

Application Recommended for Approval
Coalclough with Deerplay Ward

APP/2018/0105

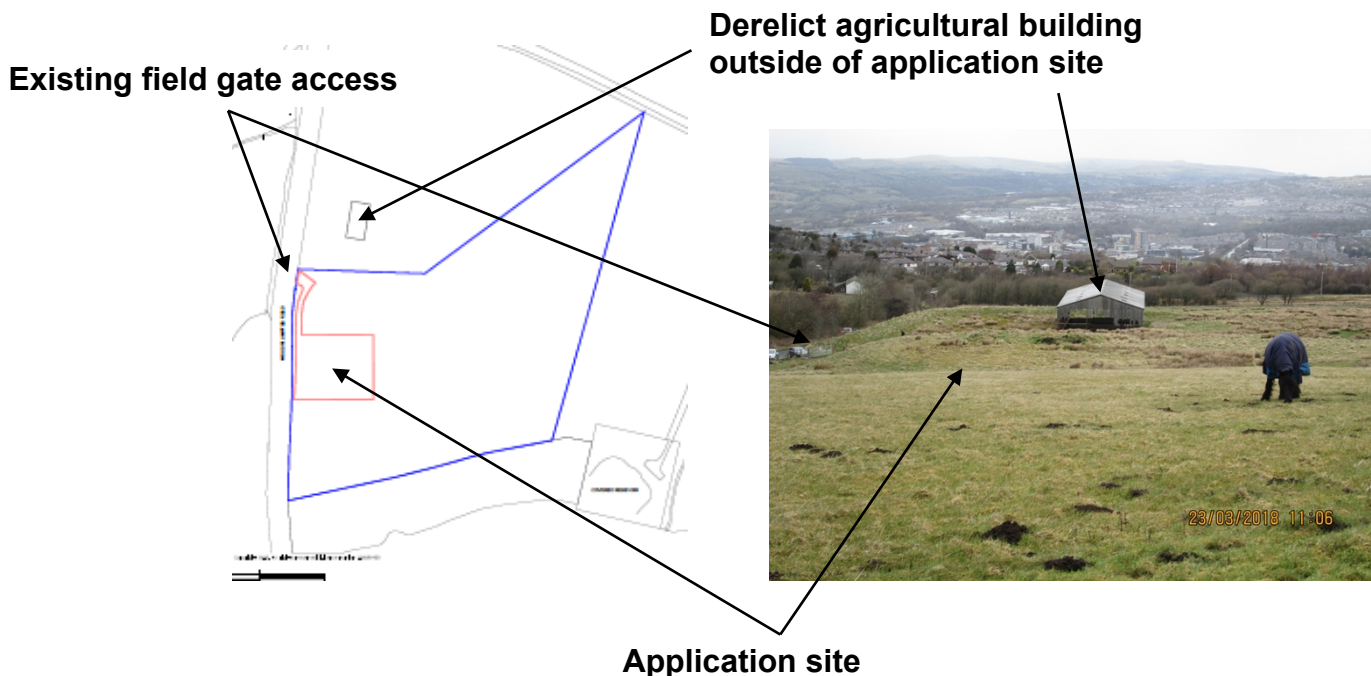
Full Planning Application

Proposed construction of a stable barn and 40m x 20m all-weather outdoor arena.
LAND EAST OF WOODPLUMPTON ROAD

Background:

The proposal is to erect a stable barn for six horses with concrete apron and an adjoining outdoor arena (menage) which would be served by a new access track from an improved access on Woodplumpton Road.

