first flat. The cycle stores shall be retained at all times thereafter.

REASON: In the interest of providing suitable storage for cycles and sustainable modes of travel.

10. The surface water from the approved car park should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

11. No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

- The contact details of a suitably qualified co-ordinator;
- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;
- Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems.

REASON: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion.

Landscaping and Tree Planting

12. The proposed landscaping as shown on the approved landscape plans, shall be planted at the site or at a phased programme of landscaping agreed previously agreed in writing by the LPA. If, within a period of ten years following planting, any trees on the site die, they shall be replaced with a comparable replacement. The mitigation measures contained within the Arboriculture Impact Assessment dated 29/03/22 shall be fully complied with throughout the development with protective fencing retained as appropriate.

REASON: In the interest of visual amenity and biodiversity.

13. Within 1 month of the date of this permission full details of number, type and their siting of bird and bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The boxes shall be implemented prior to occupation or use of any of the buildings hereby approved.

REASON: In the interest of visual amenity and biodiversity.

Electric Vehicle Charging Points

14. Prior to the development being brought into use, further details of electric vehicle charging points, their number, location and appearance following matters shall be submitted to and approved in writing by the Local Planning Authority. The charging points shall be installed in accordance with the approved details prior to the use of the new car park.

REASON: In the interest of sustainable travel measures and reduce the impact of carbon footprint.

15. The residential use of the building shown on Plan reference KL2887 108 shall not commence until the new community building including shop, café and post office shown on Plan references KL2887 106 A and 107 A has been completed and occupied.

REASON; In the interest of safeguarding employment opportunities and community benefit.

16. The premises within the Chapel Building shall be used for Medical/Therapy rooms on an appointment only basis and for no other purpose (including any other purpose in Class E of Part 11 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON; In the interest of highway safety and residential amenity.

17. The operation of the activities associated with the Chapel Building shall be restricted to the hours of 0800 TO 1900 hours Monday to Friday and 0800 to 1700 Saturday and Sunday and the hub building 0800 to 2300 hours Monday to Saturday and 0800 to 1700 on Sunday.

REASON; In the interest of safeguarding residential amenity.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2022%2F0082