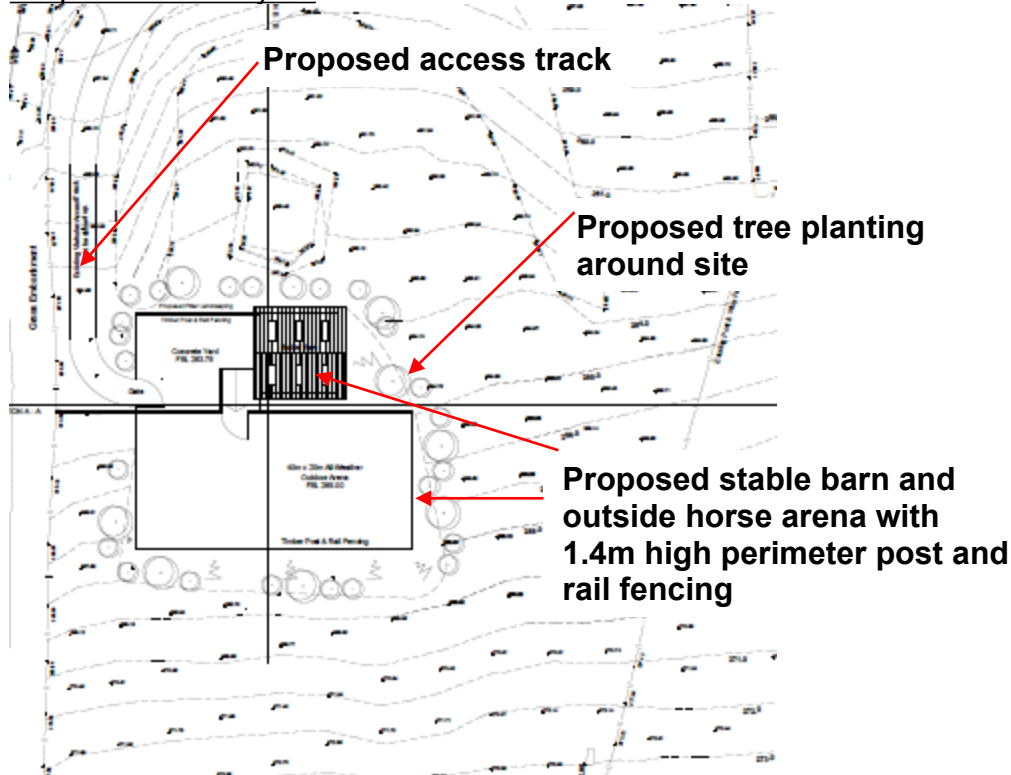
The site on the east side of Woodplumpton Road within the rural area to the southern edge of the main urban area of Burnley, is an uneven and sloping field under grass and currently used for grazing ponies.



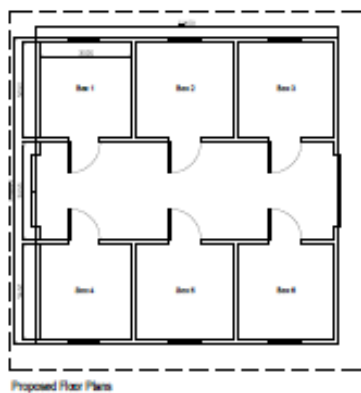
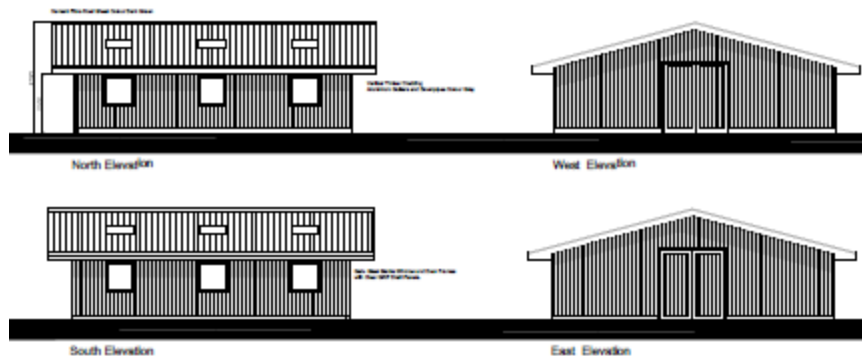
The application site is within a larger field amounting to approximately 4.2ha (10 acres), surrounded by the Burnley Golf Course and Hollin Cross Farm to its west sides and by Lower Small Hazels Farm to its east side. The site is also surrounded by a network of the definitive public footpaths (PF 20 to the south side of the applicant's field, PF 19 passing north to south through Lower Small Hazels Farm, PF 20 passing along the track to Lower Small Hazels Farm to the north of the application site and FP13 which leads to Woodplumpton Road from Hollin Cross Farm).

The field has a small plateau towards its north side and generally rises from this point towards the southern edge of the field which bounds FP 25. The proposal is to utilise and improve the existing field access where access is generally level and construct a stoned up access track with a length of approximately 55m within the field (parallel with Woodplumpton Road) to take vehicles and horse boxes up to a proposed concrete yard in front of the proposed stable barn.

Proposed Site Layout



The proposed stables are a timber construction with dark green cement fibre sheets to the roof.

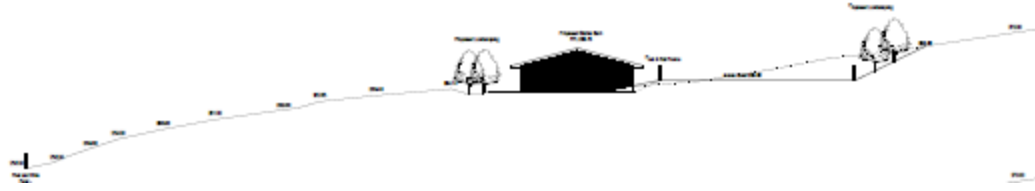


Six stables with central corridor for private use by the applicant.

The current plans as indicated above have been amended since the original submission. The main changes have been to remove a large overhanging canopy to the front of the barn and to slightly reduce the height of the building to 4.6m; to reduce the size of the concrete yard; to reduce the size of the outdoor arena from 60m x 20m to 40m x 20m, to re-site the arena close to the stables; to erect the stables and construct the concrete apron at a lower level than the arena. The proposed site

section shown below indicates that there would be some cutting and filling within the field in order to form a level platform for stables and a slightly higher level for the outdoor arena.

Section north to south through site (as apparent from Woodplumpton Road)



Section west to east through site (as apparent from PF 25 to south side of site)



Relevant Policies:

Burnley Local Plan Second Review

GP2 – Development in rural areas

GP3 – Design and quality

E* - Development and flood risk

E27 – Landscape character and local distinctiveness in rural areas and green belt

CF7 – Outdoor recreation and rural areas

Burnley's Local Plan, Submission Document (July 2017)

SP1 – Achieving sustainable development

SP4 – Development strategy

SP5 – Development quality and sustainability

CC4 – Development and flood risk

EMP7 – Equestrian development

NE3 – Landscape character

The National Planning Policy Framework

Site History:

None.

Consultation Responses:

LCC Highways

Given that the stables will be for the applicant's own horses and not offered on a commercial basis, there is no objection on highways grounds. Conditions are recommended to require wheel washing facilities once the use has commenced and to require the proposed access between the highway boundary and the new gated access to be hard surfaced in tarmac, concrete or similar material.

Environmental Health

No objection.

Publicity

Two letters of objection have been received from neighbouring properties. A summary of the points of objection is listed below:-

- Visual impact of development from all directions
- Excessive development, including arena and fencing
- Development would be at highest point
- Unrestricted views from surrounding public footpaths that are well used
- Would become overlooked with views into garden
- Concerns that it would become a livery yard and lead to on-site living accommodation
- Would lead to excessive traffic on Woodplumpton Road which is narrow and only passable for one car in places and with very steep sides
- There has been a significant increase in traffic over the last 10 years; there is no speed limit and it is used for the golf club and as a cut through. Planned development nearby would make this worse
- Additional traffic would be a danger to horse and rider and drivers who use this road
- Poor state of existing public footpaths which would worsen
- Impact on wildlife: deer, kestrels, owls, sparrowhawks, foxes, hedgehogs and ground laying birds
- Disturbance to an adjacent honey bee hive
- Would cause substantial run-off, washing loose surface material down the lane
- Suggest plant more trees.

Planning and Environmental Considerations:

Principle of development

The proposal is for private stables and outdoor horse exercise arena in association with the use of the surrounding fields (4.2ha/10 acres) for the grazing of horses/ponies. Given the size of the fields are sufficient for the grazing needs of all the private horses/ponies to be kept in the proposed stable barn, the proposal would retain the agricultural use of the land. Policy GP2 permits appropriate development in the rural area where it relates to agriculture, forestry and outdoor recreation uses not requiring large buildings. This proposal which relates to the agricultural use of the land would therefore in principle comply with the limitations of development in Policy GP2. The proposal also involves an element of outdoor recreation and should be considered against Policy CF7. Burnley's Local Plan (Submission Document) is the emerging local plan and is at an advanced stage; as such, it carries significant weight. Policy EMP7 of this plan provides criteria for assessing stables and equestrian related development. The main considerations are therefore the suitability of the site for the development, its visual impact and any adverse impacts on highway safety. Other issues raised by neighbours who have objected to the proposal are also addressed below.

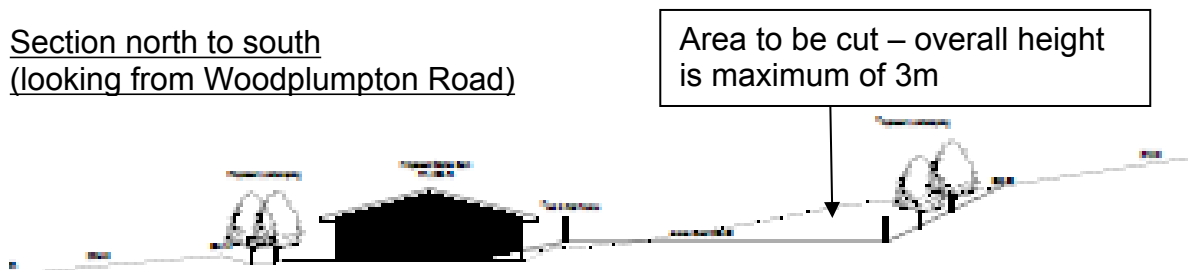
Visual impact in rural area

Policy EMP7 of emerging local plan states that new freestanding stables and equestrian facilities will only be permitted where they are closely related to existing farm buildings or other groups of buildings, are well screened and do not cause harm to the visual amenity, openness or rural character of the area. The proposed site is

not adjacent to other buildings associated with the applicant and to this extent would create a relatively isolated development. The site is however reasonably close to the main urban boundary in the local plan and this would be brought closer to the development by the new urban boundary indicated on the Policies Map of the emerging local plan. The proposal is therefore sufficiently close to existing development. The site is steeply sloping in parts and would not provide a level or sheltered site. However, horses/ponies have been grazing on this exposed land for some months and the introduction of the proposed stables would provide shelter during adverse weather.

Policy CF7 of the local plan seeks to ensure that proposals for new outdoor recreation in rural areas is designed and landscaped to reflect the landscape character of the area. Policy E27 of the local plan and Policy NE3 of the emerging local plan similarly seek to ensure that development respects and enhances the landscape character of the area by, amongst other things, ensuring that proposals relate well to local topography and built form and are of an appropriate scale, siting, layout, design, density and use of materials. The proposal has been reduced in scale to ensure that it meets the needs of the applicant without appearance excessive. This has led to a reduction in the overall size of the stable barn and in the length of the proposed horse arena from 60m to 40m. Further steps have also been made to relate the development to the local topography by staggering the development across a lower level for the stable and concrete yard to that of the proposed outdoor arena (difference is 1.25m). This enables the proposed stable building to sit at a lower level and to avoid excessive cutting into the rising ground to the south side of the site to form a level arena.

Section north to south
(looking from Woodplumpton Road)



The view of the stable barn and outdoor arena would be obscured by the high steep banks along Woodplumpton Road. From the surrounding public footpaths, the development would be visible but would be seen to comply with the general grain of the land. Distant views of the development would also be filtered by proposed tree planting. The applicant states that no floodlighting is required. Conditions to prevent external lighting and to require a detailed landscaping scheme would therefore be necessary. The proposed stable barn would be constructed in timber and green fibre cement sheets which would be appropriate materials in the rural area.

Whilst the location of the development is on rising land and exposed, the visual impact of the development would be reduced by its careful positioning, proposed levels, design, scale and materials of the stable barn and new landscaping. The proposal would therefore satisfy Policies CF7 and E27 of the local plan and Policies EMP7 and NE3 in these respects.

Impact on highway safety

Policy EMP7 of the emerging local plan requires stables and equestrian facilities to have satisfactory access. The existing access is adequate for the proposed use which would be lightly trafficked with occasional horse boxes and trailers. The amount of additional traffic on Woodplumpton Road would therefore be minimal and would not significantly affect conditions for other users of the road, including horse riders, walkers and drivers. LCC Highways has no objections to the proposal but recommends suitable conditions relating to wheel washing and hard surfacing at the site entrance. A condition is also necessary to prevent any livery or other commercial use. Subject to these conditions, the proposal would not significantly affect highway safety.

Impact on local amenities

Policy EMP7 states that equine developments should be sited at an adequate distance from neighbouring residential properties. The minimum distance between the proposed stables/outdoor arena and the nearest residential property would be 224m which is adequate to protect levels of privacy, outlook and general amenity.

Other issues

There are no nature conservation designations or features of ecological importance relating to the site and no expected significant impacts on wildlife or any protected species. The planting of suitable trees would encourage nesting birds and has the potential to enhance the biodiversity of the site. One of the objections that have been received refers to an important honey bee hive on an adjoining field. The proposal would not however directly affect this.

The site is in a low flood risk area. The proposal may increase surface water run-off which can be adequately dealt with through soakaways in the surrounding fields.

Conclusion

The use of land to provide modest private stable and horse related development is in principle an acceptable use in the rural area. Steps have been made in this case to reduce the visual impacts of the development and subject to conditions to ensure its satisfactory implementation, the proposal is acceptable and would not significantly affect the openness or character of the landscape, highway safety, the site's ecology, risks of flooding or residential amenities.

Recommendation: Approve with conditions

Conditions

1. The development must be begun within three years of the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: 2092_01RevA and 2092_04RevC, received on 21 May 2018; and, 2092_03RevC and 2092_05RevC, received on 24 May 2018.
3. The stables and outdoor horse arena hereby approved shall be used for private purposes only and shall not at any time be used for livery, riding school purposes, events, gymkhanas or any commercial purpose.

4. There shall not at any time be any floodlighting or illumination of the outdoor arena or any part of the application site.
5. The external materials of construction to be used on the walls and roof of the development shall be as described on the approved plans only and shall not be varied unless otherwise approved in writing by the Local Planning Authority.
6. The development shall be constructed to comply with the levels and finished floor levels as indicated on the approved plans only and shall not be varied unless otherwise previously submitted to and agreed in writing by the Local Planning Authority.
7. Prior to the commencement of development, a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development and details of new tree/shrub planting (as illustrated on the approved plans) shall be submitted to and approved in writing by the Local Planning Authority.
8. All planting or seeding comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first use of any part of the approved development or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written approval to any variation.
9. Prior to the approved stable barn being first brought into use, wheel washing facilities to be used for the cleaning of the wheels of vehicles before departing the site shall be placed in situ and made available for use in accordance with details which shall be first submitted to and approved in writing by the Local Planning Authority. The approved wheel washing facilities shall thereafter be retained in perpetuity.
10. Prior to any part of the approved development being first brought into use, that part of the vehicular access between the highway boundary and the gated access shall be hard surfaced in tarmac, concrete or similar hard surfacing material.
11. Run-off from the approved development shall be directed to soakaways, in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority prior to the completion of the development or any part of it being first brought into use, whichever is the sooner, unless an alternative scheme is otherwise previously agreed in writing by the Local Planning Authority.

Reasons

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.
3. To ensure the satisfactory implementation of the proposal which is only suitable for private purposes, in accordance with Policies GP2 and CF7 of the Burnley Local Plan, Second Review (2006) and Policy EMP7 of Burnley's Local Plan, Submission Document (July 2017).
4. To avoid any adverse effects from illumination in the countryside in order to protect the rural and tranquil character of the site, in accordance with Policies GP2 and CF7 of the Burnley Local Plan, Second Review (2006) and Policies EMP7 and NE5 of Burnley's Local Plan, Submission Document (July 2017).
5. To ensure a satisfactory appearance to the development, in accordance with Policies GP2 and CF7 of the Burnley Local Plan, Second Review (2006) and Policy EMP7 of Burnley's Local Plan, Submission Document (July 2017).
6. To ensure the satisfactory implementation of the proposal, having regard to the visual impacts of the development, in accordance with Policies CF7 and E27 of the Burnley Local Plan, Second Review (2006) and Policies EMP7 and NE3 of Burnley's Local Plan, Submission Document (July 2017).
7. In order to assist the development in integrating into an area of open and prominent countryside, in accordance with Policies CF7 and E27 of the Burnley Local Plan, Second Review (2006) and Policies EM7 and NE3 of Burnley's Local Plan, Submission Document (July 2017). The scheme is required prior to the commencement of development in order to ensure that any site preparation or protection measures can be undertaken at the appropriate stages.
8. In order to ensure that the required planting scheme achieves its objective in respect of assisting the development in integrating into an area of open and prominent countryside, in accordance with Policies CF7 and E27 of the Burnley Local Plan, Second Review (2006) and Policies EM7 and NE3 of Burnley's Local Plan, Submission Document (July 2017).
9. To prevent loose material being dragged onto the public highway, in the interests of highway safety, in accordance with Policy CF7 of the Burnley Local Plan, Second Review (2006) and Policy EMP7 of Burnley's Local Plan, Submission Document (July 2017).
10. To prevent loose material being dragged onto the public highway, in the interests of highway safety, in accordance with Policy CF7 of the Burnley Local Plan, Second Review (2006) and Policy EMP7 of Burnley's Local Plan, Submission Document (July 2017).
11. To minimise surface water run-off onto the adjoining highway, in accordance with Policy E8 of the Burnley Local Plan, Second Review (2006) and Policy CC4 of Burnley's Local Plan, Submission Document (July 2017).

